

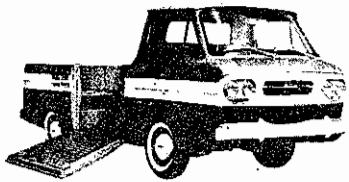


# CORVAN ANTICS

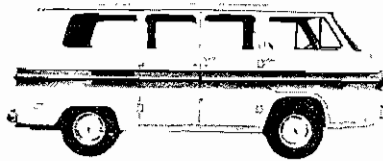
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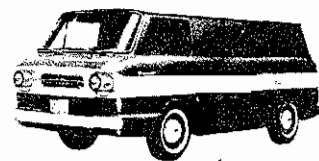
FALL & WINTER 1977



RAMPSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

[Courtesy Chevrolet Motor Division]



Larry Blais' hybrid Carvair sports extra pair of wheels.

Statesman photo by Dan Pabon

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OFFICERS, STAFF AND STATISTICS...

Founder.....: Ken Wilhite, 4620 Georgetown Ct.#1, Indianapolis, IN 46222  
 President.....: Cecil Miller, 2034 Storm Canyon Rd., Winston-Salem, NC 27106  
 Secretary-Treasurer.....: Pat Miller, 2034 Storm Canyon Rd., Winston-Salem, NC 27106  
 Director - East.....: Mark Ellis, P.O. Box 140, Dublin, PA 18917  
 Director - Central.....: Ed Gridley, R.R. #2, Box 158, Franklin, IN 46131  
 Director - West.....: Vacant  
 Convention Chairman.....: Ed Gridley, R.R. #2, Box 158, Franklin, IN 46131  
 Consultant.....: Dave Newell, 1481 Hamrick Lane, Hayward, CA 94544  
 Editor-Director.....: Nico DeJong, 3422 Veralta Drive, Cedar Falls, IA 50613  
 Technical Editor.....: Vacant  
 Cartoonist.....: Dave Anderson, 423 David Lane, Mason, OH 45040  
 Membership.....: 136  
 Newsletter Editions.....: Spring, Summer, Fall and Winter Quarterlies  
 Newsletter Deadlines.....: All items - 1 March, 1 June, 1 S-pt., 1 Dec. (mail to editor)  
 Newsletter Stories.....: Illustrated text only (B&W photo or cartoon or diagram, etc.)  
 Change of Address.....: Mail to secretary-treasurer  
 Dues,Applic'ns,Renewals.: \$5-/year; mail to secretary-treasurer  
 Back Issues (21).....: \$1- each; complete set 25% off; order (prepaid) fr.sec-treas.  
 Binder for 2 Volumes.....: \$2- each; order from CORSA, Inc. (temporarily unavailable)  
 Stationery,8½x11",w/logo: \$0.05/sheet, \$0.05/envelope; order from secretary-treasurer  
 Window Decal,3"-diameter: \$1- each; order from secretary-treasurer  
 Checks & Money Orders....: Payable to CORVANATICS (except binders: payable to CORSA)

PRESIDENT'S CORNER by Cecil Miller...

CORVANATICS' effort in 1978 will be to serve you and maintain your interest. With a new look for CORVANATICS' future, as a chapter of CORSA, we feel the Chapter Plan can supply the best protection and service to the membership, as opposed to a satellite club apart from CORSA.

Over the past four years, CORVANATICS has drawn 95% of its members from CORSA - so we feel that both of us will gain from this united bond.

Our efforts to realign officer and staff positions to best serve you are not enough - we need more help from you, the member who has a little time for his club and possesses a talent the club needs. A good example is Dave Anderson, our cartoonist. He has a talent he enjoys, in addition to his "95", and he came forward to make a significant contribution to our newsletter. We would like CORVANATICS to grow to be

the club you want, but it will not unless you are willing to help in that effort.

I have appointed Ed Gridley of Franklin, Indiana, as our National Convention Committee Chairman. Ed is coordinating activities for our chapter and more on this will be printed in the Spring edition of CORVAN ANTICS.

Wife Pat and I plan to be in San Diego for the National Convention and we hope you are making plans along that line also.  
 CECIL

JERRY BLAIS' HYBRID CORVAIR (FRONT COVER).

For story on Jerry's impressive-looking tandem-axle V-8 Greenbrier - see page 26.

This is the second time Jerry is appearing in this quarterly. He was one of the contestants in the concours at the 1975 CORSA Convention in Seattle and a photo of the Blais clan and "Brier" entry was on page 21 of the Fall '75 CORVAN ANTICS.

TECH TOPICS by Pat Miller...

CAMPING VANS - BUY OR BUILD 'EM\* - PART I (edited)



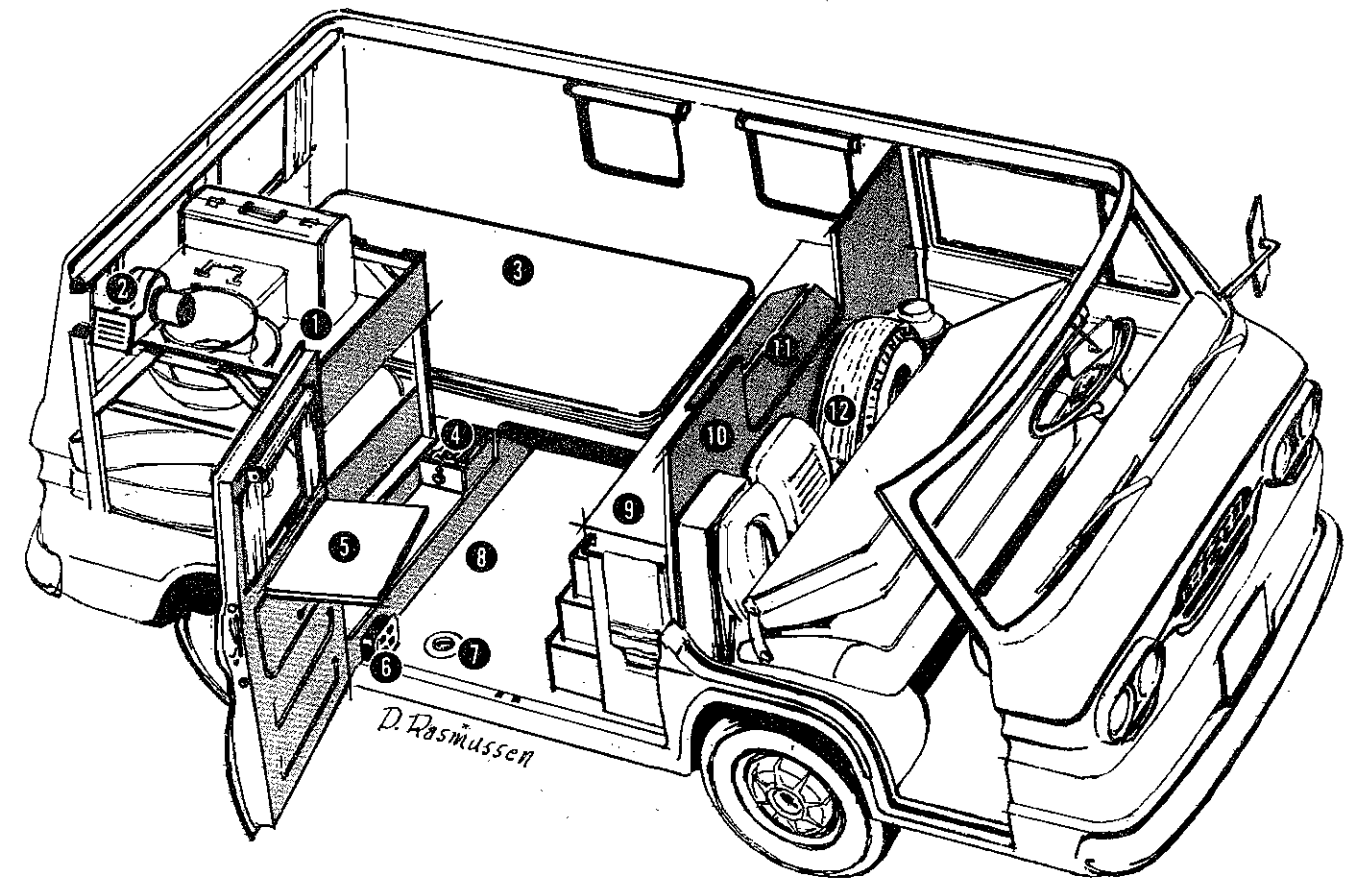
Any of the new small vans can now be fitted out as a roomy mobile camper. Shown here are two converted campers you can buy already equipped. At left is the Chevy Greenbrier and the windowed version of the Corvan is shown below.

The camper conversions provide seats that fold into beds, a dining table, cabinets, and curtains. Extras include sinks, stoves, refrigerators, water tanks, chemical toilets, and hook-on side tents. For panel-truck models, the kits also contain windows. Prices run from about \$400- to \$800-.

For a camper conversion you can make yourself, see part II of this series, "How to fit out a Corvan as a camper". PAT

There's even a sink with running water and an icebox in this converted Greenbrier. Camper kits are available through Chevrolet dealers.

EDITOR'S NOTE. Prices and availability are no longer applicable. Currently-available materials can be made to fit, however, as will be shown in part II in a future edition of CORVAN ANTICS.



- |                                  |   |
|----------------------------------|---|
| 1. Luggage rack                  | 7. Floor drain                          |
| 2. Exhaust fan                   | 8. Space for second bed                 |
| 3. Permanent bed doubles as sofa | 9. Ready-made dresser                   |
| 4. Tool drawer under bed         | 10. Partition for privacy               |
| 5. Folding table on door         | 11. Hinged panel for driver's rear view |
| 6. 110-volt outlet               | 12. Storage space behind front seat     |

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 Publishing Company  
 (to be cont'd)

SECRETARY-TREASURER'S REPORT by Pat Miller

This is my first chance to greet most of you in the new year - so I would like to thank all of you who wrote, for your correspondence and letters of encouragement. I always try to answer as soon as possible, but with a full-time job and three (3) "volunteer" jobs (ALL involving Corvairs!), I occasionally just run out of spare time!

We are extremely pleased to be able now to offer you club stationery and window decals. A sample of our stationery is enclosed and we hope you like it. Sheets are \$0.05 each and envelopes \$0.05 each. Window decals (a 3-inch replica of logo design) are for inside appliqué and are \$1- each.

Membership applications printed on our new stationery are now being processed and should be available in a couple of weeks.

We hope to have jacket patches and membership cards available as soon as the budget will allow.

In the interest of economics, statements will not be sent when membership fees are due. Please note the date beside your name on your C.A. label. Your membership expires on the last day of that month and year. If your dues have already expired, I would appreciate a check or money order.

We'd like to welcome the following "95" enthusiasts to our group:

- |                    |                |    |
|--------------------|----------------|----|
| Russell Anderson,  | Sangelo,       | TX |
| C. J. Armstrong,   | Sunnymead,     | CA |
| John Bennetto,     | Cincinnati,    | OH |
| Steven Bilycia,    | Santa Clara,   | CA |
| Larry Blais,       | Independence,  | OR |
| Paul Bonomo,       | Wilton,        | CT |
| Ronald Bordelon,   | Metairie,      | LA |
| Wesley Brindle,    | Winston-Salem, | NC |
| Barry Burkman,     | Spring Valley, | IL |
| Angus Campbell,    | Simi Valley,   | CA |
| Jack Coe,          | Plano,         | TX |
| Harold Conrad,     | Winston-Salem, | NC |
| Michael Dalton,    | Farmingville,  | NY |
| Charles Doerge,    | Jackson,       | NJ |
| Robert Ehrenreich, | Sheboygan,     | WI |
| Herbert Fick,      | Luverne,       | MN |
| John Heeran,       | Rossmoor,      | CA |
| Edwin Hill,        | Edina,         | MN |
| Howard Hoxie,      | Sterling,      | CO |
| Curtis Kimball,    | Sterling,      | CO |

- |                   |                  |         |
|-------------------|------------------|---------|
| Michael Nedli,    | Carpentersville, | IL      |
| Charles Rabun,    | Atlanta,         | GA      |
| George Swart,     | Portland,        | OR      |
| Richard Tetzloff, | Clear Lake,      | MN      |
| Wayne Vest,       | Merritt Island,  | FL      |
| Tony Volkenant,   | Hector,          | MN      |
| Donald Walker,    | Muncie,          | IN      |
| Fritz Wilhelm,    | Gackle,          | ND      |
| Cordon Woods,     | Surrey,          | BC,Can. |

Because I am busily preparing an end-of-the-year financial report and because all receipts and expenditures are not in, this edition's treasury balance is not available. A complete financial report will be printed in the spring edition of C.A.

PAT

EARL'S BRIERS by Earl Lenonelly...



We have '61 and '63 Greenbriers which are used for business, and one '61 Ramp-side pickup, in addition to eight Corvair cars. Sooner or later they all wind up in our shop for rebuilding Corvairs with some 1500 new and used parts in stock.

Servicing audio-visual tape sound projects and TV tapes is our business and we live three miles from Shasta Dam, California, in beautiful surroundings with plenty of fishing, boating and many types of summer activity. We've also been a pilot and flying for thirty years, but now mostly involved in Corvairs, book collection, fishing and photography hobbies. I'll soon be 54, our two children are grown and my wife's name is Lotte, also a "Corvair Nut" and San Francisco Bay Area Chapter member.

The photo shows one of our two automatic rigs with over 125000 miles on it; we just rebuilt the engine of one. We have a heating problem in this country. Temperatures run around 116 for about two months and that is rough on an air-cooled engine, pulling a panel with an automatic trans-

mission. Just not enough gears in this heat. We use 40 oil in the summer and 30 in the winter. Never lost any bearings with this Stay-Lub oil; has good viscosity at 400 degrees.

Have a fair amount of technical experience, including about eight years of rebuilding Corvair cars and forward-control models, that I could write about for Corvanatics. So let me know if I can help.

EARL

RETIRED-PILOT'S WORKHORSE-ON-WHEELS by Kurt Gaida...

Our Greenbrier has turned well over 100,000 miles. Not 100,000 easy miles, as our Buicks do, no but hard-driven, overloaded, and on roads that defy description, for we are old-line campers and prefer to go where the crowd is NOT! Which is very hard today, but even here in Florida there is the other Florida that is hardly known, as is South Carolina, North Carolina and the way to Northern Wisconsin and Upper Michigan - that's where we go, mostly, every year. I'm retired, 74 years old, or rather young, have my second pacemaker, will have third in about three months with a five-year money-back guarantee!

I have over 1500 well-paid hours in the air, and owned 14 airplanes, including an AT-6; instrument courses, advanced acrobatics, etc.; gave aviation ground school for five years during the war years. That is where I learned about power plants and air-cooled engines; that's how I got to love those Corvairs.

We're keeping the '63 Greenbrier as our camping vehicle; as you can see from the picture we carry a 14-foot Lone Star aluminum boat on West Bend rollers on top, and tow an Apache Chief which, loaded, weighs over 1000 pounds. Two outboard motors, also an extra Coleman tent, a 14x14 ft. heavy-duty awning, a 12x16 foot awning, sleeping bags, air mattresses, fishing gear of all kinds and swim gear, clothing



and shoes for all climates, including winter underwear (we Floridians are especially susceptible to colds and freeze anywhere if the temperature drops below sixty degrees!), medicines, books and magazines, medications and pest controls, sun oils, three Coleman stoves and stand, two portable tables, camera and gear, binoculars, saws, axes, two heavy tool chests, soft drinks and 10-15 cases of beer (don't tell anybody!) plus two cases of hard liquor for various types of snake bites; they don't all go for the same kind! Two enormous ice boxes, filled to the rim and then the staples. What I forgot to mention would perhaps fill the average station wagon. We had the train weighed at a Florida State weighing station: 6640 pounds!

Now here in Florida a load like that does not present a problem because the roads are mostly like the land - flat. We are living at an elevation of 50 feet and Florida's highest point is less than 500 feet above sea level.

Why do we load so much? First, because we do go on long trips, and second, because the vehicle lends itself eagerly to overloading; it is so roomy. Compare it with the largest station wagon! It turns on a dime and can be turned on almost any forest road or spur. My Buick Electra needs six lanes to



CORVANATICS MEMBERSHIP ROSTER*				
Name:	Address:			Unit(s)**:
Amey, William M.	12 West Walnut Street	Alexandria	VA 22301	62G
Anderson, David N.	423 David Lane	Mason	OH 45040	62G
Anderson, Russell	2541 Colorado	San Angelo	TX 76901	63C
Armstrong, C.J.	Box 367	Sunnymead	CA 92388	64G
Auclair, Duncan	201-2225 W.7th Avenue	Vancouver	BC V6K1Y3	61L
Baker, Richard V.	1750 Burke, N.E.	Grand Rapids	MI 49505	63G
Becker, Jerome A.	731 Alpine Avenue	Chula Vista	CA 92010	..R
Bender, Robert E.	767 Pelican Way	El Cajon	CA 92020	63C
Bennetto, John	207 Hilltop Lane	Cincinnati	OH 54215	65G
Berger, Doreen M.	615 Northstar Court	Boulder	CO 80302	62G
Bilycia, Steven	774 Ridge Road	Santa Clara	CA 95051	63G
Blais, Larry	721 Stinson Road	Independence	OR 97351	63G a.o.
Bonomo, Paul	140 Scarlet Oak Drive	Wilton	CT 06897	65G
Bordelon, Ronald J.	2528 Missouri Avenue	Metairie	LA 70003	63G,64G,65G,63R
Braden, Karl	1764 Camden Road	Winston-Salem	NC 27103	64C
Brenneman, Wally	Route 1	Kalona	IA 52247	
Brindle, Wesley L.	150 Madelyn Drive	Winston-Salem	NC 27104	64C,64G
Brown, Joseph E.	Route 7, Box 4276	Plant City	FL 33566	61G,63G
Burkman, Barry A.	Route 1	Spring Valley	IL 61362	61C
Campbell, Angus M.Jr.	2714 N.Highgate Place	Simi Valley	CA 93065	63C
Campbell, Dick	16140 Saticoy Street	Van Nuys	CA 91406	61R
Cassie, Alan G.	21 Winslow Road	Chelmsford	MA 01824	64G
Chilton, Maurice U.	5351 Carlisle Court	New Orleans	LA 70114	63G
Coe, Jack L.	2304 Northcrest	Plano	TX 75075	64R
Cole, Lyle D.	Star Route 2, Box 581	Kasilof	AK 99610	61R
Conrad, Harold	R.8, Meadowlark Drive	Winston-Salem	NC 27106	Several
Cramp, A. Lee	6304 Old Dominion Dr.	McLean	VA 22101	62G
Crawford, Mac	Route 1, Box 172	Weyers Cave	VA 24486	61C,64C,62G,63G
Dalton, Michael F.	55 South Howell Avenue	Farmingsville	NY 11738	62C
Davies, Frank	243 Noel Lane	Fortville	IN 46040	..G
Dawson, Michael R.	9802 Booth	Kansas City	MO 64134	62R
DeJong, Nico H.	3422 Veralta Drive	Cedar Falls	IA 50613	61G,62G
Demeter, Mike E.Jr.	11446 Kary Lane	Cincinnati	OH 45240	64G
Dexter, Harold G.	N-7145, US 23	Fenton	MI 48430	64R
Doerge, Charles F.Jr.	46 Castle Avenue	Jackson	NJ 08527	65G
Eaton, Byron N.	Route 2, Box 190-E	Round Rock	TX 78664	64G,64R
Edwards, Dave L.	Box 245, 56 Dale St.	Needham Hts.	MA 02194	63C,64G
Ehrenreich, Robert	1728 Manor Parkway	Sheboygan	WI 53081	64G,61R,64R
Elliott, Will L.	5011 Anderson Pike	Signal Mtn.	TN 37377	62G,64G,2x61R
Ellis, Mark B.	Box 410	Dublin	PA 18917	64G
Fedorczak, Ronald P.	5664 Stevens Forest Rd.	Columbia	MD 21045	64G
Fick, Herbert	Rural Route	Luverne	MN 56156	..G,..R
Fitzpatrick, Terry S.	Route 8, Callis Road	Lebanon	TN 37087	61G
Fleener, Roger O.	8819 South Main Road	Rockford	IL 61102	64G,61R,63R,64R
Gaida, Kurt E.	129 Green Acres, MH Pk.	Clearwater	FL 33515	63G
Garmon, William M.	910 Ralph Drive	Cary	NC 27511	..R
Garrison, John B.	RD #1	Stewartstown	PA 17363	63G,63R
Geraci, Jim L.	2607 Gunpowder Lane	Pearland	TX 77581	63C,62R
Goetz, Valerie N.	Rural Route #1	Wabash	IN 46992	63G
Goode, William P.	3811 Pyka Drive	Dallas	TX 75233	63C
Gray, Gary L.	903 Market	Perkasie	PA 18944	61C,61R,64R
Gridley, Edwin D.	RR #2, Box 158	Franklin	IN 46131	..C,..G,61L,62R

CORVANATICS MEMBERSHIP ROSTER (CONT'D)*					
Grille, Alvin W. Jr.	660 Newmann Avenue	Jefferson	LA	70221	64C
Hall, Jim E.	Box 4241	Davenport	IA	52808	..G
Halvorson, Clarence R.	1724 Dupont Drive	Lemon Grove	CA	92045	62C
Hanson, Dean	9825 Oso Avenue	Chatsworth	CA	91311	63C,61R,64R
Harp, Rush	Yankee Town Pond Road	Bearsville	NY	12409	..G,..R
Hayden, Edward J.	1369 Nilton Avenue	Walnut Creek	CA	94596	64C,61L,..R
Heeran, John B.	2862 Tigertail Drive	Rossmoor	CA	90720	
Hewton, John H.	455 Bahama Drive	Indialantic	FL	32903	63C
Hill, Ed W.	5537 Warden Avenue W.	Edina	MN	55436	
Hollertz, Monte	Box 159-A, Route 2	Elm Creek	NB	68836	63R
Hovanec, Joseph W.	2406 Taylor Brook Lane	Joppa	MD	21085	64G
Howell, John E. Jr.	R.1, Old Buttermilk Rd.	Lenoir City	TN	37771	61R,63R
Hoxie, Howard	11600 Cy. Rd. 27, R.#3	Sterling	CO	80751	
Hyde, Jerry R.	2045 Devore Drive	Marietta	GA	30060	63G,62R,63R
Johnson, Diana B.	244 North Wisconsin	Villa Park	IL	60181	
Jones, K. Mason	11432 Cashmere	Los Angeles	CA	90049	
Kerkhoff, John F.	13268 Glamis Street	Pacoima	CA	91331	65G,62R
Kimball, Dr. N.Curtis	714 Fairhurst	Sterling	CO	80751	
Kittel, Harold	5019 Bonnaside Drive	Hermitage	TN	37076	..C
Klotz, William	7239 Holzhauer Road	Northfield	OH	44067	64G
Kugler, Dennis D.	7257 Cosner Drive	Dayton	OH	45424	63R
Laubach, Norbert	Box 8	Oneida	IL	61467	62G,64R
Leonelly, Earl	4149 Main Street	Central Valley	CA	96019	61G,63G,61R
Lienhard, Garry D.	690 Taybin Road N.W.	Salem	OR	97308	62G
Lindstrom, Harvey L.	Route #1, Whipple Road	Sycamore	IL	60178	..G,..G,..R
Loftin, W. R. Jr.	2412 Landmark Dr.Apt.1	Raleigh	NC	27607	64R
Martin, Keith	1890 North 36th Street	Galesburg	MI	49053	63R
McCullen, John F.	6420 Woodbine Avenue	Philadelphia	PA	19151	64G
McFarland, Ralph	RR#2, East 800 Road	Zionsville	IN	46077	61G,62G,63G
McKeel, Michael B.	23281 Rosewood	Oak Park	MI	48237	64G,65G
McKeown, Anthony F.	HSL 31, NAS No.Island	San Diego	CA	92135	64G
Menefee, Robert F.	Route #1, Box 134	Mt. Crawford	VA	22841	64G,61L
Miller, Cecil C. Jr.	2034 Storm Canyon Road	Winston-Salem	NC	27106	64G,63R
Miller, Pat	2034 Storm Canyon Road	Winston-Salem	NC	27106	64C
Mills, Peter J.	Box 39, Group 1	Headingley	MAN	ROHOJO	62C,63C,61R
Misfeldt, Richard	3208 Teton Drive N.W.	Huntsville	AL	35810	64G
Moren, Joe E.	925 East 5th Avenue	Longmonth	CO	80501	61G,62G
Murphy, Tom P.	90 Spring Street	Wilkes-Barre	PA	18702	64G
Mytas, Loren J.	Star Route	White Lake	WI	54491	64G,61R
Nance, Charles E.	RR#2, Box 127	Floyd Knobs	IN	47119	2x61R
Nedli, Mike E.	123 Briarwood Drive	Carpentersville	IL	60110	63C
Newell, David	1481 Hanrick Lane	Hayward	CA	94544	62G
Oertle, Thomas W.	920 North Hampton	Anaheim	CA	92801	64G
Palmer, Thomas C.	1112 Stone Court	Waldorf	MD	20601	62G
Peck, Charles	2492 Mississauga Road	Mississauga	ONT	L5H2L5	4x..G
Piest, Lloyd	9342 Gilbert Street	Anaheim	CA	92804	63C,63G
Provins, William	15251 Village Dr., #45	Victorville	CA	92392	61C,61G,61R
Rabun, Charles L.	2603 Cove Circle	Atlanta	GA	30319	63G
Reihing, Martin O.	3940 Willys Parkway	Toledo	OH	43612	65G
Renner, William C.	1131 Shelby Street	Indianapolis	IN	46203	..C,..G,..R
Reynolds, J. Rick	3503 Principio Avenue	Cincinnati	OH	45226	62R
Reynolds, Wayne E. Jr.	Route 1, Box 137	Kearney	NB	68847	63G,61R,62R
Richardson, Gordon W.	4 Ilfracombe Cr.	Scarborough	ONT	M1R3R8	61C
Robin, Al J.	Box 2975	Anaheim	CA	92804	..G

## CORVANATICS MEMBERSHIP ROSTER (CONT'D)\*

Roeschen, Walt G.	c/o H.C. Rahm, Lucon Rd.	Schwenksville	PA 19473	2x64G
Sabella, Dennis A.	Box 17003	San Diego	CA 92117	62R
Shockley, Sam W.	11206 West 50th Street	Shawnee	KS 66203	..G
Silvey, Thomas C.	Box 68	McCordsville	IN 46055	64G,65G,64R
Simmons, Michael L.	4605 College Avenue	Everett	WA 98203	61C
Spates, William H.III	3600 Stonewall Court	Atlanta	GA 30339	62G
Stephenson, Edward J.	Black Rock Road, RD #2	Collegeville	PA 19426	63G
Strong, Jim W.	6618 Oliver Ave., South	Minneapolis	MN 55423	63R
Sucny, Pete	1349 Taylor Place	Escondido	CA 92027	61G
Sutherland, Dave E.	5003 University Avenue	Cedar Falls	IA 50613	63R
Swart, George R.	17710 NE Multnomah Dr.	Portland	OR 97230	6TR
Tetzloff, Rev. R.	Route 2	Clear Lake	MN 55319	
Thomas, Larry W.	Box 4	Goshen	OH 45122	61L
Tirella, Al	General Delivery	High Falls	NY 12440	63G,63R
Tokar, James W.	3804 Stecy	San Diego	CA 92117	61G
Ulrich, David A.	18412 Alimos Street	Northridge	CA 90236	62L
Vest, Wayne M.	1765 Canal Court	Merritt Island	FL 32952	62R
Volkenant, Tony A.	Box 313	Hector	MN 55342	61R
Walker, Donald L. Jr.	3217 West Ethel Avenue	Muncie	IN 47304	..G
Wall, Lon	1203 1/2 Gales Creek Road	Forest Grove	OR 97116	62R,64R
Wells, George E.	3041 Luckie Street	Columbus	GA 31903	63G
Wilford, Charles D.	65 Faul Drive	San Rafael	CA 94903	62R
Wilhelm, Fritz	Wilhelm Chevrolet	Gackle	ND 58442	63C
Wilhite, Ken T. Jr.	4620 Georgetown Ct. #1	Indianapolis	IN 46222	
Williams, Rob	535 Foam Street	New Monterey	CA 93940	63C
Woods, Gordon	5980 17th Street	Surrey	BC V3S4E4	
Wright, Ronald H.	Box 455	Pleasant Grove	UT 84062	61C,G,R,64C,62G
Wulf, Delbert L.	Route 1, Lakehurst	Maquoketa	IA 52060	63G
Yee, Dr. Norman	23341 So. Avalan Blvd.	Carson	CA 90745	2x65G
Young, Ken L.	2213 S.W.82nd Street	Oklahoma City	OK 73159	62L,2x63R

\* Paid-up at least till 1 Sept. '77. \*\* C=Corvan, G=Greenbrier, L=Loadside, R=Rampside.

## Workhorse... (cont'd from page 21):

turn! We acquired the '63 Greenbrier in '66 when it was almost three years old and had 29000 miles on it. We drove it over 71000 miles since.

It came equipped as a camper - homebuilt - with screens and curtains and a foam-rubber bed that converts into a dinette. We bought it thinking we could sleep in it at rest stops or one person could sleep, while the other kept on driving on long trips. We like to drive through the night to get out of Florida's heat or to make time; we seldom go over 40 to 45 miles with that load. We slept in it allright once, when we got lost on back roads in the Withlacoochee State Forest, after hitting a three-foot hole and getting stuck with the right rear. The Forest Service pulled us out the next day.

A recent trip covered 9000 miles. It

took us through South Carolina, Tennessee, Kentucky, Indiana and Upper Michigan where we spent almost three months. Then through Wisconsin, Illinois and again home through South Carolina. If you like to know where we camped, I'll be glad to let you know.

Someday I'd certainly like to go West, and that's "where my heart will ever be!" I don't think our Greenbrier would carry us there on account of the high altitudes. Oh, we have had it repeatedly in the Smokies and climbed to Mount Mitchell, minus boat, motors and Apache; also to beautiful Roan Mountain, over 6000 feet high. I don't know if you have traveled in the Eastern Mountains. The grades are very steep at times and the short-radius unbanked curves force you to take each climb from virtually a dead stop! This is not true for Interstates and the Blue Ridge Parkway which is a deTight!

I had a complete set of instruments in-

stalled on the dash: cylinder temperature, oil pressure, oil temperature, vacuum gauge, etc. Costs a lot of money, but as an old pilot who knows air-cooled engines, I wouldn't want to be without them. We also carry two spares - one mounted up front - and two hitches; one also front-mounted to push our camper in tight spots or pull it out. That hitch is a good thing for launching boats too!

The vehicle has never let us down and we get between 18 miles per gallon (vehicle only) and 15 miles when fully loaded.

Have we had problems with this Greenbrier? Oh, yes. The engine is untouched after all these miles; sparkplugs and points have been changed regularly. I use straight-wire ignition cables (how's your radio reception interference? - editor). Oil leaks are a constant nuisance but with your Tech Topics help I hope to whittle them down. I haven't had much trouble with belts, except that mechanics have a tendency to overtighten them and that ruins the belt as well as the generator some-times. An automatic belt tightener would be the answer. We ruined one rear axle bearing coming down steep mountains with a heavy load; very costly. These bearings cost then - about ten years ago, \$29.95 plus labor. Later at home we replaced the second one too. Now I have, among others perhaps, a rear engine seal leak. I have the seal and it will be replaced. The PC valve return leaks and the carry-over of oil can be seen in the airfilter of the right carburetor. May need an improved engine baffle to permit a faster return of the oil to the crankcase as well as new seals on the PC valve return.

We replaced all the shocks. Ruined two brand-new tires on one trip. Either the rear springs are sagging - no surprise at this load - or something else. Will probably replace the springs with heavier ones if available. Front end is fine and so is the automatic transmission. Could do better with a 4-speed no doubt but my wife doesn't care for stickshift. Replaced the vacuum modulator several times recently. From what a mechanic and I could see, there are no leaks at the distributor or oil cooler. The push-rod tube seals had been replaced several times and they just don't seem to stand up. How about those special seals a California company offers? Does anybody have any experience with

them? Considering the work, they would still be cheap - if they hold!

The Corvair is one of the finest pieces of engineering. Unfortunately it came too early; it could have well taken the place of the Vega and others if GM had had a little more interest in the car. I would love to have the address of the Corvair designer so I could write him. (Suggested reading: SAE 140C, 313B, 531A, CORSA QUARTERLY 7-1 p.21-25 & 7-2 p.20-23 - editor.)

My wife and I have had a great deal of pleasure in owning and driving this well-engineered vehicle; we regret that we can no longer buy a new one, as it fills our needs perfectly. We will rejuvenate it as much as our finances permit, to keep it running. There is another camping season coming and we would hate to use the Buick to go into the woods. KURT

## BACKFIRE by Readers...

"Are approved furnished 8 1/2 x 11-inch ad inserts free? That's a good deal, if so!"

LON WALL

10-4, Lon. "Approved" refers to content and space availability; 13-cents postage limit allows only two inserts in an 8-page newsletter. We'd need 200 copies. ED.

"Can't wait till patches and decals are available!" ED GRIDLEY

Decals are here. Patches will be as soon as our treasury permits. ED.

"I like the newsletter." CHARLES NANCE

"I enjoyed all CORVAN ANTICS back issues I had ordered. Thank you very much." NORMAN YEE, DDS

"Super Truck photos enclosed. Am planning tandem-axle conversion." KEN YOUNG

Thanks for professional photos you sent. Your turn for publishing should come up soon. You might check with Larry Blais on tandems (see page 26). ED.

"Not renewing because you never published our story or any other member's article. There's nothing of interest to us in your newsletter. No patches or logo. No equal time for the ladies. Am writing for Len because he badly hurt his hand." LILLIAN DUDICZ

All illustrated stories are gratefully received and we have been publishing them on a first-come-first-served basis. Considerable influx plus space taken up by the "Chevrolet Space-Age Panel Truck" serial have created a backlog and by going to 12 pages this time, in addition to running

the serial every other quarterly for a while, we're trying to catch up. Yours should be next. The majority of those who contact us approve of what we've been doing, but we're always trying to improve and we'll welcome your suggestions. Decals and stationery with the new logo are now available and patches will be next. Our chapter has several lady members and Pat Miller is a terrific secretary-treasurer. Vive les femmes! Here's wishing Len a speedy recovery and we hope you'll reconsider renewal. ED.

"Have enjoyed what I've read so far and look forward to future C.A.'s." CHARLES DOERGE, JR.  
 "Will be sending some more cartoons. Keep the quarterly coming!" DAVE ANDERSON  
 "Attached is an illustrated article on Jim Zeien's home-made travel home for publication with his consent." ED HILL  
 Thanks, Ed. Will publish ASAP. As you know Jim's Corvair Cruiser I (photo on page 13, summer '77 C.A.) placed No. 1 in manufacturer's class at the '77 CORSA Convention. ED.



## He's wheeling with new van innovation

By JERRY SASS

Staff Writer, The Statesman

Larry Blais has a great set of wheels. Not only that, there are six wheels in the set.

He has made an unusual vehicle out of two old Corvair vans that he bought for about \$100.

Basically, he cut the rear end off one van, put it on the other one, added, carpeting, small V-8 engine, an extra rear axle, and a lot of work.

Blais works now for Salem Academy transportation garage. He plans to sell the van and donate money to a fund to buy new bleachers for the school.

He believes he can successfully market the truck, and has already taken orders for more.

"I can take two old vans and make them into a drivable vehicle for about

\$3,800," said Blais. What he does is graft the back end of one van to the other, lengthening the assembly by about three feet. He adds another rear axle, to help with the weight of a rebuilt V-8 engine, and turns the new van into an economical vehicle that really stands out in a crowd.

The van should get between 16-18 miles per gallon, according to Blais.

It is stable, and has enough power to satisfy the demanding driver.

Blais said it makes an ideal camper, and believes that is where its market potential lies.

Part of the appeal of the van is that Blais will build it to order. "I can build a basic van for about \$3,800, or I can build one like mine (slightly fancy) which is totally rebuilt, for about

\$6,800, or I can go all out and build whatever they want," he said.

His first van took a long time because he was experimenting. "It took a while because I had to figure out how to do everything, and often things got done several times," said Blais.

For instance, he had some trouble getting the paint job right. "There's about 10 gallons of paint on this thing now," he said.

Blais said he may offer a set of plans for sale now that he has nearly perfected the operation. Interested people could purchase a manual that would outline each step of the process.

Larry Blais thinks he has a real tiger by the tail, or tails, depending on how you look at it.

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SCALE MODELS... We're happy to report that Amway's Corvan model is available again! For '65 description, please see page 23 of the Fall '75 C.A. edition. Jim Foreman, 1588 E. Hillsboro, East Layton, UT 84041, and Dave Sutherland (see ad below) both had a limited stock on hand at presstime. Price (prepaid): \$6.95 plus \$1-(shipping).

CLASSIFIED... Free to members. Non-members \$3-/5-line ad. Comm'l rates upon request. Approved furnished 8 1/2 x 11" insert free.

FOR SALE: 3RD SEAT FOR GREENBRIERS. San Benito Auto Wrecking, 1965-B Del Monte Blvd. Seaside, CA 93955, ph.899-3741(bus.) (submitted by Cecil Miller).

FOR SALE: '64 RAMPSIDE, SN 4R124F100919, no drive train, chrome bumpers, new engine access lid door, misc. parts Spyder trans-axle to go with above; \$395-. '63 MONZA CONVERTIBLE, 150 turbo engine bolted to Powerglide (I didn't do it!), electric top (shot), runs great, was rebuilt, primed body, Spyder dash & glove box, driveable. \$250-. Gary L. Gray, 903 Market, PA 18944.

FOR SALE: '62 CORVAN, '65 engine, 50000 miles, extra engine, transmission & misc. parts, custom upholstered high-back bucket seats, good tires, red title; \$650- or best offer. Call 319-352-5106 or 352-3747 and ask for Dan Usher (Waverly, Iowa).

FOR SALE: CORVAN SCALE MODEL by Amway, bright green plastic, mint condition, contains 19 fl.oz. children's liquid shampoo, 7 1/2" long, in original carton w/decals for converting into custom "Drag'n Van", "Vacation Wagon" and/or piggy bank. Limited supply (first-come, first-served). Send \$6.95 plus \$1- for shipping. Dave Sutherland, 5003 University Ave., Cedar Falls, IA 50613.

WANTED: TAILGATE for '63 Rampside, w/o dented top surface, DRIVER'S DOOR, SILL SCUFF PLATE in nice condition. Jim Strong 6618 Oliver Ave. South, Minneapolis, MN 55423.

WANTED: ROCKER PANEL for '64 Greenbrier, for LH (driver) side. Would like to swap for RH (passenger) side # 3769946. John F. McCullen, 6420 Woodbine Ave., Philadelphia PA 19151.

WANTED: BUMPERS & BUMPER BRACKETS for '62 Rampside. Wayne M. Vest, 1765 Canal Court, Merritt Island, FL 32952.

WANTED: GASOLINE HEATER for '62 Greenbrier, under \$50-. Len Dudicz, P.O. Box 4142, Hayward, CA 94540.

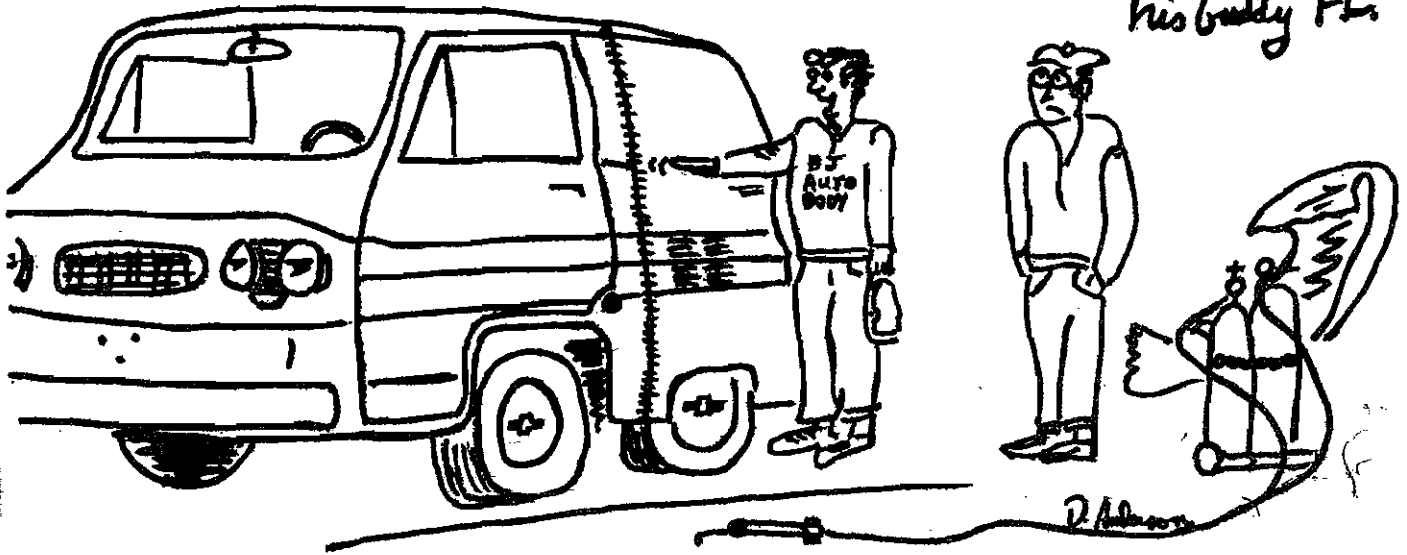
FROM THE EDITOR'S DESK... We temporarily went from eight to twelve pages and a combined fall-and-winter edition in order to make room for the annual roster, publish more stories from readers and make it possible for the spring quarterly to be out before the beginning of summer.

It's with much regret that I heard about Tony Fiore's decision to resign as executive secretary and editor of the CORSA QUARTERLY. His record may not have been a perfect one - only those who never do anything never make mistakes - but without going into a discussion of the circumstances that led to Tony's resignation, I wish there were some way in which our society could continue to benefit from his qualities and experience. Through the years he served, he had earned himself the reputation of a man who put all of his heart, enthusiasm, skills and probably many of his resources into CORSA. Someone said recently that he was almost Mr. CORSA but to me he WAS Mr. CORSA, and I feel it would only be appropriate for the CORSA board of directors to award the many contributions he made by voting him as an honorary member of our society.

Speaking of resigning, I too am stepping down. Almost four years ago, I accepted the editorship - on a "temporary basis" - from founder and then-president Ken White. Since then fourteen newsletters were published on 114 pages, membership almost tripled and I am proud to have been permitted to have a small part in that progress. But the enormous amount of time it required has taken its toll in terms of lack of attention to my family and the condition of our three Corvairs. So I have no choice but to reluctantly resign my duties and give someone else a chance to serve in this demanding but very rewarding job. My successor will have the opportunity of serving a membership whose participation and support with ideas, constructive criticism, stories, photos, cartoons, etc. have been superb. I also feel very much indebted to your president and secretary-treasurer Cecil and Pat Miller for their very fine cooperation and often-needed encouragement. Cecil has asked me to urge those of you who are interested in this vacancy to immediately send him a brief summary of your background and qualifications. Farewell and so long!

NICO

Gene Brier  
his buddy "FL"



YOU WANTED IT SECTIONED HORIZONTALLY?

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



**CORSA CONVENTION**  
**San Diego, July 20-23**



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