



CORVAN ANTICS

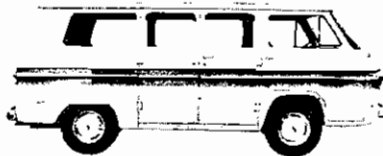
VOLUME 5

NUMBER 2

SUMMER 1977



RAMPSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

Copyright Chevrolet Motor Division



"NADER'S VANETTA"

CONVENTION ISSUE

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OFFICERS, STAFF AND STATISTICS...

Founder: Ken T. Wilhite, Jr., 4620 Georgetown Ct. #1, Indianapolis, IN 46222
President: Cecil C. Miller, Jr., 2034 Storm Canyon Rd., Winston-Salem, NC 27106
Secretary-Treasurer: Pat Miller, 2034 Storm Canyon Rd., Winston-Salem, NC 27106
Editor-Director: Nico H. DeJong, 3422 Veralta Drive, Cedar Falls, IA 50613
Director-EAST: Mark Ellis, P.O. Box 140, Dublin, PA 18917
Director-CENTRAL: Ed Gridley, RR#2, Box 158, Franklin, IN 46131
Consultant: Dave Newell, 1481 Hamrick Lane, Hayward, CA 94544
Cartoonist: Dave N. Anderson, 423 David Lane, Mason, OH 45040
Membership: 130
Newsletter Editions: Spring, Summer, Fall and Winter Quarterlies
Newsletter Deadlines: All items - 1 March, 1 June, 1 Sept., 1 Dec. (mail to editor)
Articles and Stories: Illustrated text only (B&W photo or cartoon or diagram, etc.)
Change of Address: Mail to editor
Dues & Applications: \$5-/year; mail to secretary-treasurer
Back Issues (20): \$1- each; complete set 25% off; order (prepaid) from editor
Binder for 2 Volumes: \$2- each; order from CORSA, Inc., Box 5890, Sarasota, FL 33579
Checks & Money Orders: Payable to CORVANATICS

PAST-PRESIDENT'S ANNOUNCEMENT by Ken Wilhite...

As I have indicated in earlier columns, due to a number of personal circumstances, I feel that I am no longer able to serve CORVANATICS as well as I feel I should, and I am therefore regretfully resigning. Cecil Miller who has been serving so well as your secretary-treasurer has agreed to become my successor, and has been elected by your council of officers as your new president.

I have enjoyed founding this organization and seeing it grow over the past five years to its present strength, thanks to the participation and enthusiasm of members and officers. As past-president and honorary member I will continue to be available for general consultation and advice. Thank you for the privilege of serving you and here's wishing all of you the very best for the future. KEN

PRESIDENT'S CORNER by Cecil Miller...

I accept this post with renewed enthusiasm for CORVANATICS, the newest and most widespread chapter of the Corvair Society of America. My goals are set high for a

new growth in membership and membership participation. Foremost, I would like to see more activities at the local chapter level. To further enhance the enjoyment of our '95's", new directors and a new technical staff located in each region of "Corvanatic Country" are being assembled.

A special word of welcome to Dave Newell who has graciously agreed to become our history-&-originality consultant is in order. Longtime Corvanatic and past-president of CORSA, Dave's name has become a byword in the Corvair world and we're very proud for our club to have the benefit of his expertise.

A club logo is now being applied to decals and patches which will soon be on the windows of your '95's" and club jackets.

New CORVANATICS chapter-sponsored programs at local chapter levels will be announced later. These proposed activities and programs will require your support, and with your help we hope to make CORVANATICS the biggest and best chapter of CORSA, dedicated to the enjoyment of the Greenbrier, pickups and Corvan. CECIL

SECRETARY-TREASURER'S REPORT by Pat Miller

Since Cecil has assumed the presidency of CORVANATICS, this of course leaves the post of secretary-treasurer vacant. To ease any further transitional problems at this time, I have agreed to continue the post. I have assisted Cecil from time to time and I will be most happy to continue in this capacity.

Our Convention display attracted lots of "lookers" and as of this writing, 15 new members have responded. Many thanks to Ed and "B.J." Gridley, who continue to do a fantastic job of recruiting new members.

Please continue to send all applications and renewals to the same address: 2034 Storm Canyon Road, Winston-Salem, NC 27106

Treasury balance on 9-30-77 = \$339.25.

Additional new members we welcome are:

Doreen Berger,	Boulder,	CO
Joseph Brown,	Plant City,	FL
Dick Campbell,	Van Nuys,	CA
Lee Cramp,	McLean,	VA
Mac Crawford,	Weyers Cave,	VA
Frank Davies,	Fortville,	IN
Joseph Hovanec,	Joppa,	MD
William Klotz,	Northfield,	OH
Norbert Laubach,	Oneida,	IL
Ralph McFarland,	Zionsville,	IN
Peter Mills,	Headingley,	Man., Can.
Loren Mytas,	White Lake,	WI
Charles Wilford,	San Rafael,	CA
Rob Williams	New Monterey,	CA
Delbert Wulf,	Maquoketa,	IA

PAT

TECH TOPICS by Jack McCullen, Dave Sutherland and Nico DeJong...

While waiting for your president to create a new technical staff, we want to thank resigning technical editor Russ Long for his services. Meanwhile, here's some paint news from Philadelphia:

"Have been doing research on interior FLOOR PAINT FOR GREENBRIERS. Contacted GM at King of Prussia and DuPont's in this area. Original color is "charcoal grey metallic" and the original Duco numbers were #4228 and Duco #94162. Both have

been discontinued and the original formula has been eliminated from their computers. I've been instructed to request GM #9009L dark grey metallic as used on interior of '64 Oldsmobile and Pontiac cars. Dupont dealer mixed a quart for me and it sure is a close match!

P.S. How do you tell the DIFFERENCE BETWEEN "95" AND "110" GREENBRIER ENGINES?" JACK

Following chart shows some of the more important differences:

	"Base" Engine	"High-Performance" Engine
HP decal* (and RPM), '64 & '65	"95 hp" (@ 3600 rpm)	"110 hp" (@ 4400 rpm)
Model designation, '64	Turbo-Air	Super Turbo Air
'65	95 hp Turbo-Air 164	110 hp Turbo-Air 164
Torque ratings, '64 & '65	154 ft.lbs. @ 2400 rpm	160 ft.lbs. @ 2800 rpm
Carburetors, 3- & 4-spd., '64	Rochester # 70 24 023	Rochester # 70 24 024
Powerglide, '64	# 70 24 022	# 70 24 024
3- & 4-spd., '65	# 70 25 023	# 70 25 023
Powerglide, '65	# 70 25 022	# 70 25 023
Compression ratio, '64	8.0 : 1(SM & OM)	9.00 : 1(SM & OM)
'65	8.25 : 1(SM & OM)	9.00 : 1(SM), 9.25 : 1(OM)
Octane requirements, '64 & '65	Regular	Premium
SN suffix, 3- & 4-spd., '64	V	V
Powerglide, '64	W	W
3- & 4-spd., '65	RS	RU
Powerglide, '65	RV	RX
Head assembly, '64	38 86 255 (ID#38 56 626)	38 86 257 (ID#38 56 632)
'65	38 78 561 (ID#38 56 728)	38 78 562 (ID#38 56 743)
Camshaft '64 & '65	38 39 889 (ID#38 39 889)	38 72 304 (ID#38 72 304)

* Decal on fan shroud, left of fan Sources: PC, SM's, OM's, sales literature DAVE AND NICO

NADER'S VANDETTA - FRONT COVER (photo by John DeJong)...

Al Grille Jr. proudly shows off his '64 Corvan at the CORSA Convention in Minneapolis. Al's home base is in Jefferson,

Louisiana, and he rated high in the Modified Trucks and Vans class during the Concours. See pages 12 and 13 for a report.



Happiness is driving 1500 miles to a CORVAIR CONVENTION in a CORVAIR! Minneapolis-bound, we began our trip on Monday morning, July 25th. With a few stops in between to visit friends, we arrived at the Marriott Inn in Bloomington, Minnesota on Thursday afternoon, July 28th. The parking lot was already alive with beautiful specimens of our favorite car. Inside, the lobby and halls were bustling with activity as members registered and set up displays.

Friday night, the CORVANATICS officers who were present met and discussed club affairs at length.

Concours day dawned early for those competing, but even the occasional rain did not dampen our spirits. Another record was set as the number of vans, pickups and Greenbriers exceeded even last year's Convention. The popularity of our "95" continues to grow! There was everything from a "Corvair Cruiser" motorhome to two bright red Greenbrier fire trucks, previously used for photo and lighting.

Saturday afternoon, the very first meeting of the CORVANATICS membership was

CONCOURS RESULTS* by Jim Strong and Gary Nelson...

STOCK, TRUCKS AND VANS:

L. Van Kuiken, Minneapolis,	MN, 63G, 85.30
E. Gridley, Franklin,	IN, 61L, 84.40
V. Thompson, Minneapolis,	MN, 63G, 77.40
M. Nedli, Carpentersville, IL,	63C, 67.80

ALTERED STOCK, TRUCKS AND VANS:

H. Dexter, Fenton,	MI, 64R, 81.10
D. Colburn, Eau Claire,	WI, 63R, 74.20
M. Gaynor, Minneapolis,	MN, 61G, 74.10
R. Wick, Minneapolis,	MN, 61G, 73.80
M. Pearce, Zion,	IL, 64C, 70.50

held. Approximately 20 members were present, in addition to several who were interested in joining our group. The logo, which was introduced to those present and approved, was designed by C.A. editor, Nico DeJong and represented many long hours of labor. We hope the business meeting will become an established pattern and an important part of future National Conventions.

Saturday night, we were fortunate enough to be seated at an award-winning banquet table. We shared the good fortune of fellow Corvanatics, the Bob Menefees of Mt. Crawford, Virginia, and Harold Dexter and son of Fenton, Michigan, as they received first-place trophies in their respective classes. Bob and Harold were also first-place winners in Philadelphia last year. New CORVANATICS member Mac Crawford and date of Weyers Cave, Virginia were also at our table.

We had a very fast, but uneventful trip back to North Carolina and are already looking forward to next year's Convention in that beautiful California city of San Diego!

CECIL AND PAT

MODIFIED, TRUCKS AND VANS:

R. Menefee, Mt. Crawford, VA,	64G, 90.50
A. Grille, Jefferson, LA,	64C, 83.30
T. Malo, Melrose Park, IL,	62R, 81.60
A. Funk, Janesville, WI,	62G, 73.00
T. Volkenant, Hector, MN,	61R, 72.70
F. Wilhelm, Gackle, ND,	63C, 71.80

MANUFACTURERS CLASS:

J. Zeien, Springfield, MO,	..M, 92.30
J. Burch, Dallas, TX,	..D, 66.50

JIM AND GARY

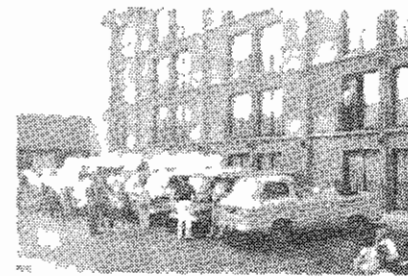
C=Corvan, D=Dunebuggy, G=Greenbrier, L=Loadside, M=Motorhome, R=Rampside

*Courtesy: North Central Corvair Association - Minneapolis, MN

EDITOR'S NOTE. This year's pictorial report zeroes in on the concours activities at the Convention from a Corvanatic's point of view. We attempted to include

all participants and their beautiful machines, presented in alphabetical and numerical order by model and year.

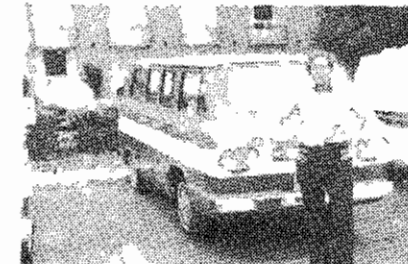
ED.



Here comes the judge...



Al Grille ('64 Corvan)



Bob Wick ('61 Greenbrier)



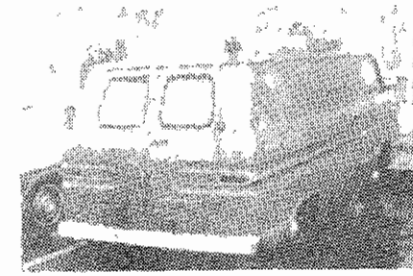
Lovier Van Kuiken ('63 Greenbrier)



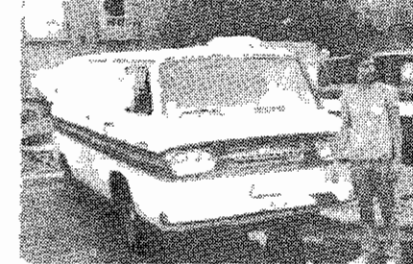
Tony Volkenant ('61 Rampside)



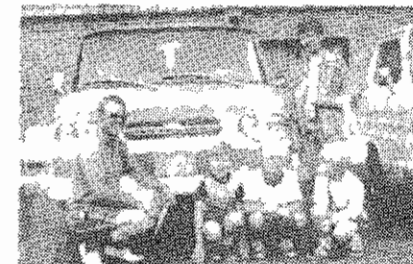
Harold Dexter ('64 Rampside)



Mike Nedli ('63 Corvan)



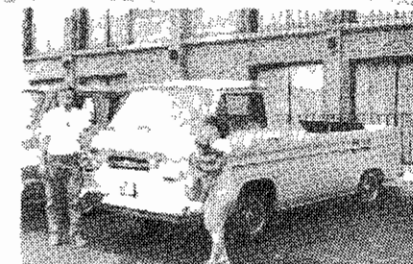
Mike Pearce ('61 Corvan)



Al Funk ('62 Greenbrier)



Bob Menefee ('64 Greenbrier)



Ted Malo ('62 Rampside)



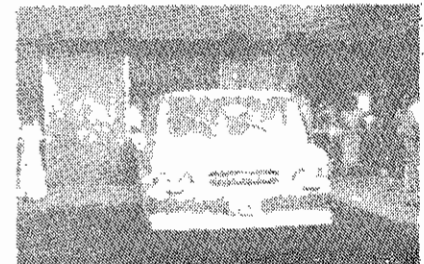
Jim Zeien (Corvair Cruiser I)



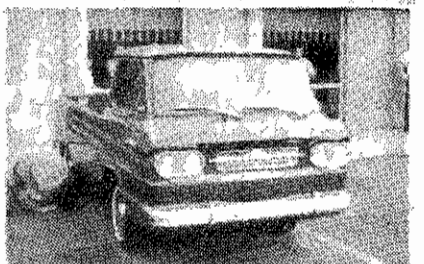
Fritz Wilhelm ('63 Corvan)



Mike Gaynor ('61 Greenbrier)



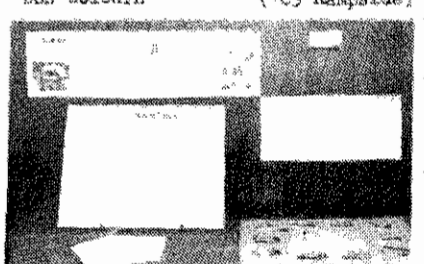
Vern Thompson ('63 Greenbrier)



Ed Gridley ('61 Loadside)



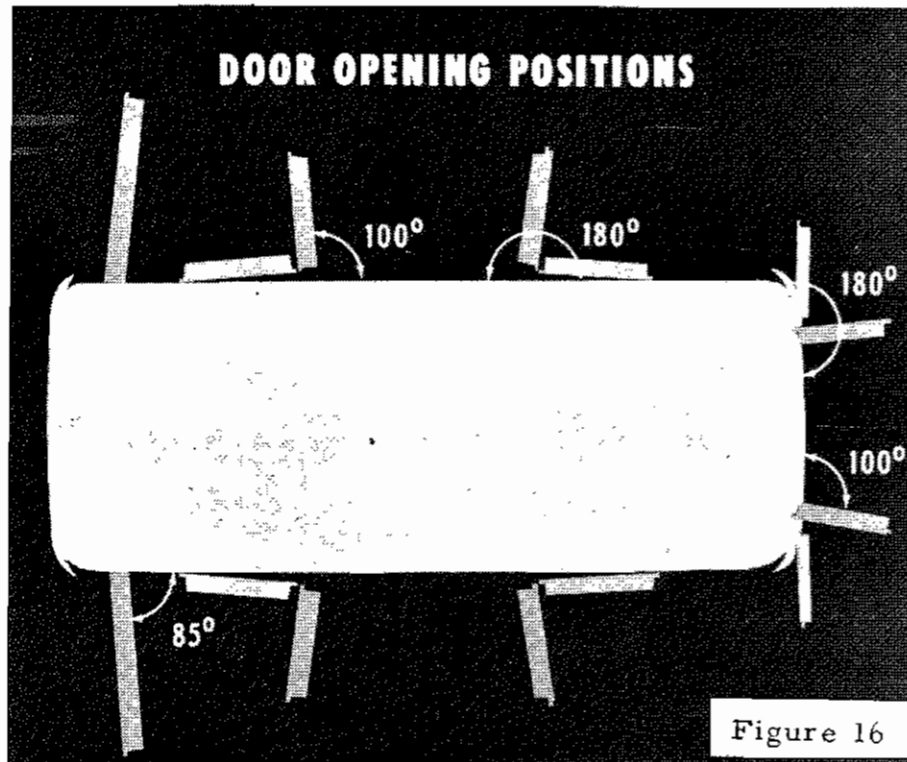
Don Colburn ('63 Rampside)



CORVANATICS exhibit

(Photos by John DeJong)

PART IV - DOORS AND SEATS



while custom coverings are of nylon-faced woven cloth. Vinyl is used for the seat facings, seat bolsters, and backrest rear faces.

A single driver's seat is provided for the panel model and a full-width front seat is available as a regular production option. All other models have the full-width front seat as regular production equipment. As with regular truck models, optimum front seat comfort is assured with smooth-operating seat adjusters and easily adjusted backrest. A retention device prevents Corvair 95 front seats from falling forward on sudden stops.

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BACKFIRE from Readers...
"Looking forward to the next part of your serial on Chevrolet's Space-Age Panel Truck, as well as something on how to install a Spyder dash. Just about have '64 Greenbrier ready to roll. Story and photo attached."

RICHARD MISFELDT
THANKS MUCH, RICH! WILL RUN ASAP. ED.

"Enclosed are pictures of my trophy-winning '62 Greenbrier and some of our experiences with it. Have enjoyed the quarterlies; only wish they were monthlies. Keep up the good work."
BILL AMEY
APPRECIATE YOUR INPUT, BILL. WILL PUBLISH ASAP. SURELY YOUR KIND WORDS DON'T IN-

Doors

Outstanding accessibility to the driver and load compartment is featured (Fig. 16). All doors are conventionally constructed from a formed outer panel and a drawn inner panel and held together with a hemming flange around the periphery. Front doors are embossed and configured for stiffness, and are forward-hinged with butt-type hinges. As with regular truck models, the door check is separate from the hinges. Doors open a full 85 degrees for adequate entrance room.

Side and rear cargo doors are of the double side hinge type utilizing strap-type hinges. Rubber grommets around the hinge slots in the body pillars prevent entry of dust into the body interior. Two-position checks permit the doors to open at 100 and 180 degrees. In the 180 degree position, rubber bumpers on the body panels

prevent interference of the doors with the body.

With the availability of the optional left hand side door, wide opening double doors at both the right and left hand side and at the rear permit easy loading of even the extra large items. Loading height, which is convenient all around, is less than 15 inches at the side doors.

The front doors on all body types have crank up windows as do the second and third windows in the station wagon.

Seats

Seat construction for Corvair 95 models is essentially the same as that for standard models in the regular truck line, with spring wire elements employed for cushions and coil springs for backrests. Urethane foam padding is used in the seat cushion. Standard seats are covered with woven cloth trim

CLUDE OUR TARDINESS. BUT WE'RE WORKING ON IT. (See editorial) ED.
"Am planning to reproduce in booklet form all accessories available for the '63 '95" Series, including diagrams of how they're to be installed and part numbers. Should be invaluable when you go "junking." Projecting 22 pages, cost \$5. LARRY THOMAS "Have '63 Rampside ("Super Truck") with a 327 V-8, '57 Powerglide and '67 Chevy rear end. Planning on converting to a tandem. Story attached." KEN YOUNG LOVE YOUR SUPER TRUCK STORY; KEN, WHY NOT SEND US ONE OR MORE PICTURES (B&W, IF POSSIBLE) AND WE'LL PUBLISH IT. ED.

FROM THE EDITOR'S DESK... Late again, sorry again. Can't seem to shake a bad habit; my excuses this time? First, the convention results came in late and we lost our technical editor. Officers re-organization slowed things down a bit too. Then when I had the necessary columns, I was snowed under at work with out-of-town trips and overtime (I do want to stay on the payroll you know - there's no remuneration or pension plan for club officers). Had to help son John get ready for college (and I miss him and his capable assistance very much). Also had to somehow find time for chopping down and hauling seventeen dying poplars and lilacs, digging out their stumps and replace with eleven evergreens. Our two Greenbriers and Corsa are crying for attention and we're temporarily down to one rolling vehicle now.

But things are looking up. New officers and technical advisors are getting in the swing of things, and my employer and I are trying to drastically reduce overtime. Pat typed the final copy of this edition. How do you like the new look? We'd like to have your comments. Anyway, unless someone comes along with enough time on his or her hands who is qualified and wants my job, I'll keep trying to get back on schedule - I promise!

We intend to continue serializing Alex Mair's excellent SAE paper by running a part in every other newsletter for a while so we can also print the equally-exciting stories and photos we have been receiving from readers. We're still awaiting photos (preferably black-&-white) from Guion, Piest, Sundheim, Wall, and Young.

Five years since Ken Wilhite founded CORVANATICS, he resigned as president, and

I'd like to go on record with thanking him for his leadership and initiative, and for guiding our club to what it is today. Lest anyone downplays that accomplishment, let us remind ourselves of what I heard at the Convention in Minneapolis: CORVANATICS seems to be the only CORSA specialty group left in existence. Let's hope that this isn't so and that the other clubs are only dormant for a while. I believe we can pay Ken no greater tribute than for all of us to do all we can to make CORVANATICS a bigger and better organization.

Meanwhile I am proud to be on newly-elected president Cecil Miller's team and I hope that all of you will give him and secretary-treasurer Pat Miller the support they need and deserve. During three years of active and enthusiastic participation, they have proven that they have what it takes to keep going when things get rough. Now if you'll excuse me, I have to start working on the Fall edition. NICO

CLASSIFIED... Free to members. Non-members \$3-/5-line ad. Comm'l rates upon request.

FOR SALE: '61 GREENBRIER from the South, no winters on it, in excel. cond'n. Inside needs little work. Engine majored, new valves & guides, new cyl. kit, Offenhauser oil pan, 2 extra quarts, Corsa oil cooler; 100 miles on engine. No rust on body, A-1 frame. New rear axle swivel bearings, brakes, clutch, pressure plate, throw-out bearing; 2 new rear tires; 4 speed transmission. Extra gauges on panel. Refinished in brilliant green poly w/white band and top. Asking \$2700 or best offer. Edward Ksiazek, 1214 26th St., Allegan, MI 49010; 616-673-6304 (plse. call after 5:00pm).

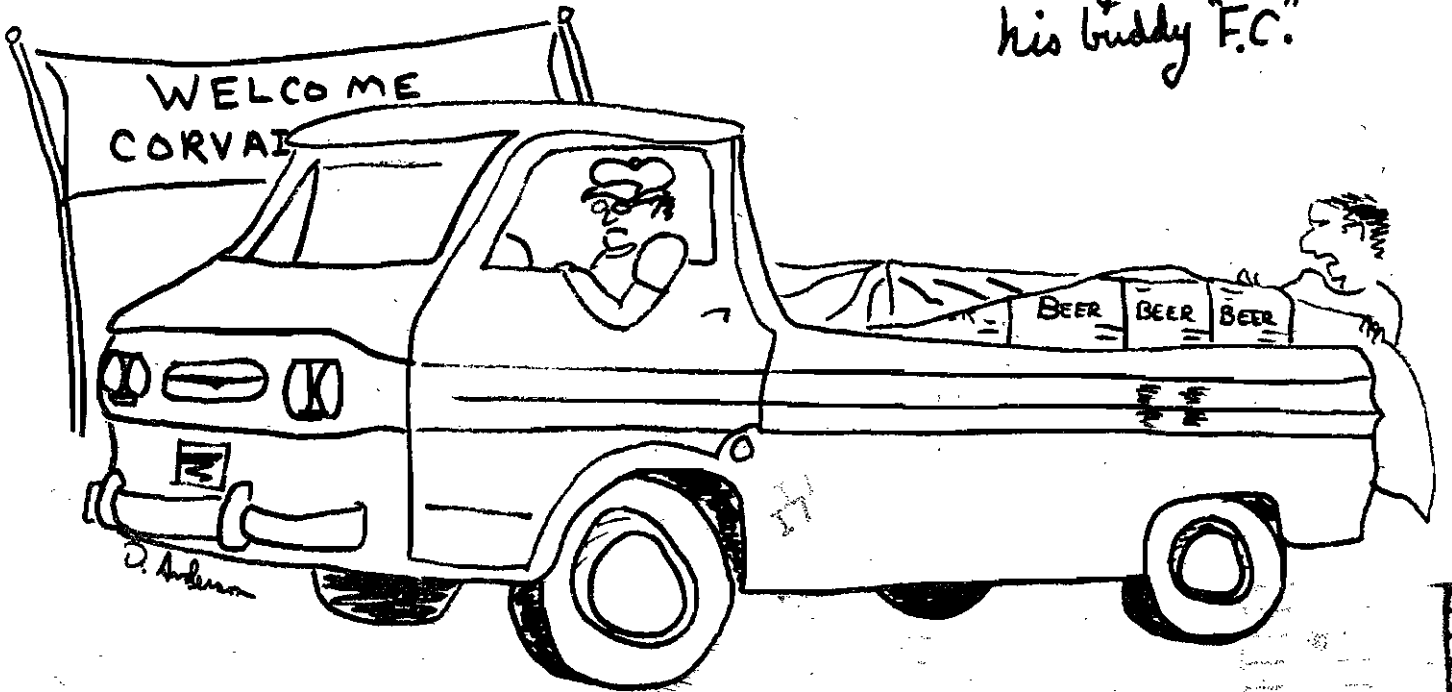
FOR SALE: '64/'65 95-SERIES ACCESS PANEL (fiberglass), no cracks but handle is missing. Also: 95-SERIES INSTALLATION INSTRUCTIONS FOR GAS HEATER, \$2. Larry Thomas; address below.

WANTED: '64/'65 GREENBRIER DELUXE FULL WHEEL COVER. Need one but will buy more, if necessary. Larry Thomas, Box 4, Goshen, OH 45122, 513-625-9219.

WANTED: '64 GREENBRIER CAMPER PLANS. Want to customize for sleeping 2 & travel entire country. John F. McCullen, 6420 Woodbine Ave., Philadelphia, PA 19151.

WANTED: AFTERMARKET STABILIZER OR CAMBER COMPENSATOR for '64 Greenbrier. Richard Misfeldt, 3208 Teton Drive NW, Huntsville, AL 35810.

Gene Brier
& his buddy "F.C."



*YOU FORGOT THE FOOD.....AGAIN!

CORVAN ANTICS
Nico H. DeJong, editor
3422 Veralta Drive
Cedar Falls, IA 50613



VALLEY FORGE
Christmas

USA
13c



GOODWILL INDUSTRIES
OF THE HANDICAPPED

10/77

ED

CORVANATICS*

FIRST CLASS MAIL
FORM 3547 REQUESTED

Formed in 1972
by and for those who still appreciate the Corvair Automobile,
particularly the Corvair "95" Series pickups, vans and wagons

* a chapter of the Corvair Society of America (CORSA), Inc.