



CORVAN ANTICS

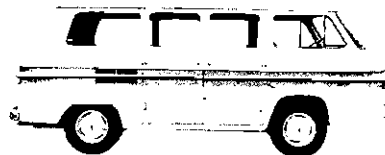
VOLUME 6

NUMBER 1

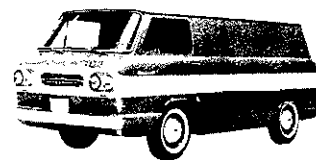
SPRING 1978



RAMSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

[Courtesy Chevrolet Motor Division]



Ken Young's SUPER TRUCK

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PRESIDENT'S CORNER by Cecil Miller...

Words cannot express our appreciation for the amount of service and support Nico DeJong has given to CORVANATICS as Editor of our quality newsletter. Nico now serves in the position of Chairman of our Technical Staff.

My thanks to our CORSA Convention Chairman Ed Gridley for arranging the upcoming meeting for CORVANATICS in San Diego on Friday, July 21st at 2:00 PM. A display area will be set up and should you have any interesting material to display, please rush it to me or bring it along with you to San Diego.

See you in San Diego!

CECIL

KEN YOUNG'S SUPER TRUCK (FRONT COVER) ...

Ken's highly-modified V-8 Rampside and future plans are covered on pages 4 and 5.

SECRETARY-TREASURER'S REPORT by Pat Miller

CORVANATICS FINANCIAL STATEMENT:
(January 1, 1977 to December 31, 1977)

BALANCE ON HAND - 12/31/76 \$ 131.07

RECEIPTS

Membership Dues	\$ 400.00
Product sales (back issues)	36.75
Advertisement placed (non-member)	5.00
Bank credit	.01
	<u>\$ 572.83</u>

DISBURSEMENTS

CORVAN ANTICS printing	\$ 222.00
Office supplies (club's staff and officers - includes postage, typewriter rental and printing of forms)	148.99
Telephone expenses	15.35
Decals ordered	175.00
Artwork for logo	29.16
	<u>\$ 590.50</u>

PAT

TECH TOPICS by Nico DeJong...

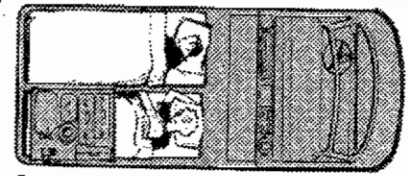
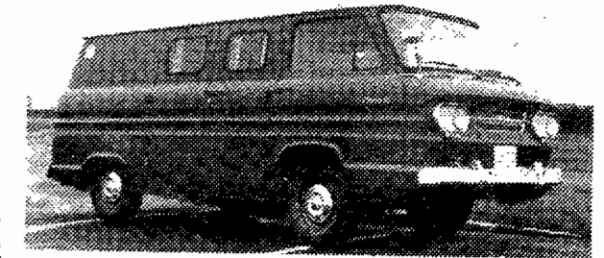
CAMPING VANS - BUY OR BUILD 'EM - PART II: HOW TO FIT OUT A CORVAN CAMPER* (edited)

You might think that a panel truck is a fine thing to deliver groceries, but hardly a camping rig. Chet Chatman of Red Bank, NJ, proved otherwise. He bought a Chevy Corvair Van, familiarly known as a Corvan, and installed windows, put in beds and other furniture, built in a privacy wall behind the front seat, and doodled up an ingenious mount for a detachable awning. The result is a rugged mobile camper that can go anywhere and provide a cozy home-away-from-home in any weather. It sleeps two adults on full-length beds in the rear and a child across the front seat.

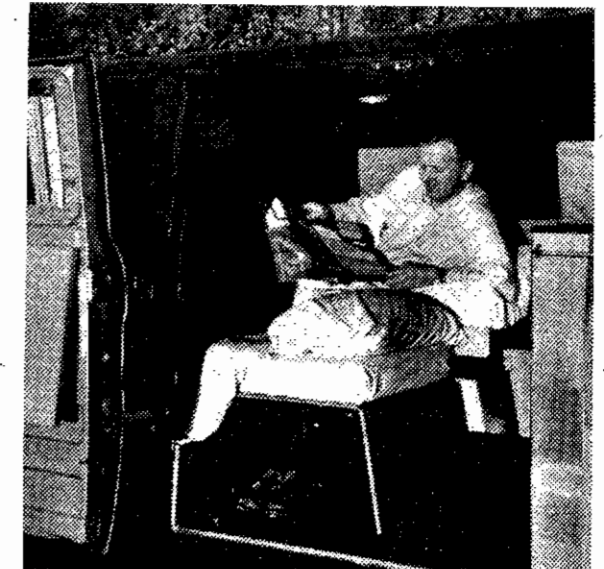
Why a panel truck? Chatman gives two good reasons. First, a truck generally sells for considerably less than vans designed for family use; it's a bare shell with no windows or fancy interior fittings. Second, because you're buying just space - a whopping 160 cubic feet of it - you can organize it any way you want.

Adding windows is a must, though. Besides making the living quarters homey, they have an important effect on a camper's legal classification. Without windows, Chatman found the van could be licensed only as a commercial vehicle, keeping it off parkways, closed to commercial traffic. With windows, the van can be licensed as a private vehicle and can go anywhere.

The installation job turned out to be easier than anyone guessed. Stock windows are available for this purpose at shops that handle auto glass and supplies. They consist of rubber moldings that simply hook into place after openings have been cut out and framed in the van walls. How they work will be shown in part III of this series.



Sofa on left side becomes one bed. Other bed is set up under luggage rack on right side of van.



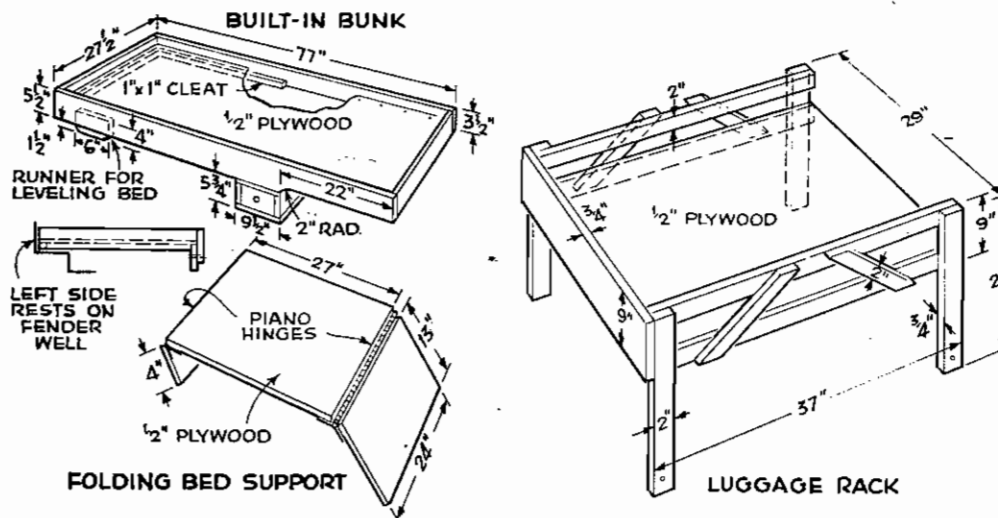
Temporary bed (foreground) rests on hinged plywood support in front. When not in use, support is folded up and stored, along with mattress, under luggage rack.

NICO

Submitted by Pat Miller

* Reprinted from POPULAR SCIENCE

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(to be cont'd)

SUPER TRUCK by Ken Young...

My trucks are a 1962 Loadside and two '63 Rampsides; the Loadside is a mess, but it's a '62 and to the best of my knowledge only 361 units were built. (Correct; see also C.A. of Summer '76, page 11 - editor). One Rampside is stock with only 56,000 miles on it and in the West that's very low mileage. I found it on a wrecking yard in Arizona in almost perfect condition after which I rebuilt it totally stock.

The other Rampside I bought in '74. It was stock then, but that changed after rebuilding the engine, working out all of the body, reupholstering the cab completely, including Greenbrier door panels, head liner and overhead console for heat, volts, vacuum gauges, total carpeting in black and red-white upholstery with black base. I also installed a Spyder dash, glove compartment door and radio face plate, in addition to CB radio and emergency short-wave scanner.

In '76 it was repainted by General Motors paint foreman Robert Testa of GM's Van Nuys, CA assembly plant, in silver cloud silver with black stripe and red pin striping.

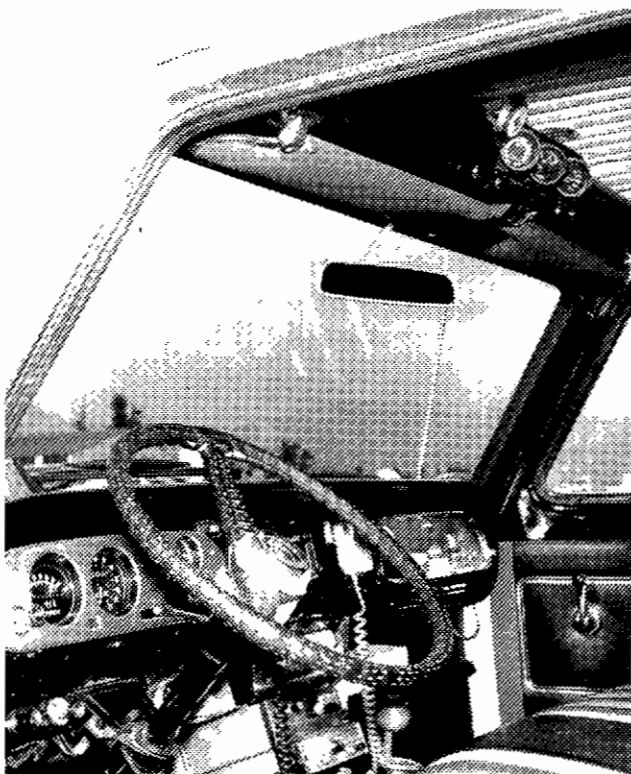
In June of that same year I installed a new 327 V-8, bored 40+ with 11-TO1 TRW pistons. The intake manifold was ported, polished and relined and the crankshaft was balanced. All 355 horses of that engine were hooked up to a '57 Powerglide and connected to a '67 Positraction Chevy rear end with a 6 3/8-inch drive shaft. All this took me 370 hours and I've been driving it with great pride.

But there are further plans drawn, including one converting it to a tandem rear axle and a 22-foot self-contained travel trailer. The overall appearance will be that of an 18-wheel semi, big-rig diesel. As you can see, I have been having a ball with it, and I still do.

One day, when my wife and I were driving it to Oklahoma City, on vacation, a trucker gave our Rampside a CB handle that has stuck with it since - "SUPER TRUCK." Someday in the future, when everything is finished, I hope it will really be a super truck.

The drawing below is probably three to four years down the road. The tandem conversion, however, is maybe only a year and a half away. Our moving from California to Oklahoma has slowed things down somewhat.

The next improvement was a change of power train and Super Truck now has a 1969 Corvette 411 rear end and suspension. All that, including Positraction, has been installed and



is now running the streets and byways of Oklahoma, its new home. It took only 72 hours to get it installed and was found to be only one quarter of a degree out of line when I took it to the alignment shop for a thorough check-out.

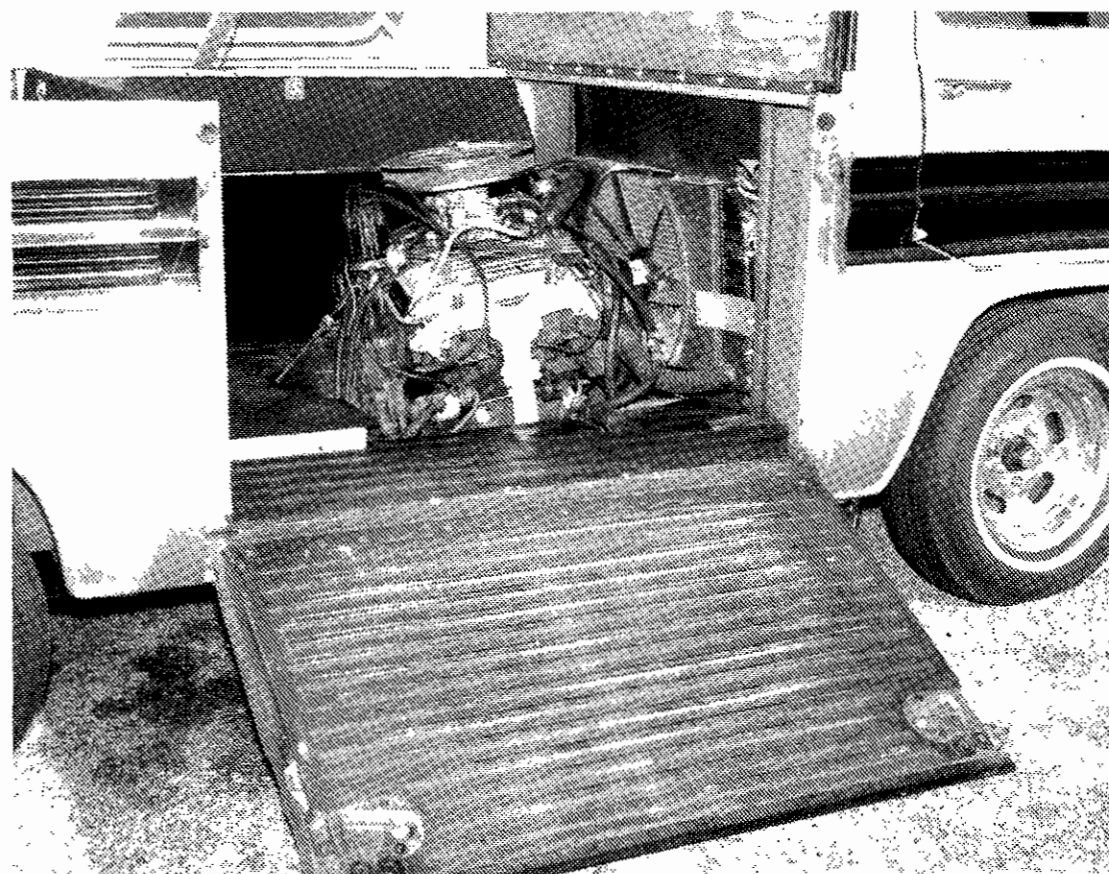
The body now sits where it did before I started the V-8 conversion, and there is no way now to tell that the V-8 Vette power train is in there without looking under the tonneau cover or under the vehicle.

Meanwhile I hope our readers are having as much fun with their units as you can see I have with mine.

A big "thank you" to the officers of CORVANATICS for their interest and the fine job they have been doing for the members. I'm looking forward to seeing the Super Truck story in print. Best regards to all and

Keep on Corvair trucking!

Super Truck Ken



V-8 heart transplant



Super Truck, cleared for take-off

LAWMAN'S VAN by Len and Lilly Dudicz...

We've been members for about two years now and we would like to tell everyone how we came by our van. It's a 1962 Greenbrier with a 110 hp engine - a "one-of-a-kind." We built it our way for our convenience and for our kind of vacations. We found out about this wreck from a friend of our son, two years earlier. The guy had been using it for storing everything rusty and his cat had taken up residence, too. \$125- with no engine, but the body was in good shape on the outside with just a few dings here and there. We had three engines at home already, so no problem there. Len had bought a junker for \$15-, so all he had to do to the 102 hp van engine was to put in a new set of spark plugs, points and check the compression.

We took everything out but the dashboard and scrubbed, cleaned and deodorized it. While letting it air out, Len proceeded to hammer and saw till he had a platform that fitted permanently on the floor of the van. It holds a queen-size bed. We are self-contained but a trifle more so than most campers. Our arrangement leaves the engine compartment free for future repairs and adding oil when necessary. Our storage area may be a little short at 40" long and 5' wide, but it holds what we need. Len also bought an auxiliary gas tank at a local wrecking yard for \$5- and built a crib for it, now located under the bed near the driver's area. Making a hole in the white stripe for the gas filler cap, and one key for both caps finished the job. A roof-type air horn was next (see photo) and makes us sound like a 20-ton truck. We have curtains for all windows and Len put holes in the roof bows so some of the curtains can be stored near the ceiling - with steel springs for support. We use state parks, forests and beaches whenever we travel and using their toilets, hot showers, barbecue pits and campsites makes it a lot more enjoyable.

Our luxuries are few. We have a fluorescent light that plugs into the cigarette lighter, and is used for reading or trouble light. There are also three radios on board - AM, FM stereo and a removable CB- in addition to a rechargeable shaver.

Our first vacation in the Greenbrier was South, from Hayward to San Diego and into Baja, California. It took us across the



desert, East from Ensenada to San Felipe -160 miles. We had no road after the first 50 miles and no signs either. In fact, no one travels through that area but bandits. We made the trip in September, during the rainy season, but because of prayers, it did not rain. With the van just purring along nicely, we arrived in San Felipe, a shrimp-fishing town. But it was only September and the season hadn't begun yet. So we went back to Phoenix, AZ, then on to Beatty, through Las Vegas, saw the Hoover Dam and headed for Death Valley which is a beautiful place to see. It was also hot there - 105 degrees at 46 feet below sea level. After crossing the Panamint Mountains we traveled through the Yosemite Mountains, just before they closed for the season (snow gets deep in the winter). This took us up to 9,000 feet before dipping into the valley again. Finally, after attending a CORSA mini-convention in Eugene, OR, and taking in the Oregon Caves, we headed for home - after logging 32 days and 4,426 miles at 16.95 miles to the gallon. Ain't bad.

Before starting our 1975 vacation, we installed a 110 hp engine which had been taken out of our '61 station wagon. It had a bad 3-speed gear box, so Len took it apart and converted it into a 4-speed box.

We decided to visit Grand Rapids, MI, as all Len's family lives there, but the main idea was to take in the whaling ports of the East coast, including Connecticut, Rhode Island, Massachusetts, New Hampshire and Maine. Well, we saw everything we planned to see, did what we planned to do, had a beautiful Indian Summer and enjoyed everything. In a word, the trip was great!

After heading out of Salt Lake City, UT, the Greenbrier passed the 100,000 mile mark on Highway 15. Barstow, the California desert and Ventura made up the last part of the trip. Ventura is near the Pacific Ocean where Len had to attend a

competition shoot, representing the Cal-State University Police Department.

All in all, this trip added up to 35 days, 8,186 miles, averaging 16.5 miles per gallon which we think is reasonable, considering that we went round trip across four mountain ranges and had to do some city driving as well.

The Greenbrier was entered in the June '76 Serramante Car Show, but we cannot travel on any really long trips at the present time as Len shot himself accidentally through his left hand and arm, and he is undergoing physical therapy. As a result, we are using it now for shopping and we only go on short trips occasionally.

LEN AND LILLY

BACKFIRE from Readers...

"Not impressed with logo - looks like car grille. The Fall-&Winter /77 C.A. was the first newsletter we received with members' stories. Len now has 75% use of his hand; bullet lodged in elbow area."

LEN AND LILLY DUDICZ

FRONT VIEW WAS SELECTED BECAUSE (A) IT IS THE ONLY OVERALL VIEW THAT THE CORVAN, GREENBRIER, LOADSIDE AND RAMPSIDE HAVE IN COMMON; (B) IT WAS UNANIMOUSLY APPROVED BY ALL PRESENT AT GENERAL CORVANATICS MEMBERSHIP MEETING, HELD DURING THE 1977 CORSA CONVENTION IN MINNEAPOLIS. NOT COUNTING REGULAR COLUMNS AND SERIALS, SIXTEEN STORIES AND REPORTS CONTRIBUTED BY READERS HAVE BEEN PRINTED ON A FIRST-COME, FIRST-SERVED AND SPACE-AVAILABLE BASIS IN FOURTEEN OF THE TWENTY-THREE CORVAN ANTICS NEWSLETTERS PUBLISHED TO DATE; TWELVE APPEARED IN THE EIGHT EDITIONS WHICH, ACCORDING TO OUR RECORDS, WERE MAILED TO YOU DURING THE PAST TWO YEARS. GLAD TO HEAR LEN IS IMPROVING. ED.

"Were very happy with the Fall-&Winter C.A.! Regret to see the editor step down, but appreciate the splendid job he has done for CORVANATICS. Hopefully a good successor will soon be found. We are always out camping or traveling from May till November, too old to be of much help but we'll gladly do all we can to keep CORVAN ANTICS well and going."

KURT AND RUTH GAIDA

"Totaled our '63 Corvan (front cover, Fall '75 C.A.); a car spun out in the rain in front of us. None hurt seriously, but we sure miss the van; was a very practical and serviceable Corvaire. Luckily we still

have the '63 Greenbrier and two Corvaire cars." LLOYD AND STELLA PIEST

ROSTER CORRECTIONS (Fall-&Winter '77 C.A.)

Name:	Item:	Should be:
Bennetto, John	Zip code	45215
Blais, Larry	Street	Stinson St.
Peck, Charles	Street no.	2494
Ulrich, David	Zip code	91326
Wilford, Charles	Street	Paul Drive
Woods, Gordon	Street	176th Street
Inadvertently omitted - please add:		
Anderson, Craig	113 E. White Street	Alpena, MI 49707
Corbin, Mark	532 South Boston Street	Galion, OH 44833

FROM THE EDITOR'S DESK...

This issue lists my name as "Editor pro-tem," but in actuality, your former Editor Nico DeJong did most of the work. All I did was type final draft on a few pages, type the labels and take it to the printer (plus lick the stamps!). So most of the credit indeed goes to Nico for this edition of CORVAN ANTICS.

I have agreed to assume this post ONLY until a suitable replacement can be found. Surely, there must be someone out there in Corvanatic-Land who is eager to try his/her hand and ideas in this most important post. If so, we'd appreciate hearing from you.

The Summer issue will be devoted mainly to the results of the National Convention in San Diego. We'll also have some valuable tech tips for you from our Eastern Division Tech Advisor, Bob Manefee.

Hope to see you at the Convention!

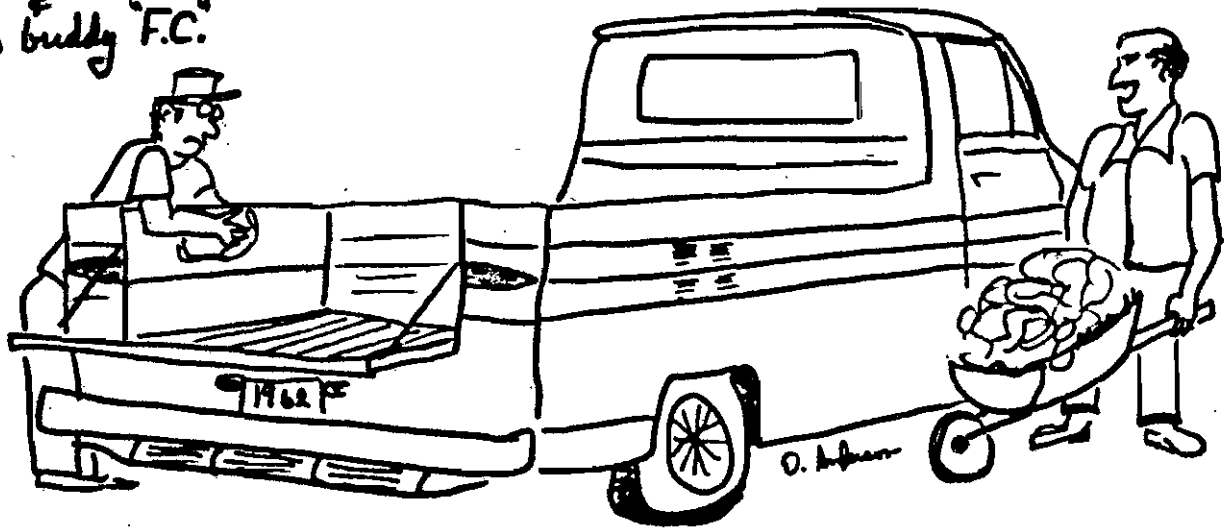
PAT

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: ILLUSTRATED '62 GREENBRIER CAMPING EQUIPMENT FOLDER #3822013 (xerox). Price: SASE. HELPER OR OVERLOAD SPRING: send SASE. AFTERMARKET REAR STABILIZER (like for '64 Corvaire car): may try to reproduce if there is enough demand for it. Richard L. Misfeldt, 3208 Teton Drive NW, Huntsville, AL 35810.

WANTED: '62 95-SERIES DIRECT-AIR HEATER (from rear upper duct back). Also: COLD-AIR INLET ASSEMBLY. Michael F. Dalton, 55 South Howell Ave., Farmingville, NY 11738.

Gene Brier
his buddy "F.C."



Say, can I use your old '62 to haul some manure away?

CORVAN ANTICS
Pat Miller, editor pro-tem
2034 Storm Canyon Road
Winston-Salem, NC 27106

CORSA CONVENTION San Diego, July 20-23

CORVANATICS* - THE FORWARD-CONTROL CORVAIR PEOPLE

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

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