

The Bi-Monthly Newsletter of Corvanatics  
The Forward Control Corvair People



Sportwagon  
Greenbrier



Pickups  
Rampside - Loadside

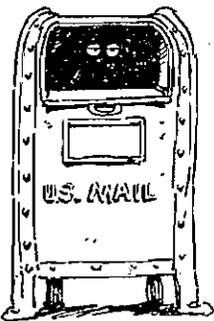


Van  
Corvan

Vol. 28, No 6

November-December, 2000

A Chartered Chapter of CORSA - Corvair Society of America



## Letter From The President!

By the time we read this newsletter it will be safe to say that the frost is on the OLE pumpkin. It would also be safe to say that it's time to put my Rampside away for the winter. Road salt is not too far away. Ah, the problems with living north of the Mason-Dixon line!

In the last few months car shows, swap meets and cruise nights were plentiful. It was good to see old friends and meet new ones in Indianapolis this year. The Circle City Corvair gang put on a great weekend. There were lots of beautiful vehicles on hand. Parts were plentiful and CCC put on a great banquet. At the banquet I had a chance to speak to the group. I invited them to join Corvanatics. I also gave them my money back offer, that if they joined and didn't like what they saw, I would give them their money back! I have heard from three so far that would like to join.

New items--At the convention I was asked where I purchased my sliding glass rear window. The Vair Shop

was the answer. It uses rubber molding that you can purchase from Cal or Lon. It paid for itself on the way to Daytona. More air flows through and I can also hear what is going on back there.

2001 convention--Our director-at-large Ben Stiles is working on our photo project, so get the camera out a take a few shots. It will make a great display at St. Charles next year. It is only a few months away!

Being a member of the Chicago club I'm on a number of committees. I can tell you now that 2001 will offer quite a bit.

My e-mail is still up and running and until our next newsletter--HAPPY MOTORING!

*Jim MacDonald, President*

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Classified Classified Classified Classified Classified  
**CLASSIFIED ADS**  
 Classified Classified Classified Classified Classified

**FOR SALE: '63 8-door Greenbrier:** Has '63 110 car engine with stick. Engine not running. Everything is with the van, but most has been removed for restoration. Poor health has prevented completion. Much has been done. All exterior and interior is in primer. Some body work still to do. Has deluxe '64 seats with it. All glass there and good. Is a project vehicle, but definitely restorable. Will make someone a rare and serviceable van. Will sacrifice for \$495 OBO. Bob Ehrenreich, 1728 Manor Parkway, Sheboygan, WI 53083, 920-458-1170. (WI)

**FOR SALE: FC Door Latch Repair.** Finally a repair for FC front door latch assemblies. A special-size spring and clip for the tumbler assembly - makes the front doors pop open just like new. Tested in my daily driver Greenbrier for a year and still works great. Price: \$20 each plus shipping and exchange. Dave Palmer, 1364 Cottonwood Lane, Fillmore, CA 93015, (805) 524-5096. (CA)

**FOR SALE: Corvaair headers.** Two pair. One is dented some, but both are usable. If you're interested \$25 -50 will take them or make me an offer. Also many other engines and engine parts. Bob Ehrenreich, 1728 Manor Parkway, Sheboygan, WI 53083, 920-458-1170, after 3:30 CST. (WI)

**Tech Editor Rampside in Snap-On Calendar**

That's right folks, the sharp '61 Rampside of Jim Jimenez, our lonely Tech Editor, will appear as the feature vehicle for the month of May, 2001 in the Snap-On Tool calendar. This calendar is the small one that will hang on the tool boxes of Snap-On customers around the world.

He's lonely because no one writes or calls him with tech questions or problems. Lets take advantage of someone who truly can help you with your problems. Not your 'drinkin' or huntin' buddy, Jim can give you authoritative answers to your vexing problems. And now you can reach him via e-mail, [triplej@isol.net](mailto:triplej@isol.net). for even faster answers.



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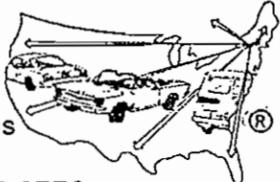



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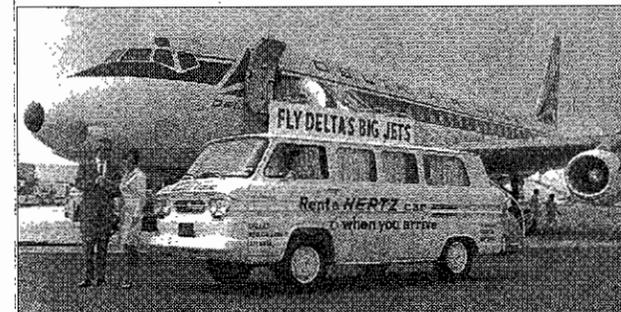
**Greenbrier, Chevy's First Minivan**

One of my high school jobs was working for a man who operated portable public address systems and multi-media equipment. The pay was decent, the hours varied, some of the assignments were pretty interesting and I got to take the company vehicle home if the job ended after eight in the evening. My transportation to and from job sites was a '62 Greenbrier, Chevy's first minivan.

My truck was painted white with a red band. On the roof were loudspeakers. They did more to hinder the forward movement of this rolling box than the inadequate power plant hidden under the rear floor. I had a couple of Corvaair-loving friends to whom I was a hero, but they founded a fledgling computer club in the late '60s and I scoffed, "A future in computers? Those big things? No thanks!"

The Greenbrier had an interesting history and wasn't all too successful. In 1960, Chevy entered the compact race with the sporty Corvaair, a small car in a variety of body styles powered by a rear-mounted, air-cooled, horizontally-opposed six. In 1961 the Corvaair 95 series was introduced with three different body styles, the Corvan, Loadside van and Rampside pickup. (*We Corvaair enthusiasts know that this is not entirely accurate. Ed.*)

These models were well-accepted, but had one mistake in the design, the lack of a level, easy-to-load rear cargo entrance. Everything had to come in from the side and, while the load space was long enough toward the upper half, the block of metal protecting the engine didn't help matters. Nonetheless, more than 47,000 units were produced in its first model year.



A Delta Mobile Sales Clinic van is shown here in a 1963 shot at Los Angeles International Airport, sporting Hertz advertising.

Introduced shortly after the Corvan and touted as a passenger vehicle was the Greenbrier. It had a number of seating arrangements and offered several aftermarket mini-camper versions. Known as the Greenbrier Sport Wagon, it was a Corvan on which the sides were fitted with glass.

Chevy brought out the Corvaair as its attempt to stem the rising tide of European imports and no other American car took on the leader of that invasion, the VW Beetle, more directly than the Corvaair. VW offered a minibus in commercial and passenger models and Corvaair 95 and Greenbrier were ready to take on the Germans.

Powering the Chevy minivans was a 145-cid horizontally-opposed six-cylinder engine, which in standard form put out a rating of 80 hp at 4,400 rpm. Included in the base price was a manual three-speed transmission. Offered as optional equipment was a specially-prepared Powerglide automatic transmission, plus a column-mounted shifter for a four-speed gearbox. Prices for these vehicles started at \$2,655, and could quickly rise to above the \$3,000 level depending on which options the buyer chose.

Chevrolet wasn't alone in the domestic minivan-based passenger wagons as Ford also introduced its own version based on the popular Econoline. Marketed as a station bus, it used the same drivetrain components as the Falcon compact automobile. Ford's marketing teams called their competition to the Greenbrier the Falcon Club Wagon.

One of the most-interesting engineering achievements for the Greenbrier and Corvaair 95 was factory-installed air-conditioning. While this system helped keep the front passengers cooler, the underpowered system found it nearly impossible to help those in the rear compartment. Even Chevrolet recommended the air-conditioning be turned off when negotiating hills. Another headache for owners of the air-conditioning system was the chore of making a simple tune-up, which turned into a major operation. It is a rare find today to locate a factory air set-up in an original Greenbrier.

By the start of the 1964 model season, Chevrolet realized the shortcomings of the Greenbrier and Corvaair 95 trucks. In April, 1964, to help bolster sales, a new minivan was introduced, known as the Chevy-Van Carryall. Built on a more conventional chassis with the engine mounted up front, its design was similar to the Econoline from Ford. By the start of the 1965 model year the Chevy-Van replaced the Greenbrier and other Corvaair-based commercial vehicles, including a passenger version.

Today, fans of the Greenbrier and other related Corvaair-based vans are staunch supporters of their vehicles and the technological advances they brought to market.

-Old Cars Weekly

-0-  
 Conscience is what hurts when everything else feels so good.

**corvaair** N.O.S PARTS USED PARTS

*Jim's Corvaair Shop*  
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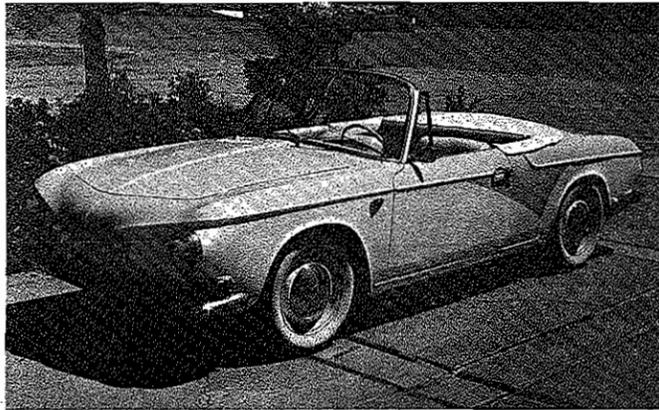
2826 MEMORIAL DRIVE  
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JIM JIMENEZ  
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## Air-Cooled Veteran Branches Out

Fortunately, my wife puts up with my addiction. Memorial Day weekend I joined some friends, destined for the Bugorama in Sacramento, for a campout the night before at one friend's grandparents. My goals for the weekend were to have fun and sell one of my VWs. I accomplished both goals, but ended up with three vehicles for my one. Not good when you already have a nine-car collection.

When my buddy, Pete, and I arrived at the ranch on Saturday afternoon in my homemade Type 3 Karmann Ghia convertible I should have been tipped off to what might transpire by the huge collection of Corvairs scattered around the property. Some people think that I'm



Type 3 Karmann Ghia that I traded for the 2 FCs.

nuts for having so many cars, but Pete is worse than I am. He's owned over 40 cars in the last fifteen years or so and this collection of cars drew him like a magnet. Within an hour he had honed his search to a '65 Karmann Ghia coupe hidden away in one of the barns and he began to concoct his plan.

Soon he was buddying up to me saying, "You know, old man Vetter really likes that car of yours. I'll bet you could make a nice trade."

I kept replying, "I'm trying to get rid of cars. Mary would kill me if I came home with more than I started with."

I was no match for Pete's persistence and salesmanship though. Slowly over the next couple hours he wore me down. Then Pete went to work on Mr. Vetter. In the end we came away with the Ghia (for which Pete would pay me cash), a '61 Corvan (that Mr. Vetter had used as a work truck until 1968), and a '62 Rampside (that had appeared on the ranch about 1994). In the meantime I had to figure out how to justify this to Mary. So, my plan is to: one, fix up the Rampside for myself and sell my '49 Ford pickup. I also want to be able to tow with the Rampside, so we won't need our current tow vehicle ('92 Ford Aerostar) for that purpose and the Corvan means we don't need the Aerostar for a backup delivery van anymore either. So, in theory, I get rid of three vehicles and only add two. It's just going to take a little longer.

Now, in order to take delivery on the FCs some changes needed to be made around my place. Luckily we live on a corner with no houses across the street on one

side and street parking isn't a problem. But, with the addition of these two, I would be up to 4 non-running vehicles. So Pete and I spent the next 2 months cleaning out brush, leaves, and assorted junk from the yard. We made one trip to the dump in the '49 Ford with nothing but wood, and another trip to the recycler with nothing but metal. Finally, everything was ready for a couple trips over Labor Day weekend to get the FCs.

Saturday didn't start off very well though. Our original plan was to borrow a trailer from a friend and tow it with Pete's GMC pickup. The trailer proved to be illusive due to its size and the need for an oversize ball and hitch. So we ended up, finally, at noon, renting a tow dolly. The fact that neither one of these trucks had been on the road



FCs look rough, but being California vehicles they're a better starting point than many.

in some time had me worried about traveling with 2 wheels on the ground. I was committed to getting them home. Two hours later we pulled up to Mr. Vetter's ranch with various tools ready to do battle. But, wrenches were not the right weapon for the enemy within. The Rampside turned out to have several communities of hornets living in its crevices. Mr. Vetter came through with a can of hornet spray and proceeded to clear out the nest inside the driver's side door hinge area. It wasn't until a few days later, when I noticed a number of the enemy around my house, that Pete found the other nest behind one of the engine vents. While we let things settle down a bit, Pete went into town to get a couple of new tires mounted on some Chevy rims and Mr. Vetter and I proceeded to pull the two FCs out of the weeds with his tractor. When Pete got back, the tires went on quickly and I checked the fluid level in the differential and the Rampside went up on the dolly. Due to our late start, it was nearly sunset by the time we got going and after 10:00 when we got home.

The next morning I swapped the old tires back onto the Rampside and threw the new ones into the truck for the two-hour ride back up to the ranch. The Corvan, luckily without hornets, had been parked since 1968, so I was more concerned about its ability to make the long trek back. But Mr. Vetter had taken good care of it while it

Continued on page 5.

## Corvair FCs Environmentally Unfriendly?

Human impact on the planet, especially since the industrial age, has been argued and debated for decades. Air, water, soil and animal life have all fallen into this debate, however little research has been put into the insect community and human mechanical impact on natural populations of these species.

With keeping within the confines of mechanical influences, we must then investigate the impact the automobile has had on insects, since the automotive ownership explosion started in the early 1900s. Prior to the day of the Model T, most transportation by everyday humans was by horse and buggy. Speeds were limited to the poor quality of roadways and the limited acceleration of an equine-powered vehicle. Although accurate records of the numbers of ingested insects by operators of these vehicles at higher speeds is not available--impact tests show little chance of fatalities in the insect world at speeds far less than twenty miles per hour.

With the invention of the automobile, average traveling speeds began to steadily rise. Henry Ford started a highway campaign to boost sales by paving a small stretch of road just outside of many communities. This was to influence a local city to pave the streets out to the Ford roads. The plan worked - however with the growing increases of smooth flat roadways, the vehicle speeds and numbers rose dramatically. A Model T could cruise at 45 miles per hour in good conditions. This higher rate of speed was well beyond the insect bounce threshold of horse-drawn vehicles. Thus came the need for clear glass windshields to protect the vehicle operators. This was however, at the peril of our six-legged flying friends.

Without any regard for the impact of this mechanical influence, an explosion of paved roadways occurred. Once again with better roads, vehicle speeds accelerated, and within thirty years some vehicles could exceed 100 miles per hour.

A scientific study was recently conducted. After a several-hour investigation and completely exhausting a four-million-dollar government grant, these results were found.

On an average vehicle there could be as many as thirty impact points and various remains all within an area as small as two square inches. Multiplying this by the square footage of the average windshield and the number of vehicles operating annually within the continental United States, this came out to . . . a lot of bugs!

The more aerodynamic slope of some modern vehicles, fared much better. But SUVs were determined to be much more dangerous compared to small compact cars.

Worst of all were vehicles designated as BDVs "Barn Door Vehicles". These are vehicles such as the Corvair Forward Control, which share a similar aerodynamic as the proverbial Barn Door. This flat surface actually accumulates a far greater number of impact points per square inch compared to the other test vehicle.

The detrimental effect is compounded by the more

frequent need to wash such designated vehicles, increasing the possibility of water contamination in communities highly populated by BDVs.

Stopping short of banning these vehicles from highway use, several recommendations were passed down to reduce the impact on insect populations by the automotive incursion into the species habitat.

1. Reduce speeds.
2. Reduce the use of headlights at night, to avoid attracting insects to moving vehicles.
3. Drive only when there is a "Low Bug" alert in your area.
4. Soft fluffy foams can be adhered to the front portion of vehicles to increase the bounce survival quotient.
5. Generate a general awareness that insects are our friends, and even biting varieties have to eat.

A full transcript of this report is available on the Internet by logging onto: BLA BLA BLA .BS.GOV

Dave Palmer  
Fillmore, CA



## Air-Cooled Veteran continued from page 4

was in service, so no problems were encountered. It did prove to be a little more unstable on the road though. I think the combination of being a little top-heavy and having 30-year-old shocks just made it sway a little more.

So now comes the learning curve for me. After 15 years of VW ownership, I am pretty familiar with air-cooled engines and rear engine vehicles, but Corvairs are going to be a different animal. The first impediment is the tools--my large metric collection isn't going to do me any good working on this American iron/aluminum. I did get an extra engine thrown in, so this week I've been tearing off the engine "tin" and other parts to discover some of the differences. It's going to be a challenging winter getting these two back on the road.

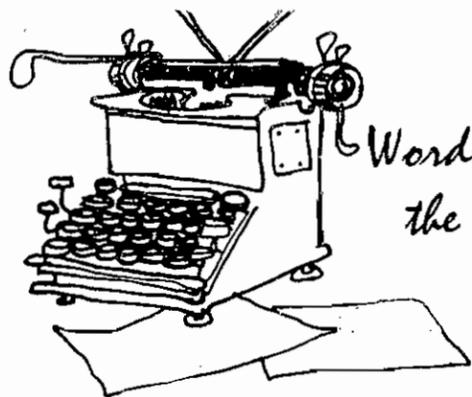
For the record, here's what I got:

1961 Corvan with 67,000 miles, last driven 1968, no body rot, very little bodywork needed.

1962 Rampside also with 67,000 miles, last driven in 1994, also no rust, and pretty clean.

My immediate plans are to go through the brakes, gas tank, and service the engines to see if they will run. I'd like to get them running and registered as soon as possible to cut down on the number of cars in my back yard. Who cares about the growing collection on the street? My biggest challenge is going to be rotating a couple more vehicles into my commune.

Larry Edson  
662 Hawthorne Avenue  
Campbell, CA 95008



### Words from the Editor

Words from the editor.....

Where did these last two months go? Wasn't it just weekend before last that I was working on the last issue of *CorvanAntics*? We have some rather interesting things to offer up for your reading pleasure this time. There is some serious stuff from Larry Edson about his Corvair FC collecting, some reminiscing about first FCs via *Old Cars Weekly* and a tongue-in-cheek bit from Dave Palmer, who is quickly becoming a regular contributor. And there are some, I think, interesting pictures.

Well, I can't wait any longer! My interest in talking about and picturing my new PT Cruiser has been completely vindicated by a Letter to the Editor practically DEMANDING that I run a picture. We just can't deny our membership wishes, now can we?

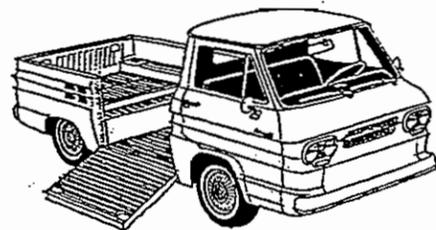
After a seven-month wait Bonnie and I finally took delivery of our baby on September 15. We had been told that our PT Cruiser, hereafter to be known as "the Cruiser", would be built on August 25, a Friday. It usually takes about two-three weeks for it to be delivered after that. Naturally I began to look for it on the Monday of week

three. I immediately made an appointment with a paint striper for the Friday evening of the third week. By Thursday I was frantic. I stopped in at the dealer after work about 3:45. All my salesman could do was shake his head in condolence. I was just walking out of the dealership door toward my Rampside, taking it like a man, when I spied a car hauler coming in with six Cruisers and a Neon on it. Well, I was ecstatic! The back one, a shale green beauty was ours. I realize that there are some that would say that using the words "beauty" and "PT Cruiser" in the same sentence is somewhat paradoxical. But hey, beauty is in the eye of the beholder, or so they say.

By the next night, Friday, they had the pin striping on and the special Good Year Eagle #1 Nascar tires with gold lettering mounted and we took delivery. We were jubilant.

Well I guess that pretty much uses up my space for this issue. I hope you didn't mind too much my spouting off about our new Cruiser. I know it isn't an FC, but maybe the next best thing. Till next issue, I remain

David A. Hartmann, Editor

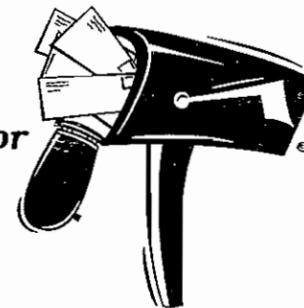


"Success is not forever and failure isn't fatal." -Unknown

"It is easy to dodge our responsibilities, but we cannot dodge the consequences of dodging our responsibilities." -Unknown



### Letters to the Editor



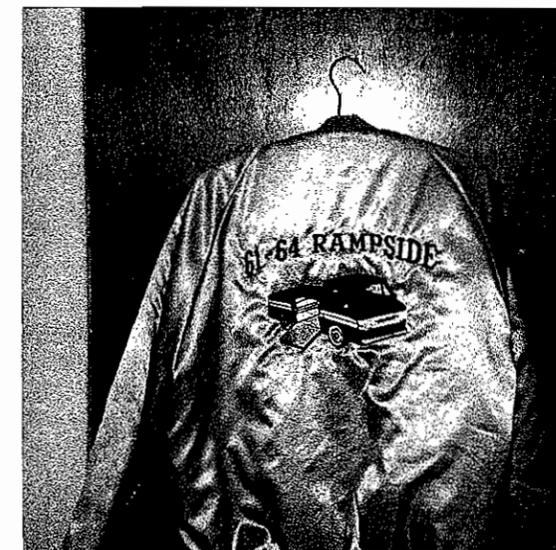
...by all means, please include a foto of your new PT Cruiser in the November-December *CorvanAntics*. I trust there were good mules hauling it up to Wisconsin for you...!

Ed Thompson  
Milwaukee, WI

Hi *CorvanAntics* Editor,

I got a new jacket and sewing on 61-64 Rampside. I sent them a nice picture. Will you put the picture of my jacket and the business card in the next issue? Thanks.

Craig Wilson  
Cedar Falls, IA



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CORVANANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvaair Society of America (CORSA). Established September, 1972, Corvanatics is dedicated to preserving and enjoying America's original and most innovative small vans and light trucks, the Chevrolet Corvaair 95 Series.

Membership in Corvanatics is open to any CORSA member with an interest in Forward Control Corvaairs. Membership applications are available from the Secretary/Treasurer, Diane Galli, 5000 Cascabel Road, Atascadero, CA 93422-2302.

Dues are \$6.00 per year and must be sent to Diane Galli. Sending them to another address will only slow your renewal and possibly cause you to miss an issue. Club Window Stickers are \$1.00 each and Jacket Patches are \$2.15. Club Stationery is 5¢ each sheet, rosters are \$2.00. These are available from Diane Galli only, as are Membership Applications.

Stories, articles, photos or anything of interest to Corvanatics Members should be sent to the editor: David A. Hartmann, 1111 Evergreen Road, Plymouth, WI 53073-4110. Technical material should be sent to the Technical Editor.

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