

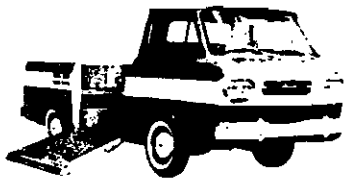


CORVAN ANTICS

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NUMBER 6

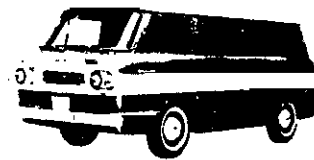
NOV & DEC 1992



RAMSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

(Including Chevrolet Motor Division)



CORVANATICS AT THE DRIVE-IN: FIVE BEAUTIFUL FORWARD CONTROLS!

The Steering Column

Quite a few Corvanatics members introduced themselves to me during the recent CORSA/NC Fall Corvair Affair, which included a regional "Drive-In" for our club. Fortunately, almost all of these members had nice things to say about our most recent issue of CORVAN ANTICS and about our hopes and plans for the future of Corvanatics.

The compliments on the newsletter, which were numerous, are hereby passed on to Ken Krol, our editor, and to printer Tom Schrum and mailer Caroline Silvey. And it is important also to thank the many contributing writers in the last issue. We need these contributions, and we appreciate them!

Now, if we could only get the Postal Service to do so well. My issue arrived after the Fall Affair, in a Postal "body bag," and consisted only of a portion of the outer page. Bob Gabriel lent me his intact copy to read while I was in North Carolina.

Bob's report on the "Drive-In" at the Fall Affair is in this issue. While we did not set records with FC participation (there were five in the show and I counted 13 on-site during the weekend), it is my opinion that we had a most successful event. Thanks to CORSA/NC, our club was a featured guest, with our logo reproduced in the souvenir program and announcements made at the banquet and at the awards presentation. (They even let me on the microphone to plug Corvanatics.) Corvanatics sponsored the trophies in the FC classes, and CORSA/NC did us proud by seeing to it that our awards were the biggest and the best-looking.

Among the five FCs in the show were at least one of each type -- three Greenbriers, one Corvan, and one Pickup. (For these sake of shows such as these, I lump Rampsides and Loadsides together.) Ward Bourgondien had his 1962 8-Door Greenbrier on the field, and Hank Horton entered his 1964 Deluxe Greenbrier. But Bob Gabriel's 1962 Greenbrier, the former Bill Amey van, was the judges' pick for first place among the three.

The Corvan, a mildly customized '62, belonged to Oscar Mooshian but was driven to the show by his neighbor, Richard Jenkins. It was driven home with a first place award for Corvans. And Ray Hatchell's 1961 Rampside, with the level load floor option, earned the Pickup award. These two vehicles may have been the only ones entered in their classes, but they were both award-quality vehicles.

Ward Bourgondien was presented with the Corvanatics' Longest Distance Driven award.

I had hoped to have a brief Corvanatics meeting during the weekend, but the

full schedule of events made it difficult to find a spot and there was really no need for the formality, anyway. Interest in Corvanatics appears to be strong and on the rise, however, so it's time to build on the success of this "Drive-In."

So where is our next "Drive-In?" I don't know, but with the CORSA Convention on the West Coast in 1993, I think we should try to schedule two "Drive-Ins" for the year, one in the Central region and one in the East. As was done in North Carolina, I think we should "piggyback" on existing Corvair club events. Do you know of an event that you can recommend?

Unlike my predecessor, Clark Hartzel, I do not drive an FC regularly. I did, up until about four years ago when I sold my "driver" Greenbrier. The two I now own are driven to local club meetings and events, and for occasional Sunday drives, but no longer to I load up a Greenbrier for trips like the 1200 round-trip miles to North Carolina. As a result, your Corvanatics president was seen all weekend in North Carolina peddling parts out of a Chrysler minivan. Member Dick Weidner also failed to drive an FC to the Fall Affair, but he did not fail to drive one home! He purchased a 1964 Rampside at the show, from fellow Corvanatics member Paul Justus.

As a parts vendor, I found that one of my hottest sellers was window weatherstrips for the FC front doors. I take this as another indication of the healthy state of the FC segment of the Corvair hobby. I did not have many FC parts available in North Carolina, but those I did sold very well. Please note that I don't mean to suggest that you save every piece from an old rusty FC -- with the exception of a used gasoline heater, the FC parts I was selling were new GM stock.

Bob Marlow, President

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CORVANATICS

Drive In

As President Bob Marlow said in the last CORVAN ANTICS, we did "hit the ground running" at CORSA NC's Fall Corvair Affair, October 9-11, 1992.

The "weather gods" smiled on us with a beautiful Fall Carolina weekend, although we did have rain on Saturday night.

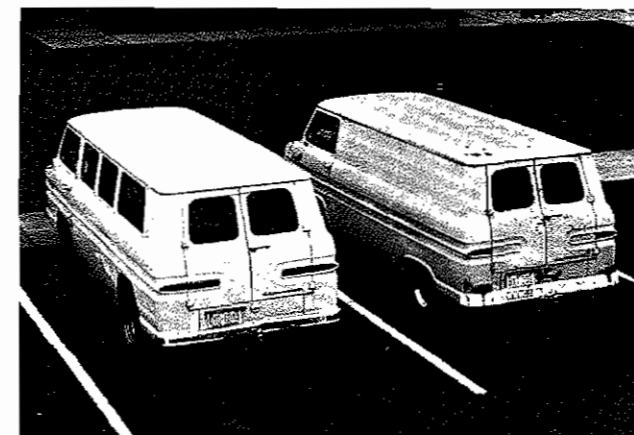


THREE OF FIVE FC'S IN THE SHOW: FROM L TO R, HANK HORTON'S 1964 GREENBRIER, WARD BOURGONDIIEN'S 1962 8-DOOR GREENBRIER & RAY HATCHELL'S 1961 RAMPSIDE.

There were 16 FC's in attendance, with two rare Greenbriers, one 1965 and one 8-door. A nice NC Rampside was sold. The hotel even got into the act, with one of the desk clerks displaying his 1962 Greenbrier in front of the hotel.

Six FC's were presented for judging, with the winners as follows:
Rampside - Ray Hatchell, Bealton, VA
Corvan - Oscar Mooshian
Greenbrier - with some very stiff competition, this reporter's 1962.

Ward Bourgondien won the long distance driving award from CORVANATICS - Ward and Carol drove their Greenbrier from New Carrollton, MD.



TWO NOT-SO-COMMON FC'S NOT ENTERED IN THE SHOW: A 1965 GREENBRIER (SEE "FLIGHT OF THE YELLOW BRICK", SEPT/OCT 1989 CA) AND A 1964 CORVAN.

President Bob Marlow presented trophies and was also "Official FC Photographer". On behalf of CORSA NC, we were delighted to have CORVANATICS at our show. We would like to invite CORVANATICS members and their FC's to attend the 17th Annual Fall Corvair Affair at the University Hilton in Charlotte, NC, October 29, 30, 31, 1993. Please mark your calendars now.

Bob Gabriel



FC'S ON THE SHOW LAWN - 1992 CORVANATICS DRIVE-IN

Know a good Mechanic?

Owning a 1963 Greenbrier with over 200,000 miles and not being an auto mechanic has it's problems. I wish I could find a mechanic who could do a good and complete job. For the last three months my Greenbrier has been worked on, returned and taken back so many times I have lost count.

It was first taken to the mechanic for two problems: it was difficult to start and transmission fluid was leaking.

The first problem was supposed to be cured with the replacement of the thermostats that adjust the carbs. Then the carbs had to be rebuilt. Then it was found that a valve was stuck open and would require replacement of the head. (a valve seat was destroyed). Each time the van was returned and brought back. The last time I couldn't drive it away and was told a valve lifter was stuck! It is back in the repair garage.

The second problem was a leak around the speedometer drive gear as it entered the transmission case. The O-ring had to be replaced. Somehow the gear was broken. The replacement with a certain number of teeth was needed. My Corvair friend, Fred Owens, had the driven gear. The mechanic reported that the gear was broken; we had the wrong number of teeth. We finally found that the right gear tooth count could be determined by the marks on the case. We found the correct driven gear after 15-20 long distance calls.

Meanwhile the mechanic broke the transmission dipstick. He also reported that the tube the dipstick passed through was badly bent. Fred Owens came up with both replacements. The mechanic broke the replacement dipstick.

The replacement of the speedometer driven gear did not stop the transmission fluid leak. It was now leaking around the right side axle. We needed a new seal which we found locally.

This did not stop the leak, it was coming out around the differential side bearing sleeve. We found a new one and the bearing and sleeve were replaced.

(con'd on page 23)

Corvanatics in Atlanta

At the 1992 CORSA Convention in Atlanta, Georgia, this past July, several Corvanatics members participated with their FCs, while our annual meeting fell victim to a scheduling crunch.

Dealing with the meeting first, we are accustomed to meeting turnouts in excess of 100 members at past Conventions, but this year we had less than half that number. The reason was no shortcoming on Corvanatics' part, but rather that the meeting was placed on the Convention schedule for the same time as the popular Stone Mountain tour. Editor Ken Krol lobbied to move our meeting up a day, but with no way to adequately publicize such a change at the last minute, Clark Hartzell opted to stick with the original scheduled time and try to salvage as much as possible.

Except for the smaller-than-usual turnout, the meeting was successful, and informal Corvanatics discussions continued in the Convention's hospitality room following the meeting itself.

In the Convention results published in the September issue of the CORSA COMMUNIQUE, five FCs are shown in the Concours, four of which were entered by Corvanatics members as listed in my 1992 Corvanatics roster. John Downer's 1964 Rampside and Jean Allan's 1965 Greenbrier were in the Street Stock class for FCs, and the Greenbriers of Carroll Miller ('62) and Spence Shepard ('64) were in the Modified class. A '64 Greenbrier belonging to Billy Price was also in the Modified class, but his name does not appear in the roster.

Oscar Mooshian's '62 Corvan was the people's choice winner in the Car Display, and Woody Thomas' 1962 Greenbrier (at least, I'm assuming he was driving his Greenbrier) was the top-finishing FC in the Rally, in 18th position overall. Spence Shepard rallied his Greenbrier to 43rd place, just ahead of John Cole's 1964 Corvan. But John Cole is also missing from my roster. New member potential!

Spence Shepard, Woody Thomas, and John Cole occupied the FC class in the Econo-Run, finishing in that order. Only Spence Shepard shows up in the Slalom results, but don't think that it's due to his entering the Cole competition. Spence autocrosses his Greenbrier often.

Yes, Corvanatics was represented in the Edward N. Cole Award competition by Spence Shepard and his 1964 Greenbrier, and Spencer's finishing position of seventh overall, out of a field of seventeen, was very respectable.

If Billy Price and John Cole have joined Corvanatics since our roster was

printed earlier this year, let me know and I will give them their proper recognition. And if any other Corvanatics members were in Atlanta's events with their FCs, let me know that, too. And finally, if you simply drove your FC to the Convention, as I know Clark Hartzell, Ken Hand, and the Kwik Brothers did, drop me a note.

Bob Marlow

Fc's at Hoosier

The Hoosier Auto Show in Indianapolis (third weekend in September each year) had its usual good turnout of FC's this year.

We had four FC's in the stock class and two in modified, which is more vehicles than were entered in the Concours at the International Convention this year. Three of these vehicles were absolutely pristine and worthy of competition with the best cars at any show.



LEFT: RICHARD BOXDORFER'S RAMPSIDE. RIGHT: HAROLD PRYOR'S GREY CORVAN.

The winners in each class were: Stock FC

- 1st Place: Harold Pryer, Corvan, Indianapolis, IN
- 2nd Place: Richard Boxdorfer, Rampside, Bethalto, IL
- 3rd Place: Jean Allan, Greenbrier, Indianapolis, IN

Modified FC

- 1st Place: Carroll Miller, Loadside, Peoria, IL

Of course there were Corvaire cars, too, as well as many classes of other vehicles. Among the Corvaire, People's Choice was also won by an FC: Ruth and Richard Boxdorfer's green Rampside.



LEFT: CARROLL MILLER'S RED LOADSIDE. RIGHT: LARRY CLAYPOOL'S GREEN "COMPANY" TRUCK.

This is a great weekend outing for the end of the season each year. With acres of parts and cars for sale, it's time to stock up for projects for the winter. Remember the large number of FC's we used to have at shows in the early 1980's? Where have all the FC's gone? Are they out there somewhere hidden in garages and barns? I'd sure like to see some of those that haven't seen the light of day in years! How about it? Put the Hoosier show on your calendar for next year!

Jean Allan
Indianapolis, IN

Winter's here Fc gas heater tips

Those of you fortunate enough to live in the sun belt probably never have occasion to think about the heater (or lack of one) in your FC. We here in the slush belt, though, appreciate having heating and defrosting in the winter months!

If you are lucky enough to have a gas heater in your FC, congratulations! If your gas heater isn't working, take heart. It's probably easier to fix than you think. I certainly don't qualify as an expert in this area but I was able to bring the gas heater in my Greenbrier back to life without too much difficulty. Hey, if I can do it, anybody can!

Some suggestions before you start: I heartily recommend buying a spare Corvaire car gas heater unit. Get as complete a unit as you possibly can, including the dashboard control levers. These are relatively easy to find in the neighborhood of \$50 or so. This unit will be invaluable for instructional purposes before you remove the unit in your FC, and it will help you greatly if you take something apart and can't quite remember how it goes back together. The spare unit can also supply repair pieces in the event that your present heater has a broken part or two, and you'll have spare parts if you ever need them. Better to get them now before they disappear entirely.

Be sure to have access to the 1960, 1961 and 1962-'63 shop manuals. Don't even consider taking a gas heater apart without referring to them.

As per the recommendation of Larry Claypool, purchase a Honda CRX fuel filter (NAPA #3206) for installation in the fuel supply line of your heater. The February 1988 Communique has a very good article written by Mr. Claypool concerning gas heaters.

Purchase a gas heater overhaul kit containing ignition points, condenser and various other bits and pieces you'll most likely need. Unless you're luckier than I was, you'll need a new exhaust pipe for your heater. Mine was in perfect shape but I had to cut it off to remove the heater from the van.

Beg, borrow (but please don't steal) a reliable fuel pressure gauge. This is very important. You'll also need a heater spark plug (ignitor) adjusting gauge. This, like the overhaul kit, is available from a well-known Corvaire parts supplier. If you can locate a breaker point cam get it also.

The heater removal and repair procedures are found in the 1961 Shop Manual. This section is very comprehensive and easy to understand. Larry Claypool

says that most gas heater problems are fuel related, but in my case the ignition points of my heater were not functioning. By following the troubleshooting tips in the 1960 and 1961 Shop Manuals you can pretty well isolate the trouble. Maybe you'll be lucky enough to have a minor problem like a bad relay or purge switch that won't require removing the unit from the van. Most likely though, you will have to take it out. It will probably work better if you clean and adjust the stuff inside the case anyway.

One warning: the 1961 Shop Manual has an error in it concerning the location of the wires in the 5-way connector behind the glove compartment. The 1962-63 Shop Manual shows the correct configuration. This error had me stumped until I found the later correction. Compounding the problem, apparently a previous owner of my van had attempted to fix the heater and had reversed some wires on the other side of the connector to "correct" it. As a result I had wiring problems on both sides of the connector! Once I straightened that out the heater worked beautifully.

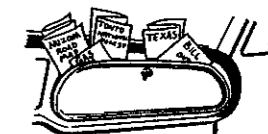
One more note: the factory used a reducing sleeve on the defrosting hose to connect the heater outlets to the defroster nozzles on the top of the dash. Since these adapters were missing when I got my van I used exhaust pipe reducers from the local auto parts store and pushed them onto the defroster outlets under the dash. I then ran lengths of same-sized defroster hose from the heater unit to the defroster outlets. The change is not visible when installed.

With a moderate investment of time and dollars you can have the gas heater in your van pumping out the BTU's just as Chevrolet intended. Happy Wintertime driving!

Ralph Gubser
Cincinnati, OH

From The Editor's

Glovebox



From the great response to the last issue we have received here at the Editor's office it looks like our Club is alive, well and enthusiastic! Let's keep it rolling by sending in YOUR article on your FC experiences. That last issue is the result of all of us working together for our common love - the FC! In this issue we covered the timely recent events from the FC perspective. In the next issue look for more member articles on their FC projects: "The Birth of Jaws" (see July 1987 CA cover) and the story of a Greenbrier that makes a "SPLASH" wherever it goes!

Until next time - keep FC'ing

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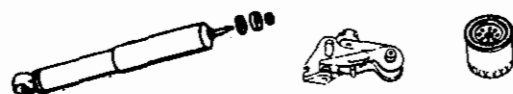
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Tech Topics



FC'S AND 4 X 8 PLYWOOD

Someone recently questioned why the FC was designed such that it would not take a 4 x 8 foot sheet of plywood flat. I can't find the question now in CORVAN ANTICS issues, so maybe it was published in the COMMUNIQUE. Now Larry Claypool has asked the same question. OK, get set and I will tell you.

I don't know the answer. Disappointed? My memory is bad about many things. I don't remember any discussion of this "deficiency" way back there at that time. I do recall that the 4 x 8 sheet of plywood was a definite topic on the Chevrolet station wagons that came along later. Maybe this was such a hot item because of competitive heat from F_____ and D_____ concerning the FC.

Alex Mair's SAE Paper on the FC was published in installments in CORVAN ANTICS starting in the Fall of 1976. A review of the introduction and body sections of that report revealed nothing. That's not really surprising since SAE papers had to be watered down until they said nothing really important. At least that's what the various authors told me back then.

All the actors and players from that period of time are long gone to parts unknown. Alex Mair, however, is still close by. He remembers me and returned my call with a long chat about this-and-that. Naturally you want to know what he said about the FC. Well, it seems he did not know why it was styled and designed that way, but did distinctly remember western road trips in pre-prototype vehicles and VW vans. The 4 x 8 plywood subject was discussed at length and a general conclusion was that, well, it was not all that serious. They would just have to make the best they could of the situation. Alex did mention that the next vehicle, the Chevy Van of 1964, was definitely made to handle the 4 x 8 sheets.

So there! You know that as of now, nobody knows.

SHOCKS - BOB'S GUEST AUTHOR IS LARRY CLAYPOOL

Well, you wanted some opinions on shocks. Here's mine. Rears: These are not too hard to find, but watch the extended length; many "too long" shocks are being sold as correct, which can allow excessive positive camber during hard cornering. I've auto-crossed my various FC's at many nationals, so I speak from experience.

Fronts: As noted in your last article, the FC factory heavy duty shocks - service #5527167 - are the best that I've ever used as well. The reason is these have very low resistance to jounce - that is when you go over a bump, the wheel moves up with very little resistance - but the shock has tremendous rebound resistance that let's the wheel down very slowly and smoothly. Most replacement shocks, by contrast, have about equal jounce and rebound resistance. That means in an FC - since you sit just over the front wheels - you bounce up with each bump about as much as you bounce down after the fact. Gas shock, which tend to be stiffer, just make the situation worse. A stiff shock may be great for autocross type driving, but they make the FC ride so

lousy the rest of the time, I would never recommend them to anyone for use in the front.

I have found, from time to time, aftermarket shocks at swap meets that were similar in size (including that large piston rod) and valving characteristics. Since extended and compressed lengths are not as critical in front (the suspension parts themselves limit travel rather than the shocks) some liberties can be taken with application. A pair for the front of a 1957 Chevy work well, as would a pair from the front of a 1965-70 Olds or Pontiac. That last pair was Monroe #5061 in the Monroe Heavy Duty series. I don't recall the other brands, but all were manufactured no later than the mid-'70's.

All current productions seem to have gotten away from that soft jounce/stiff rebound valving, so I can't offer any suggestions on readily available replacements. I do scour the swap meets however, sometimes I get lucky.

Larry Claypool

Tech Editor's note: Larry Aldrich reports he uses and recommends KYB #5533 for the front of his Rampside. I believe Larry said contact had been made with that company (I don't know who makes the KYB brand) and they made the recommendation based on some earlier development work.

FC FRONT SUSPENSION MODS - BOB'S GUEST AUTHOR IS GARY BAXTER

First a little background. I wanted to lower my Rampside for better esthetics and to improve its handling by reducing the air going under the front. I always thought the nose-up attitude to be a little strange looking. So I proceeded to cut one coil from the front springs, then heated the end to bend it closer to the next one to match the way the original was. This provided a nice look, lowering the front about three inches at the bumper (2½ inches at the spindle). The ride was terrible on rough roads but OK on the highway. It would bottom out easily on dips then jump up severely. Ah-ha, I thought, the old Sears shocks need replacement, so on went some gas shocks. Not much improvement, as the new shocks were stiff in rebound (moving out) but not in jounce (moving in), which is pretty typical for most modern shocks.

It seemed that the shortened spring acted like it was either on or off. It was too strong when the suspension bottomed out, causing the truck to leap up; with the suspension all the way down they no longer provided any force against the suspension arm to prevent crashing down.

An article in the "Tech Guide" by Gary Gazzola mentioned the use of modified Chevy II wagon front springs to lower the height of his FC in order to improve the handling. They were .62" wire diameter vs .69" for the truck springs. In case you haven't noticed lately, there are few Chevy II wagons around for parts anymore. Although the front suspension of an FC is basically 1958-64 Chevy and carries through to 1968 and up Chevy Nova and various

other GM cars, these front engine cars have springs that are even stronger than the truck. I set about scrounging through the salvage yards looking for something close to the Chevy II springs, but readily available. Chevy II sedans only used a spring of .56" wire. Finally I found it, early Mustang V-8 front springs. They are .60" wire and plentiful both used and new. The six cylinder cars are a smaller wire size.

I left the top alone and cut the bottom so that I ended up with 7½ coils. I heated the last coil and bent it so the end was against the next coil. This lowered it about 2½ inches at the bumper (2 inches at the spindle). The ride was greatly improved with no more on-off action. Even though the spring was softer it bottomed out less. Still not quite I wanted but getting close. The final change was to switch the front shocks again. This time to KYB Gas-a-just shocks for the front of a 1965 Corvette, #KG4514. If you can't find them locally Clark's carries them. A lot of foreign car parts houses carry KYB and can order the "Vette shocks". They are a high pressure shock that reacts quickly to changes in velocity. This gives a smooth ride on good roads, but allows them to react with appropriate stiffness when rough roads cause the suspension to move quickly. I am very pleased with this combination. Most bumps are something you hear, not feel.

On the rear I heated the lower coil just enough to lower it about .75 inch at the axle, reducing the positive camber from four degrees to one degree. This makes the truck almost level, so the ramp will touch on both ends when lowered.

Tech Editor's note: Removing a coil increases the spring rate; makes the spring stiffer. The original heat treatment for the spring is oil quench, and draw back (in a furnace) to reduce hardness and retain toughness. Heating a coil to bend the end or to sag it for shortening results in a zone that is softer than the original spring. Such springs might be more prone to further sagging and/or breakage. And then again, you might just get along in great shape for years on end. Only he who experiments will know.

Gary's story doesn't mention model year of his "nose-up" Rampside. For 1963, rear spring rate was increased significantly and the rear end was lowered "to correct field complaints of excessive tire wear". A spring spacer #3829551 (.44" thick) was released for "service" use only. That would put the rear end back up, but there was then a "problem" as the spring could be compressed too far, be overstressed and sag. For late 1963 (and carrying on for 1964-65) a taller spring was released for Greenbriers and Corvans. Seems as though the Rampside didn't change. To prevent these taller springs from being overstressed, a metal "pad" was welded to the rear suspension crossmember at the jounce bumper to restrict the final bit of upward travel of the suspension.

25 YEAR VICE GRIP CORVAIR REPAIR - BOB'S GUESTS AUTHOR IS JESSE WRIGHT OF CENTRAL PA CORVAIRS

Returning home from a club meeting, I was told by a fellow member that my 1961 Corvan's brake lights did not work (one benefit of caravan driving).

After checking all the easy stuff (bulbs, broken

wires, fuses, etc) I finally decided that the brake light switch must be worn out. After trying the auto parts houses with no success, I thought why not try to take the switch apart. I carefully punched open the four crimped corners that hold the plastic lid on the switch. I saw the problem: the two brass contacts were burned so deeply that the switch could not possibly work. I then thought if I could use the unworn area which was still in perfect condition, the switch would be like new.

Using a vise grip I twisted each electrical contact ¼ turn. This move the good contact area where it was needed. Then I sprayed the switch with WD40 and carefully reassembled and crimped the same four corners.

Hopefully this switch will last another 25 years. This is what I call a cheap fix that works, too!

(con'd from page 19.)

This did not stop the leak - it is now leaking from the other side. A new seal is to be installed.

When I get the van back with everything fixed is an interesting question. Meanwhile we have had to cancel three Boy Scout camping trips!

Henry W. Peabody
Memphis, Tenn.

FC Classified Ads

For Sale: 1965 Greenbrier Deluxe, red, with beige interior. Ralph Helton, Cookeville, TN, (615) 526-6001.

For Sale: Two Greenbriers. 1962 Deluxe, completely restored, stock exterior, mild custom interior, 110-hp, 4-speed. Plus 1964 Standard, good original condition but was hit in the side doors in 1989, it is driveable but it is best used for parts. Will sell together or separately. Cy Creveling, Bloomsbury, NJ, (908) 479-6474.

For Sale: 1964 164-cid FC engine, code V. All original, never apart, 51,000 miles, but parked in 1971 and never started again until 1991. The valves stuck and bent the pushrods, so it needs to be overhauled. \$100. Bob Marlow, 161 Hill Street, Midland Park, NJ 07432, (201) 444-1859.

Wanted: 1964 Deluxe Greenbrier. I'm fussy. It has to have the original interior, it has to be solid (no rustbuckets or bondobuckets), and it has to be the original color (although repainted is okay). The right price for the right vehicle. Bob Marlow, 161 Hill Street, Midland Park, NJ 07432, (201) 444-1859.

FOR SALE: 1961 Greenbrier. Yellow w/silver belt, AZ van. 110/pg, engine rebuilt w/TW pistons. New NOS axle bearings, brakes, much mechanical. Rallye wheels, Reupholstered Corvaire bucket seats. Tight, reliable Greenbrier with 35,000 miles since restoration. Has made many cross-country trips. \$3000 obo. Delbert Wolf, 707 Ocotillo Lane, Yuma, AZ 85365. (602) 341-0837

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Membership on Corvanatics is open to any CORSA member with an interest in Forward Control Corvaire. Dues are \$6.00 annually, and should be sent to Secretary/Treasurer Caroline Silvey, Box 68, McCordsville, IN 46055.

Stories, articles, photos or anything of interest to Corvanatics members should be sent to Editor Ken Krol, 17433 N. 16th Lane, Phoenix, AZ 85023. Classified-style advertising is free to Corvanatics members, and should be sent to the same address. Commercial advertising is also available, please inquire.

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