



CORVAN ANTICS

VOLUME 17

NUMBER 2

March & April 1989



RAMP/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

Illustration Chevrolet Motor Division

"We use it to haul feed, hay, motors, fuel—anything . . . and I like it for commuting between the farm and my office . . ."

"There's plenty of room up front, too. We often take three men out on a job and there's plenty of room for all of them on the Corvan front seat. There's no crowding and you get all the leg room you need."

Cutting costs from coast to coast...Corvaire 95 quality and utility!

"The traction is far better than anything we've got . . . it's almost unbelievable the way it travels slick, snowy roads without chains . . ."

"I like the low outside height of the Corvan, too. We usually carry ladders or pipe on the roof and with the Corvan you can put things up there or take them down more easily. The low height means less work for us."

"You can get around town quicker in the Corvan than you can in the regular panel trucks. It's easier to park and to get through tight places."

"There's plenty of load space . . . that means more diapers delivered every trip . . ."

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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On The Cover

Thanks to Joe Darinsig of York, PA for sending in a very rare "Prospect Selector" brochure dated June, 1961. This was a "testimonial" type of handout brochure supplied to dealers to try and drum up more commercial sales. Unfortunately, it is very difficult to reprint this type of material with any degree of quality, but some of the photos are so priceless I might try some next issue. You'd love the shot of the DYDEE Service Corvan! The cover consists of some of the quotes.

Club Boutique

CORVANATICS MERCHANDISE AVAILABLE THROUGH CAROLINE SILVEY

Window decals - \$1. each. Jacket patches - \$2.15 each. Club stationary and envelopes - \$.05 each. Back issues of CORVAN ANTICS - over 80 issues all volumes up to and including vol.2 #3 are 60¢ each. (9 issues). Vol.2 #4 through current issue are \$1. each. Complete set is only \$75.

FC Paint Mfg. Codes, paint combinations, prices and options (21pp.) \$4.50.

CORVAN ANTICS Technical Index - Complete listing of technical material published between 1972 and 1988. 8½ x 11 bound - \$1.50 ppd.

Forward Controlling With The President



Well, in spite of cold weather around the country, it was still warmer here in Mesa, Arizona than in most places. Even with lower than normal temperatures here we managed to attend the Cactus Corvair Club meeting, the UltraVan Club's annual Arizona Rally and subsequent week of tech sessions at Boso Automotive Service, and to select several needed Corvair parts from member Larry Aldrich's Corvair salvage yard. Also we have been out searching for lost coins, jewelry, treasures and etc. with our new metal detector but, so far, we have found one bent wheat penny and about a gallon of old rusty bottle caps and aluminum pull-tabs, and not one single buried Corvair part.

Speaking of buried Corvair parts, I remember that back in 1969 near Mt. Comfort Indiana, just off I-70, there was an abandoned early model Corvair in a deep ditch along a country road. Since this was an isolated area other people started dumping solid refuse in that ditch and eventually the Corvair was covered. Later new homes were built along this road. Each time I go down that road I recall that lonely Corvair in that ditch and wonder if the homeowner immediately adjacent to this Corvair grave site knows if he has a Corvair grave possibly under his driveway entrance.

We just received the 1985-1988 Corvan Antics Technical Index update from member Robert W. Terkelson. We certainly thank him for the time and effort he has spent on all the previous indices and the present update. As soon as it is printed we will get copies to you.

We occasionally see a Corvair on the street. There is a Corvan about a mile from us that is for sale. Around Apache Junction, Arizona can be seen a white Rampside with a blue feature strip. It is the most used FC we have ever seen. It is the service truck for Boso Auto Service. Owner Howard Boso either drags broken down cars in one the tow bar or pushes them in with the big rubber bumper on the front. The Powerglide transmission works well in the situation encountered in a service truck.

Howard and Mary Boso belong to Corsa but do not belong to CORVANATICS. They have FC's, an UltraVan, and many Corvairs. Howard does not limit his service to Corvairs, he works on them all. If you are ever in the Valley of the Sun and need automotive service you will be treated well by Boso Automotive - especially if you are driving a Corvair or an UltraVan. The Bosos are one of the finest couples you will ever meet - who else would invite twenty UltraVans, a Winnebago and a big GMC converted bus to park in their backyard for days?

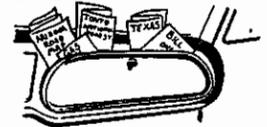
PLEASE BE REMINDED that we do not have all of

our CORVANATICS supplies with us. If you have ordered back issues, stationary and envelopes or binders we will send what we have with us and the remainder will be sent to you when we get back home near the end of March. The binder supply has been exhausted and we will not be restocking them.

Tom Silvey

From The Editor's

Glovebox



We've had a few articles come in and it looks like we're about back on schedule. That is for now. For the next issue I've got nothing. Zip, zero. Now might be a good time to sit down and put together that article. We also need cover photos! If you have a nice photo of your FC with attractive background send it in with a few paragraphs about it. Either send a 5 x 7 or send us the slide or negative. We'll make the photo and send it to you after we're done with it. We need your input! Sit down now and contribute! Please!

Got to visit with Tom and Caroline several times and meet several other CA members at the Arizona UltraVan Rally. Always nice to see our members. If you're ever in Arizona I'm in the phone book! Also thanks to Tom and Caroline for folding, stapling, addressing and mailing the last issue. A welcome break, indeed!

The other day I came to the realization that the FC really and truly is the best built, strongest and most versatile Corvair, bar none! Now I've driven a lot of 'Vairs over the last 16 years: except for my '55 Chevy 210 I owned for 9 months they're all I've ever wanted to drive. I'm still amazing myself with Corvair's feats and accomplishments even now. Obviously, a lot of the thrill and excitement and newness has worn off. Nowadays it is more of a deep respect for the cars and what they can do.

The other weekend I took my '64 Corvan up into the mountains for about the N'th time. Now when I go to the mountains I don't just stay on the paved roads, I go TO the mountains. And the road TO the mountains is generally not paved! After about the 40th mile of dirt road that day I really got to thinking. I guess the beautiful forest relaxed my mind and it was racing. This old Corvan isn't pretty but it works! It hauls stuff, heavy, bulky stuff, it travels, it provides me an inexpen-

(con'd on page 7)

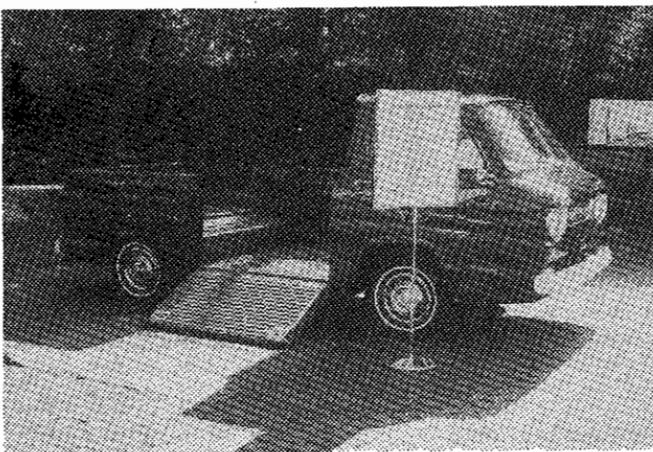
1961 "Cardinal Red" Rampside

When I first saw my 1961 Rampside he luckily had spent all of his life in inside storage. The birthplace happened to be in South Holland, Illinois; sometime in 1979 the truck was towed to Michigan. Most of its time was spent near the area I bought it from, it never was really insured or licensed for road use.

From a service station sticker on the door: in April of 1974 the truck was serviced at 34,600 miles. When I first looked at it it showed 36,000 miles. This was in June of 1987.

The truck had the usual dust, no battery, different wheels and a couple of flat tires, plus a bed full of junk and useless parts. The interior was all original and complete - even had some type of burlap bags on rubber floor mats for protection. The original paint finish was nice and shiny - when the dust was removed things looked really interesting.

The owner had recently passed away and his son was handling the transaction. He promised me the truck ran well last time it was placed in the building. We went back a short time later with gas, a battery, spare wheels, jumper cables and a tow bar. The engine turned over but would not start, so we towed it home behind our Olds 98. The truck started up after it was determined the ignition points were bad - a complete tune-up had the engine purring like a kitten. Then time was spent on a general cleaning up and a road-test program. I only drove around the neighborhood at first until I got it insured.

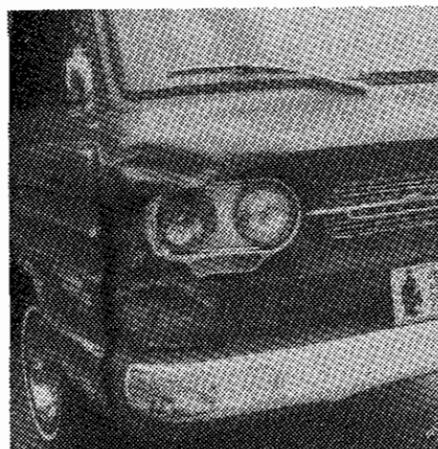


About the first time my wife Sue went for a ride we got a real shock. A driver, looking for an auto parts store on my side of the road, was coming at us from the other direction! He took an immediate panic turn to his left right in front of us. I slammed on the brakes but to no avail. My truck's right front corner hit him in his right rear quarter panel and caused lots of damage to both vehicles.

Luckily Walt Kastelnik and I had just pur-

chased a \$100. parts Greenbrier from the same owner of the Rampside, so we were able to save the entire right front corner from the Greenbrier to be used on the Rampside.

A local bump shop owner, who happened to be an old car enthusiast, offered to fix the truck, that is after my insurance company reluctantly agreed to pay the \$\$\$\$. I also was given \$100 for the sheet metal parts I offered the shop. When it was repaired, bumped out and straightened the entire front was repainted as original. Now I had a nice looking front end and the rest an unrestored truck.



I then contacted my brother-in-law, a fantastic body and paint man in his spare time as a "hobby", and he agreed to do the necessary body work and a complete paint job. There were six areas were minor rusted sheet metal was cut out and replaced with new metal formed and welded in. This included the entire replacement of the larger left side quarter panel. (Pete Koehler had a good used one he sold me for \$50.) The paint job came out fantastic and the truck was put together just before last Easter and driven 300 miles back home. Then the clean-up and detailing started which included priming and painting the cargo area.

I put on a lot of new parts: fuzzies, mirrors, WW tires, 14 inch spinners, exhaust system, etc, etc. The interior was nice enough. All that was done was paint entire upper dash and detail under glove box area.

What was intended to be an everyday driver and usable truck had turned into a nice show-type vehicle. The first time the truck was shown was at Bryce, Ohio Corvair Show. It took first place among FC's. Then two other first places and two second places when judged against Corvair cars.

"Cardinal Red" did well in judging at Asheville but lost points very heavily on the undercarriage. Heck, I thought the aerosol spray can black undercoating I painlessly

sprayed on looked real nice. Judges at a National Meet don't go this route, but heck, a daily driver can't be perfect, can it? So "Cardinal Red" now sits in the garage with a nice cover and all wheels off the ground. I have a few more minor improvements planned for the Spring.

To date, I have driven over 7,000 miles and enjoy every day. He also came home over 700 miles non-stop while touring alongside Dan Weir's Greenbrier with the newly installed transmission.

As a side note, The Greenbrier son-in-law Dan Weir now drives was sitting alongside the Rampside in the building when I first saw them. Now comes the catch - both vehicles HAD to be sold as a pair! The Greenbrier needed major help, including engine, brakes, etc. Both vehicles were sold to us at a ridiculously low price, I'm ashamed to tell the amount.

Those of you who were at the Asheville 1988 CORSA National Meet saw them both. If you saw us the day we arrived the Rampside was towing the Greenbrier with a brand new yellow tow-strap - the only time the strap has been used!

Don Arner
Garden City, MI

"Big Red" Meets "Big Blue"

"Big Red" as affectionately known in our household, is our 1964 Greenbrier Deluxe that I have written about several times. "Big Blue"? Well, that is a new story.

"Big Blue" is a '62 Greenbrier that we acquired about a year ago. A friend of mine had the van and was going to rebuild it someday. He even got started on it but, due to work and school, could not get it done. The van sat around in primer which turned to surface rust and started to deteriorate. Well, after some time my friend contacted me and asked me if I was interested in the van. I said sure if the price is right!

He told me to come over and look at it and see what I thought of the van. So I did. It looked rough, flat tires, the two that were on it. Interior was disassembled, as was much of the outside of it.

I didn't want to see it go to the crusher or the junk yard. I asked the big "Q": How Much? He told me that everything must go with it, which turned into nearly a van-load of parts. Again: HOW MUCH? Just take it! With that the price was right up my alley and I figured it would be a good parts vehicle, if nothing else.

Once home I investigated the van; 1962 Greenbrier, powerglide, deluxe, no rear seats, no radio, no engine, car 3:27 rear end, rusty and with plywood screwed down to the engine lid and transaxle cover.

Enough is enough and the van just sat - for almost a year. My wife was hoping for more,

as she loves Greenbriers and has wanted one, but with automatic. After some time went by and I was continually walking past the van from time to time, I got this thought about having another van to haul parts in and to use as a tow vehicle. I didn't want to use the '64 because engine oil has this tendency to make a mess on carpet, even black carpet.

So the day came around that I thought I would take a closer look at the '62 van. I pushed and pulled the thing around to the front and put it up on jack stands. Now all this is going on as if I never had anything else to do, like finish the rebuild of a late four-door that I started last year and the other '69 coupe that I started two or maybe it was three years ago?! Anyhow this thing ended up getting first priority. How? Well reasons like this; if I have another truck that I can just throw stuff in and not worry about getting it messed up that would make life easier to finish up the late four-door and the '69. Plus, I would have it to pull the cars to the paint shop when it got time to paint the things. Pretty good reasons, or at least it seemed good and logical to me. Well the wife just looked at me and said, "ah huh, sure, just go ahead". So with that reassuring (?) OK it got going. By the way the late four-door is supposed to be for her.



To begin things, I wanted to check out important things that could be very expensive, such as rear wheel bearings, and then work up. After the inspection and cleaning/repacking I moved on. The main theme here was CHEAP as warranted by the higher authority. After a complete brake job, new tires, another transaxle and an old but good 80 HP engine it was time to do something about the outside. A call to a friend was in order to see about a paint job - no body work, just throw some paint on the thing so people won't think I'm on the way to the scrapyard with it. Well a \$400 paint job was out. I didn't want to waste time doing it myself and it just wasn't worth fooling with. So how, might you ask, did I take care of it? Well I know some of you will cringe at this, but the first Corvair I ever had, I bought it this way 16 years ago, yes, I got out the old paint brush and bought some blue and almond paint! Sounds horrible, but I have had many people tell me that they couldn't tell from a short

distance. I even had someone standing next to it that didn't realize it until I said something about it. I painted the top and the belt stripe the almond and the blue is very close to the original blue that came on it.

With the paint out of the way, an engine in place and running, glass packs installed, (duals, I figured that 80 horse would need all the help it could get) I came across the problem of the leaking gas tank. Perhaps a tech topic. So as soon as I get the tank back in and clean it out, I guess life with another Greenbrier will begin. I look forward to driving the van because it is a powerglide, what's that dear... Yes, it is automatic! Can YOU drive it? I guess that you could... if you really wanted to. But I didn't build it for that! ...to work? Everyday? But what... I know that but... I know you don't work on weekends! But... a stereo?! No I didn't... I guess I could... But... but!!!!??? Has anyone out there got another junker that could be fixed? What's that? Yes dear, I guess I could find a nice one for you... with an automatic. What about the late four-door? Oh, you want it, too!

Well, you see, I let her test drive the thing, took me 15 minutes to get her to quit driving it so I could get back to work on it!

Donald M. Richmond, Sr.
Pensacola, Florida

Family FC Affair

I finished filling out two membership applications to CORVANATICS for my brother and father. We are a three FC family and this adds two FC's to the ranks of our Chapter. My father, Don Palmer, has a 1962 Rampside that is in excellent original California condition but needed restoration. Now the project is about 90%. All that remains is to finish off the suspension work and to replace the car 110HP engine with a fresh 1965 FC 110HP engine, now on the assembly stand. Does this Rampside work? Well, with a large project of sidewalks and a RV slab, Dad used the Ramp to haul sand, gravel and cement from the supplier to his home, one ton at a time. Once or twice a week he makes a bread run for the local Nutrition Center, loaded to the top of the bed with bakery goods. He says it is like driving an electric car with that engine out back, away from the cab. I can understand that as the engine is not in the box with you like my Greenbrier.

My brother, Jeff Palmer, used to own my Greenbrier. OOP'S, sorry Sharon... I should say my wife's Greenbrier! He sold it to us years ago because it was not as fast as his rocket... I mean Turbo-Corvair! But after a trip to the California Sierras a couple years ago "in the bus" he found he couldn't stand it anymore and bought a basket case 1965 Greenbrier Deluxe. Did I say basket case? Boy, that was an understatement! You name it and he had to do it to bring this 95 back to operation. But in the true Palmer spirit Jeff kept up our family tradition of driving home a newly acquired Corvair regardless of condition. Jeff went to Reno, Nevada to pick up this 'Brier, a distance of at

least 400 miles, and drove it home - leaking, smoking, shaking, stalling, spitting, sputtering, crawling, creeping - but ever motivating down the road until home. Ah, the taste of finely aged exhaust fumes! Today, and many hours of reconstruction later, Jeff has a nice family van.

I think the biggest advantage of having a Corvair 95 is that you can haul more friends and a much larger dog around in comfort on short or long trips. And I'm sorry but Mr. Tacocca is wrong when he claims that the Dodge Caravan is America's first mini-van. I'm driving it!

Dave Palmer
Fillmore, CA

DACC FC Update

Our Club here in the Detroit area has been enjoying the Ramps and 'Briers to the fullest this last couple of years. Three or four of us have them as everyday drivers. To give you an idea of our Club members just check this list:

EVERYDAY DRIVERS: Clark Hartzel, Dan Weir, Kan Hand, Don Arner.

Dave Gould: about 10 'Briers, Ramps, Load-sides and Corvans.

Clark Hartzel: 2 Greenbriers, 1 rare Load-side.

Don Arner: 1 Greenbrier, 1 Rampside

Walt Kastelnils: 1 Greenbrier

Phil Ballentine: 2 Greenbriers, 1 Corvan
Pete Koehler: 1 Rampside, 1 parts Greenbrier, 1 recently purchased original, less than 25,000 mile '62 Corvan.

Bob Kirkman: 1 Rampside

Bob McNally: 1 Rampside

Dan Weir: 1 Greenbrier, 1 parts Greenbrier

Clark, Wally, Don and Dan all drove their vehicles to the 1988 National in Asheville. Don's 5th place Rampside ended up towing Dan's Greenbrier into town after the transmission failed.

Remember the parking lot transmission swap in the front Hotel parking lot? To the cheers of many? Two days later the "unknown quality" transmission brought the 'Brier, Dan, Shelly, and twin boys over 700 miles home in one day to the Detroit area. Still runs like a top and is used to haul a trailer loaded down with Mac tools and tool chests.

Don L. Arner
Garden City, MICH.



(GLOVEBOX - Con'd)

sive camper and it goes some unbelievable and unlikely places. It works well. It puts up with this abuse, well it's really not abuse because it was built to take it, and never complains. In turn, I never criticize its few shortcomings - kind of a mutual respect developed over many miles together.

Anyway, I got to thinking what would happen if my 25 year old FC were to break down miles from nowhere. I would estimate I've driven my totally stock Corvan nearly 1,000 miles on the dusty backroads of the Southwest - some that would have really challenged a Jeep. At the very least I would have a long, long walk and a lot of inconvenience. Yet, time after time, total reliability. I guess some day this good luck is going to catch up with us but, until then, I'm not worried.

Anyway, as I began, the FC really is the best built, strongest and most versatile Corvair. Everything - suspension, springs, even front and rear wheel bearings - is designed to handle the full GVW continuously. If you are not using the full 1700-1900 pounds of cargo capacity then everything is so lightly loaded that the components will last much longer than on a standard sedan. Of course the body itself is unbelievably strong. Heck, just ask Bob Marlow! As for versatility, when was the last time you carried nine people or a stack of 4 x 8 foot sheets of plywood in your Spyder? Case closed. But then we knew it...

Ken Krol

FC Classified Ads

1969 ULTRAVAN motor home. 64,000 miles, 140HP engine, 110HP spare engine, paint removed for painting, good windshields, 1½ sets spare w/s, new carpet and upholstery, many spare parts. \$5200. Tom Silvey, (317)335-3772.

LARRY'S CORVAIR PARTS has the most rust-free Corvair parts available in the country - from the dry Phoenix Valley. Cars, FC's, bodies, sheet metal, engines, rear wheel bearings for cars and FC's, crossmembers with original factory black paint, floor pans, doors, power trains, many used and NOS parts. Larry Aldrich, 912 N. 86th Way, Scottsdale, AZ 85257. (602) 947-9353.

IF YOUR CORVAIR COULD TALK it would ask for one of my covers. Greenbrier, Rampside/Loadside and Corvair custom covers. Top quality, low prices, made in USA. Four fabric choices. Call or write for prices and fabric samples.

1963 GREENBRIER DELUXE, 3 seat, super condition no rust, must find new home. Byron Eaton, 1700 Gattis School Road, Round Rock, TX 78664. (512) 255-2285 (After 5:00)

WANTED: for late A/C high compressor mount, the reinforcement bracket that bolts to both pieces of mount. Desperate! Will pay through nose! Ken Krol, 17433 N. 16th Lane, Phoenix, AZ 85023 (602)866-2786 (eves best) (602)264-5133 (days)

Chevrolet Service News

CORVAIR (95) HEATER INSUFFICIENT HEAT

The Corvair "95" air heater rear upper duct assembly has a ¼ inch plastic foam insulation attached to the inner surfaces. A thin coating of rubber is then sprayed over the insulation to provide a moisture barrier on all duct interior surfaces. On some 1961 and early 1962 vehicles this rubber coating may have loosened and sagged into the duct chamber, thereby blocking air flow. When complaints of insufficient heat are received on these vehicles, the possibility of a restriction in the rear upper duct should be considered and the duct checked, as follows.

1. Remove the rear lower duct assembly.
2. Look inside the rear lower duct with a flashlight.
3. If the upper skin is sagging, grasp it by hand and pull it out. Be sure to do a thorough job of removing it.
4. Re-install the rear lower duct.

"The rear lower duct is the duct that runs from the heater box to the front of the vehicle".

CORVAIR ENGINE REAR MAIN BEARING

To prevent the possibility of a mismatch of the thrust flanges of the Corvair and Corvair "95" engine rear main bearings, with the resulting reduction in crankshaft end play, engines produced after April 16, 1962 (date stamped TO416) will have a flanged rear main bearing on the left half of the case only. An unflanged bearing will be installed on the right half of the crankcase.

Service Parts stock rear main bearings will be packaged with one flanged and one unflanged bearing half in each unit when current stocks having both bearing halves flanged are exhausted. June 1962.

-Supplied by Dave Palmer

Tech Topics Supplied by: Resurrection Corvairs

STARTING FLUID

In a pinch if you have no ether or gasoline to start an engine with dry carburetors, use any brand carb cleaner. It makes an excellent engine primer and has the added benefit of cleaning.

VAPOR LOCK

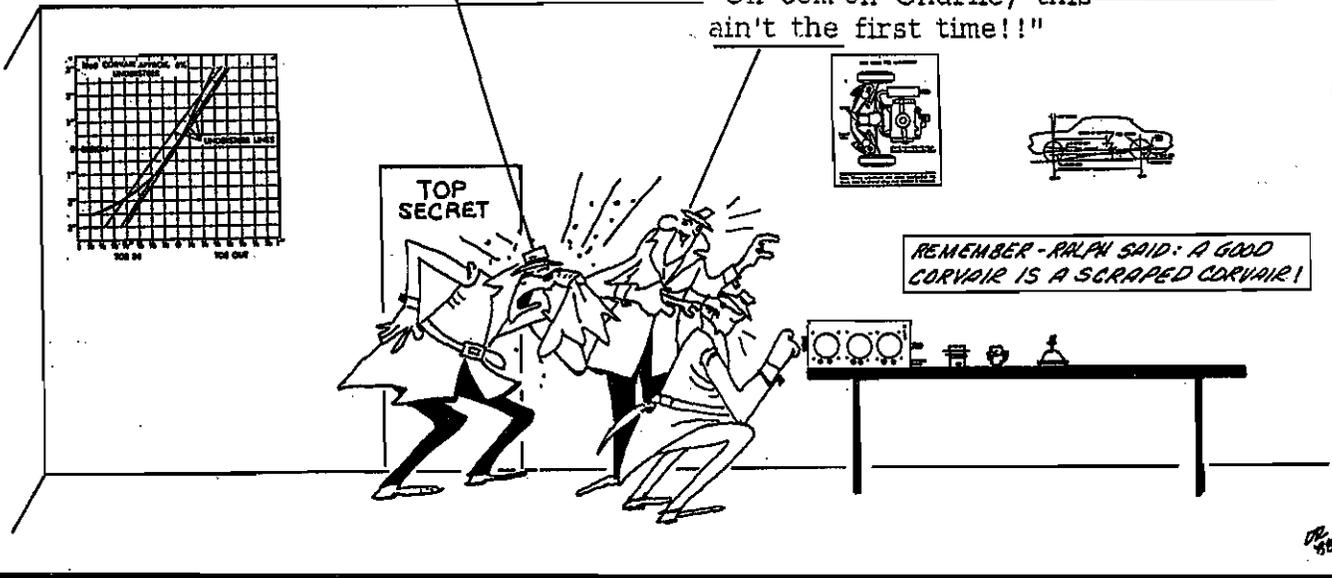
Most vapor lock occurs soon after restarting from a hot summer run. The poor grade gas we have today is part of the reason and several things can be done to eliminate vapor lock. However, when stuck on the road the usual procedure is to let the engine cool off for an hour or more. A faster method is to seal off the openings of the carbs with your hands and have someone else crank the engine over. Suction from the cylinders will pull gas thru and the engine will start.

GENE BRIAR & HIS BUDDY F.C.

IN: the Corvaire Prohibition continues!!

"Gosh, I never knew that Ralph was going to do that to poor ole Gene and then what he did to that Greenbriar, I just wasn't prepared for that!"

"Oh com'on Charlie, this ain't the first time!!"



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

FIRST CLASS



CORVANATICS

THE FORWARD CONTROL CORVAIR PEOPLE