



CORVAN ANTICS

VOL 19 #3



RAMPSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

ILLUSTRATION BY CHEVROLET MOTOR DIVISION

A
PERSONAL BUS
FOR SKIING



CORVAN ANTICS

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

PLEASE SEND YOUR DUES AND CHANGES OF ADDRESS TO CAROLINE SILVEY AS SOON AS POSSIBLE. ADDRESS LISTED BELOW. SENDING TO ANY OTHER ADDRESS WILL SLOW DOWN YOUR RENEWAL AND POSSIBLY CAUSE YOU TO MISS AN ISSUE!!!

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CORVANATICS - THE FORWARD CONTROL CORVAIR PEOPLE. DEDICATED TO PRESERVING, DRIVING AND ENJOYING CORVAIR CORVANS, GREENBRIERS, LOADSIDES AND RAMPSIDES.

On The Cover

A LOOK EDITOR recently estimated that he spent about as much time driving to and from ski slopes as skiing down them. To make these trips more interesting, Ben Kocivar of Bedford, N. Y., outfitted the Chevrolet Corvair Greenbrier sports wagon above with creature comforts, electric gadgets and weather instruments that have his family and friends lolling in knowledgeable luxury. The ski bus, a crowd stopper wherever it parks, can also be used for long fishing and hunting trips, carries six passengers with a week's baggage for each. Yet it is shorter than every compact car but two. Completely outfitted, it costs about the same as a medium-priced sedan. It has reclining seats from a TWA Lockheed Constellation. The floor is layered with foam rubber under soft carpeting. Two batteries insure subzero operation, and a Willard Activerter converts their current so that many household appliances may be connected. The ski bus has a compass, altimeter and airspeed indicator. "Everything but the kitchen sink," one startled viewer observed. Few kitchens are so poshly mobile.

FROM LOOK MAGAZINE

MARCH 12, 1963

Soon to be available: CORVANATICS TECH GUIDE!!!

Forward Controlling With The President

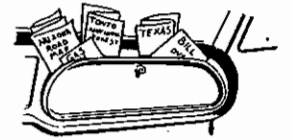


We will do a Michigan CORVANATICS Drive-In sometime this summer or fall. Stay tuned for further info. Gotta go - see you later.

Clark

From The Editor's

Glovebox



It is with great regret that we have again had to combine two issue due to a serious lack of material submitted by our members. I'm ready and willing to put this thing together but have to have your input!

Had a nice visit from Bob and Adele Kirkman recently. They sure picked a bad time to visit as we were having temperatures in the 112 degree range that week. Bob mentioned his Rampside restoration is almost complete and that he will have a full article and photos soon. He also mentioned that he had talked with Clark Hartzel and he was working on our Tech Guide. However it probably would not be ready until fall.

Since my accident that totally destroyed my Corvan Camper, many people have asked if I'm planning on replacing it. Many people have told me of deals that they've heard of on FC's. As much as I dearly miss my FC, especially now that camping season is upon us, I'm just not ready to replace it yet. Financially it was a 100% loss, thanks to the "Like a Good Neighbor" insurance company. So I just do not have the cash. Plus I just can't face all the work involved in building another one. Getting one into top mechanical shape is nothing compared to the incredible amount of work I put into building the custom wood-paneled camper set-up. It was the kind of thing you are willing to do ONCE for a vehicle you plan to keep FOREVER. Maybe sometime in the future. No, make that definitely sometime in the future, but not now. I just no longer have the kind of spare time I used to, either. But until that time comes, I'll maybe ride in an FC occasionally and always keep a place in my heart for this very special member of the Corvair family.

Do we have any kind of by-law that says the Editor must own an FC???

So please sit down and work on that article you've been putting off doing! You don't have to be an excellent writer, either. Just jot down your ideas and send a few good photos and we'll take it from there. There have got to be more of our members beside Clark driving to the National Convention in their FC. How about an FC travelog? We also need cover photos. Snap a few good clear, high contrast photos of your baby in a nice scenic spot, send me the negatives and I'll make the 5x7 print and get them to you when I'm finished. Let's hear from you!

Our Annual Meeting of CORVANATICS is 9:00 to 10:00 PM Friday, July 26 in Washington, DC. I'm taking the whole week off and was planning to go south to Asheville, NC and run the Blue Ridge Parkway all the way through Virginia to the Convention. Any CORVANATICS members want to meet me there and convoy?

Bob Kirkman has spent months accumulating Tech Tips for the Tech Guide and has finally turned everything over to me. The past articles in CORVAN ANTICS are in pretty good shape and I'll probably just do paste ups of those. Some other articles need to be retyped and of course the big job is to make the individual pages come out in some kind of logical order, rhyme or reason! A big job but I'm shooting for the Convention in July for the unveiling. If anyone out there has Tech Tips to be inserted into the Tech Guide, send them to Ken Krol, Bob Kirkman or me and I'll do my best to get them in.

Lest anyone think Bob Kirkman is all talk and no action, I'll dispell that rumor. I've seen his latest restoration of a Rampside pickup and it is beautiful! This truck had big dents in the side and a rusty tailgate. Bob took it apart to the bare body, welded steel panels where needed, restored the suspension and running gear, painted everything and it turned out nice! The truck is an unusual orange color with a white stripe. It has backup lights, center rear window stop light, air conditioning, cruise control, nice upholstered interior, seat belts with shoulder harnesses, all the neat stuff!

Bob has put over 30,000 miles on "Stubby", his shortened '60 sedan (now coupe) and it still runs and looks good.

I had several responses to my review of 1990 CORVAN ANTICS. Bob Galli, Paso Robles, CA wrote to me to explain he broke a cam gear in St. George, Utah on the way to the Rocky Mountain Roundup. After repair he went to Dallas for the Mini-Convention and on to Ontario, CA for the National Convention. That's the spirit, just fix it and keep on truckin'! He says he is coming to Washington, DC. Be sure and look me up and I'll buy you a tall, cool one!

Christy Barden of Boulder, CO, Editor of "Whales on Wheels", (Group Ultra-Van Chapter) wrote and sent me a copy of their Spring 1990 newsletter with a nice article and pictures on Hanako Nishimoto's Corvair powered trailer. I'm sending this to Ken for future use in our newsletter. Thanks, Christy!

The first event of the season for us Michigan FC enthusiasts is the tri-state chapter swap meet in Bryan, OH, April 27th. Pete Koehler and I usually alternate between Corvair Atlanta's Helen, GA Meet and the tri-state meet. Since we went to Helen in 1990, it's Bryan in 1991! I wish these guys wouldn't have their events on the same weekend as they are both a good time.

Then, May 11 is the annual Michiana Corvair Club Swap Meet at Al Grunert's place in Three Rivers, MI.

Underground Response

THE FOLLOWING WAS RECEIVED BY THE CORVAN ANTICS EDITORIAL OFFICES FROM LON WALL OF WALL'S CORVAIR UNDERGROUND. YOU'RE IN A HEAP O' TROUBLE, BOB...

As the owner of Corvair Underground, I felt I needed to comment on Bob Kirkman's picture story "A Light View of An FC Fatality".

For the record, we have never been "under ground", as all of our operations have been above ground. Here in Oregon in fact, the term is unknown to us, preferring the "under mud" terminology. Thusly, we would be called Corvair Undermud, that being the case, which it is not.

But another matter concerns me, and that is the use of our name for an automotive sculpture - if my research proves correct, the National Endowment for the Arts and Sciences (a most prestigious government agency) provides for outrageous and embarrassing sums of money (welfare) to artists for such abominations. I figure that the Feds should have paid Bob close to \$60,000 for building the sculpture "Corvairs Underground". My question is, where is our share? I will expect a check from Mr. Kirkman for \$30,000 by the end of the month in small, unmarked bills. Failure to do so will result in a call from our attorney (A COLLECT CALL!).

I know that Bob doesn't want any bad publicity over this unfortunate oversight. Corvairingly yours,

Lon Wall
President
Wall's Corvair Underground



1962 CORVAIR 95 AMBULANCE VIN #2R125F10001

This vehicle was the first Corvair 95 Van to be constructed for the 1962 model year. It was converted to "Amblewagon" by Automotive Conversion Corporation of Birmingham, MI for the 1962 Chevrolet dealers introductory show. It apparently is the only remaining Corvair "Amblewagon" out of fewer than twenty manufactured. Restored and owned by: George W. Johnston, D.C., Beloit, WI

(Ed. note: watch for a complete article in the CORSA Communique, soon.)

Windows?

George Johnston's note in the March/April '91 issue of CORVAN ANTICS reminded me that I had intended to write of my experiences in seeing Corvans equipped with factory-installed windows.

The cover Corvan on the JAN/FEB issue is equipped with roll-down windows, apparently identical to those in a Greenbrier. Presumably that is what COPO 2003J is - a special order to purchase a Corvan so equipped.

However, I have seen a Corvan equipped with factory windows, identical to those on a Greenbrier in design and appearance, that do not roll down. On the left side interior panel, and on the right side double doors, where there would ordinarily be roll-down handles, were blank panels that had never been punched for the window regulators. By removing the left side interior panel and the small panel at the base of the windows on the double doors, I learned that these were ordinary roll-down windows that were bolted to a fixed bracket instead of to a window regulator! The roll-down window runs (what we often call tracks or channel) and the weatherstrips (what Clark's has us calling fuzzies) were standard-issue and in place.

Similarly, the telephone companies, then as now, ordered vans with windows on the right side only. When Corvans were in the telephone company fleets, these non-roll-down windows were installed in the double doors. I have saved a pair of these doors from a scrapped telephone company Corvan, because they're so weird and because most people don't believe me.

What are the COPO numbers for these two Corvan variations?

Bob Marlow
Midland Park, NJ



WHITE WITH A GOLD STRIPE 1963 CORVAIR 95 OWNED AND RESTORED BY JIM PATTERSON OF GATESVILLE, TEXAS. JIM HAS REQUESTED INFORMATION ON MEMBERSHIP. HOW ABOUT A SHORT ARTICLE ON YOUR NICE, CLEAN CORVAN, JIM?

By Popular Demand, FC Trailer

Several issues back we did a cover photo and brief write-up on an unusual Corvair-powered trailer that was used to help push the Greenbrier "tow vehicle" up those particularly nasty California hills. I suppose you would never have to worry about running out of gas either. Due to popular request and much interest expressed by our members, we are reprinting the following article from "Whales on Wheels", the newsletter of the Ultra Van Group. As we did not have the original photos I cannot say how they will reproduce. Hope you enjoy it.

A PUSHER FOR YOUR ULTRA VAN

Sometime back we did an article on Jim Wood's #396 and his trailer that he was going to use to help "push" the Ultra Van over those steep hills. Well Hanako "Digger" Hishimoto from the Central Valley of California has done this.

He built a trailer, weighing about 2000 pounds, with a 110 Corvair with powerglide in about six months time. His workmanship was excellent. He pulls it with a Greenbrier. Both the trailer and Greenbrier use a 110 HP engine. The trailer is powerglide, the Greenbrier is 4-speed. Both are 3.55 differentials and the same size tires. The trailer uses late model Corvair hubs and splined axles. Digger stated that with the trailer empty he's had it up to 80 MPH on the Corvair speedometer. He uses a twenty gallon gas tank and gets about 18 MPG on the trailer. The trailer with the engine is registered as an automobile. (I wonder if he needs a smog certificate?)

I asked Digger how he got his nickname. He said in his younger years he had hot engines in his autos and just loved to peel rubber. (Just as I thought.)

I share this information with you all to maybe inspire someone to do something similar, but on an Ultra Van. This shows that it can be done. I hope Digger will bring this rig down to the CORSA convention in the LA area so more of you will be able to see it.

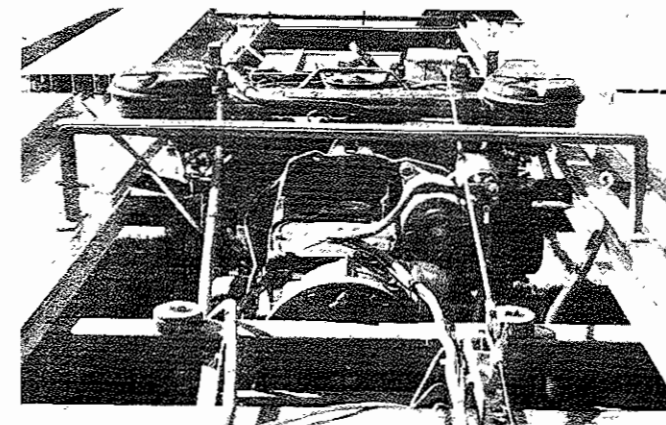
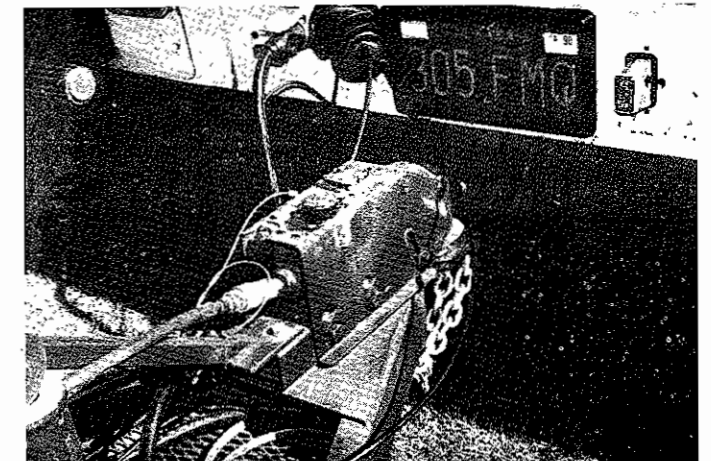
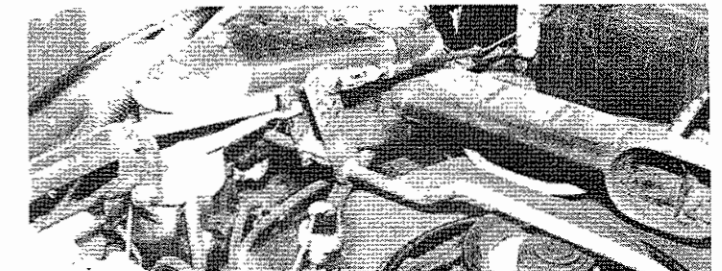


PHOTO SHOWS FORWARD MOTOR MOUNTS. EASY ACCESS TO ALL MECHANICAL PARTS.



TRAILER HITCH, THROTTLE AND SHIFT CABLES GOING TO THE GREENBRIER



THROTTLE SHAFT ON GREENBRIER SHOWS HOW HE CONNECTED THE TWO THROTTLE CABLES

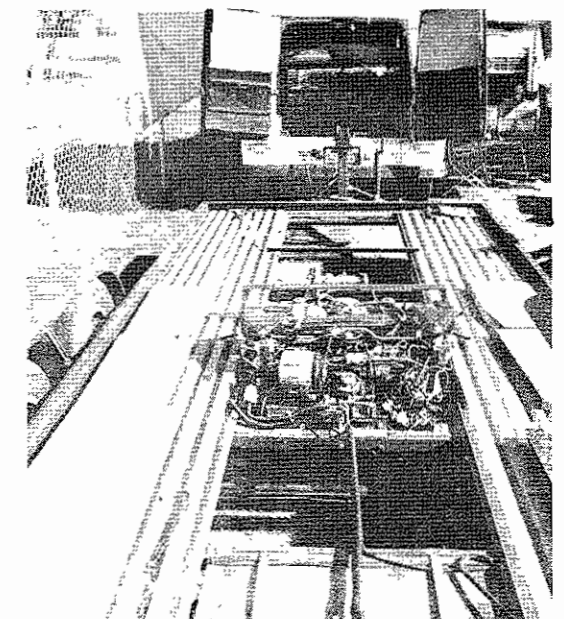


PHOTO SHOWS GAS TANK, ENGINE AND "TOW" VEHICLE

Tech Topics



FC WINDSHIELD INSTALLATION

The FC had been completely stripped and painted. With a new weatherstrip the windshield was ready to be installed. Moldings were installed into the weatherstrip, which had been cut to length (it comes over-long as purchased). Moldings, weatherstrip and glass were somewhat held together with masking tape to facilitate things. Oh yes, an installation string/cord had been placed into the groove and sealer placed on the body gutter flange. Next step was to call for help; a near neighbor that has spent his life building custom cars and restoring the big-buck classic cars.

I read the 1961 Chevrolet Shop Manual and it said to start at the bottom center; to start pulling the string from there. I had previously done three string-in windshields, so the operations were not new to me, nor to my friend. Well, we tried three separate times to get the windshield seated, with no luck. Naturally, my friend asked if that windshield had come out of that body. Further, he said that if no one had read the "book", he would have done just the opposite; start pulling the strings at the top. So what's to lose? We did just that and it went in with little effort!

Now I'm not saying the Shop Manual is wrong. It's just that there is more than one way to skin a cat (sorry cat owners), and this cat required that we start at the other end. So, if things are not working for you on something, don't be afraid to try some other system. For you members that have never participated in windshield installation, this pulling strings business would make no sense. But some-day you may be called into action and you will learn quickly.

LEAKY FUEL PUMP FITTINGS

Maybe you have removed the fuel pipes at the carbs a few times. Maybe you have purchased (or made) new fuel pipes. Regardless of tightening, you have a fuel drip that won't stop. Excessive tightening only rounds off the corners of the nut, even when using a tube nut wrench. You do use a tube nut wrench, don't you? End wrench, adjustable wrench and vice grips are all disaster for this type job.

Well back to the dripping gasoline. Loosen the nut and coat the threads with Permatex Anti-seize compound; the same stuff you use in places when rebuilding an engine. The anti-seize lowers the coefficient of friction, allowing a larger compressive (deformation) force to be applied to the pipe flare area without rounding off the nut corners. It's worked any number of times for me.

While working on Corvairs, I have frequently seen teflon tape wrapped around the nut threads. Privately I have said to myself "That guy doesn't realize that sealing the threads won't stop a leak; it's not a pipe taper thread". However I have begun to wonder if the teflon tape also lowered thread friction and did the job just as the anti-seize I use. If so, the person using teflon tape was probably satisfied at stopping the leak, but may not

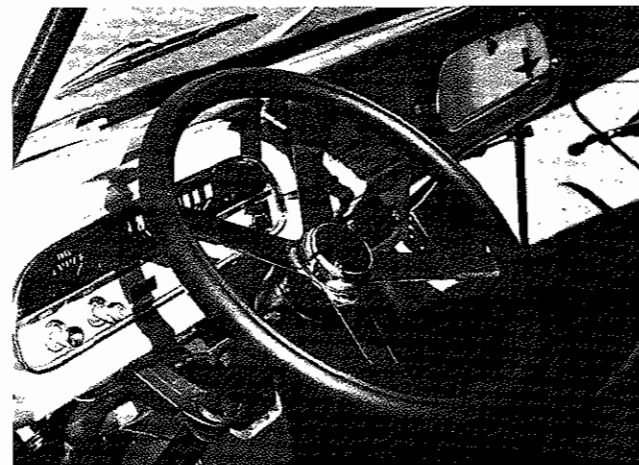
have correctly understood why it worked.

Earlier I said use of certain wrenches could be disaster to the nut. With a near perfect pipe flare and a near perfect fitting seat, a leak-free installation does not require much torque. But with interchanged parts and multi-deformed parts from frequent use, the pipe flare and fitting cone don't match easily and require more oomph to deform them into full contact.

Bob Kirkman

Aftermarket Wheel

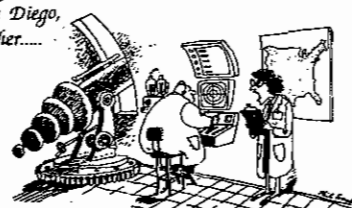
Last year I wrote an article on the installation of an aftermarket steering wheel in a Forward Control. In keeping with the old adage that "One picture is worth a thousand words" I am sending a photograph of the completed installation. It's been installed for over a year with no adverse effects to date. This basically means the wheel hasn't fallen off during any rapid maneuvers.



As is obvious from the photograph, I have also installed a Monza dash and glove compartment door to brighten up the interior. All the items are installed in my 1962 Rampside. It currently has a 140HP Powerglide drivetrain installed but plans are underway to replace the 140 HP engine with a 95 HP. It should pass the 100,000 mile mark within the next year or so and still serves as a work truck, hauling lawnmowers and bicycles from place to place taking loads of Corvair parts to and from flea markets and occasional stints as a moving van. Being the rare bird that it is, it draws numerous stares and comments wherever it goes.

Al Rollin
Philadelphia Corvair
Association

My new... The next car out of warranty belongs to a Mrs. Carole Hesler in San Diego, California. Direct the "Failure Ray" at her... Alternator.



FC Ecology

RECYCLE RUBBER by at least doubling the usable life of your brake pedal pad. Rotate the pad 180 degrees when worn out at one corner or side. On a standard it can possibly be rotated and/or swapped with the clutch pedal pad for even more life!

SAVE OIL by fixing your leaky Powerglide cable. Take the anti-chafing cover (the rubber hose on cable) and push it all the way to the rear end of the cable until it rides over the "bumps" on the metal portion going into the transmission. If needed, add a length of split hose near the tunnel for protection. Then seal the other end with a screw clamp and you're finished. This is a much easier and quicker fix than the ones written up in the Communique. (ed. note: when was the last time you saw an anti-chafing cover that wasn't hard and crumbling from age, fluid contact and heat??? If it wasn't when you started it certainly would be after you tried to stretch it over the metal end. Great idea if you have a new cable with a fresh piece of rubber hose still on it.)

SAVE WEIGHT AND GAS by lightening your engine lid. I heard the engineer for the engine lid was a 300 pound-plus man that had his own personal inspection test. The engine lid was placed on saw horses and then had to survive him jumping up and down on it.

Since the FC engine lid was made many times stronger than was ever necessary, I lightened mine considerably by chiseling off the metal underbelly. I then lined the bottom of the now-single-ply cover with self-adhering foil-faced hot water heater wrap. Not only does this insulate and deaden sound, it also seals tightly the lid perimeter when bolted down. Furthermore, it eliminates any fiberglass irritants from the original insulation.

Ron Yaskovic
Yonkers, NY

This Space Available

...and it has been for many weeks. CORVAN ANTICS has been sitting on my table for months, just waiting, hoping, someone would send something in, so I could finish it. This is the last square of white left and I had to fill it with something.

This may be your last CORVAN ANTICS. As far as I'm concerned if nothing comes in there is no newsletter. Yeah, it is that bad. If someone out there has a great idea on how to salvage this cause, step right up and the Editorship is yours. I've really enjoyed doing CA all these years and each issue I turn out still gives me great personal satisfaction, but most of the time it's not worth the frustration. I'm out of ideas and this may be the last you hear from me. I don't want it that way. Do you???

Ken Krol

FC Classifieds

FOR SALE: NOS Rear springs for Greenbrier and Corvan. This part number was specified for 1963-64 models, but could be used back to 1961 in pairs. Have seven pieces, \$30 each plus UPS.

1 pair NOS grey spiro tube FC rear shock absorbers. \$50 plus UPS. Bob Kirkman, 1820 Moffat Rd., Leonard, MI 48367.

FOR SALE: Custom made van or truck cover. Cover was custom made by an upholstery shop about five years ago for \$230. Very heavy-duty tan canvas with cotton flannel lining and heavy elastic bottom. Sell for \$60. Ron Sunday, 2203 9th Avenue, Rockford, IL 61104 (815)397-2091.

FOR SALE: NOS Hyatt rear axle bearings (FC). Have only two, \$160 each. FC axle bearing big cover & dust deflector ring. One NOS set at \$25; almost new two sets at \$17 each; sandblasted and painted four sets at \$10 each. 1961-65 4-speed counter-gear shaft NOS Torrington needle bearings 92 piece set at \$42; NOS countergear shaft at \$14. FC idler arm ass'y two pieces at \$60 each. Rebuilt 1964-65 style 4-speed transmission \$250. Rebuilt FC 3.89 rear axle \$250. FC engine intake and exhaust valves and rotators - see April 1991 Communique. One set Grant piston rings (1961-63 std.) \$28. NOS #7019117 1961 carburetor \$65 (one piece only). Can supply parts to convert FC to 4-speed trans (axle-trans-crossmember-clutch cable-pedal-etc-clutch fork and pull rod-early style shifter). Bob Kirkman, 1820 Moffat Rd., Leonard, MI 48367.

FOR SALE: NOS rear wheel bearing - \$185. NOS clock (no base bracket) \$60. Ron Yaskovic, 522 Saw Mill R. Rd. Yonkers, NY 10701-4927. (914)375-1785.

WORLD'S GREATEST SUPPLY of cleaned, inspected and re-greased FC axles w/bearings. Have over FIFTY in stock at a low, low \$50 each. Excellent quality! FC windshield washer/wiper ass'y complete with wiring for \$50. Lots more rust-free FC parts available. Larry Aldrich, 912 N. 86th Way, Scottsdale, AZ 85257. (602)947-9353.

For Sale: Completely rebuilt 98 HP FC/station wagon engine, never installed, \$250. FC 4-spd trans brackets, \$15 each or 3/\$35. Will trade any or all for any Corvair or FC literature I need. Thanks. Ralph Gubser, 2870 Sovereign Drive, Cincinnati, OH 45251. (513)741-8247.

A Winner!

Pete Koehler, CORVANATICS Vice-President, recently won a rather prestigious award with his 1962 Corvan he calls "Zeke". Pete entered the van in the VCCA (Vintage Chevrolet Club of America) show held in Detroit's Sloan Museum and won "Most Popular Chevrolet Truck - 25 years or older". Congratulations, Pete! Quite an accomplishment!

Gene Brier
his buddy "Fram"

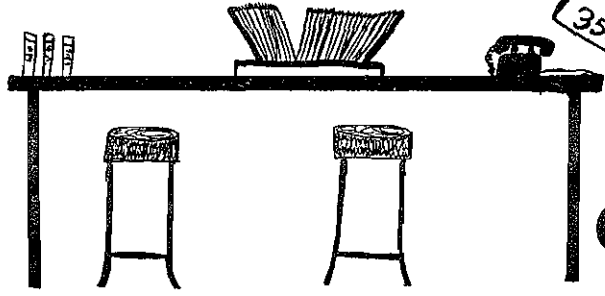
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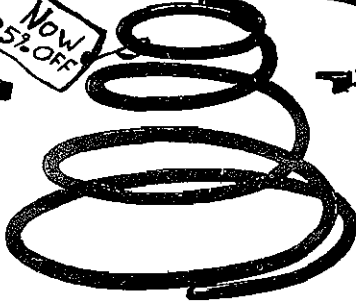
- The Unknown Cartoonist

AC Delco

FRAM



BIGGEST SPRING I'VE
EVER SEEN!



CORVAN ANTICS
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FIRST CLASS



CORVANATICS

THE FORWARD CONTROL CORVAIR PEOPLE