



CORVAN ANTICS

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RAMP/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

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NEWSLETTER COPY: Anything to do with 95s (prefer illustrated text)

NEWSLETTER DEADLINE:

The first of each odd numbered month (Jan, Mar, May, etc)

CHANGE OF ADDRESS: Please send to Caroline Silvey (She does the labels)

DUES, APPLICATIONS & RENEWALS: CORVAN ANTICS is published bimonthly by CORVANATICS, a chapter of CORSA and CORSA membership is required CORVANATICS dues are \$5 (US) a year and should be sent to Caroline Silvey. CORSA dues are \$14 (US) and should be sent to:

CORSA, INC, Box 2488, Pensacola, FL 32503

CORVANATIC MERCHANDISE AVAILABLE:

Window decal \$1 ea; Club stationery & envelopes \$.05 ea; Jacket patches \$2.15 ea; Large coffee mugs \$5.50 ea; Back issues of CORVAN ANTICS \$1 ea; Complete set 37. all items can be ordered from Caroline Silvey

ON THE COVER:

Model CORVAIR trucks????? Why yes, and a full report is featured starting on page 28 of this issue. This is an Andy-Gard Rampside that Dave Newell used for a Christmas card.

PRESIDENT'S CORNER:

With the National Convention bearing down on us fast; I'm sure Tom Silvey has the program well under way. Look for our display as well as the meeting in Salons 1&2 at 4 PM to 6 PM on July 31.

Those of you who are sick and tired of hearing about my Silver Rampside will finally get a breather. After 4 years of fighting a VIBRATION problem which brought about new motor mounts, different 140 motor, transaxle, transmission, clutch, pressure plate & flywheel; my good friend Charlie Nance, in New Albany, Indiana insisted it was the flywheel. I couldn't hardly believe this since everything had been changed at least once and I was beginning to like it under that old truck. Finally I made one last stand and installed a "spare the expence" brand new pressure plate, clutch & flywheel. Surprise, no vibration. Thanks Charlie!!! Now we won't have to use it for a flower box.

E.D. Gridley

CLASSIFIED: *****

FREE TO Members: Non members \$3 per 5 line ad. Commercial rates are available upon request. Approved furnished 8 1/2 x 11 inserts free.

SELL: New GM FC exhaust valve rotators stamped "RCH" \$20 set of 6 Each \$3.75 24 pieces available; New GM FC exhaust valves #382 9105 single groove std. size \$50 set of 6 \$9 each 18 pieces available; New GM FC exhaust valves #3829106 single groove + .003 stem \$50 set of 6 one set only; FC rear axle bearing cover and shield set. Like new, except painted \$7.50 per axle 2 sets available; Back up lamp switch for a 4-speed screws into transmission (you add lamps somewhere \$19; New floor shift lever the long one for late model FC manual transmission \$7.50 All prices are post paid.

R.A. Kirkman, 305 N. Campbell Rd., Royal Oak, MI 48067

SELL: 1965 Greenbrier, 4-spd, probably the best you'll see. Standard interior in mint condition. Blue seats, tan interior, all doors close with perfect thump and fit great, windows silvered, fuzzies and tracks like new, body sharp, with white paint, left rear quarter with dent-easily repaired, small crease under left headlight, NO BONDO or RUST. Original transmission (special) diff. bad, 110 car engine tired, special wide rims and new white letter tires, stored four years. See to appreciate \$1800 Call Mark 1-213-826-1798 early morning before 8:00 AM or late evenings after 10:00 PM.

SELL: 1963 Greenbrier. Poor body and trim but one original rear seat excellent tires and many mechanical and safety improvements Very reliable. Live less than one hour drive from CORSA Conv. Andy Keller, 1455 Twin Sister Drive, Longmont, CO 80501 303-772-4801

SELL: Parting out 4 FCs. Two Greenbriers, one Corvan, one Rampside, All manual trans, 3.89's all inquires answered if SASE sent. Parts \$5 to \$100 none higher Ben Brown, 8 Marvo Street, N. Aurora, IL 60542 312-897-1222

SELL: 1967 CORVAIR, 39,000 original miles, original owner, proverbial "little old lady" 4dr, auto, model 110, mint showroom condition new paint, no rust or dents, engine & transmission excellent appriased by dealer (M.B.S.T.A.) \$4500 asking \$4000 photo on request, after 6PM call (914) 769-6662

Well folks, all your major car magazines are running articles and columns on cars in miniture today so keeping with the times we are running this fine article submitted by Dave Newell on the Corvaire Truck - Models and Toys.

CORVAIR TRUCK - MODELS & TOYS

I. STALBERG (FINLAND)

This is the company that makes Volvo and Saab promotional models today

Material: Polyethylene

A. RAMPSIDE- 10 1/2" long, blue with a white stripe and red interior Multi-piece construction

B. DUMP TRUCK - 11" long, "fantasy" model - no such vehicle was made. Red with white stripes, blue dump body and white interior Colors on these two were sometimes reversed: for example, the dumper came in blue with a white stripe and a blue dump body.

II. AMWAY (USA)

Promotionals sold through Amway distributors

Material: Polyethylene

- A. AMVAN - White with red, white and blue Amway decals on the side door area, both sides. Prototype was a '64 CORVAN. Contained children's bubble bath.
- B. SUPERVAN - Same as the Amvan, but molded in bright green, containing children's shampoo. Mold is slightly different from Amvan, though, as the Supervan does not have the stripe indentation on the rear sides of the body. That left more smooth area to apply wild decals (stickers) that were included with the Supervan.

III. STRUCTO (USA)

Famous maker of pressed-steel truck toys.

- A. RAMPSIDE - (Early) All had full wheel covers and whitewall tires, 10½", Droppable ramp, and pick-up box had polyethylene liner. Colors: Red, dark metallic red, turquoise, lime green
- B. RAMPSIDE - (Late) Mag wheels and wide tires otherwise same as A. Colors: Gold -???
- C. RAMPSIDESIDE CAMPER - Late style RAMPSIDE (gold) with ramp removed and a plastic camper shell installed, with opening door in the former ramp area. 10½".

IV. PREMIER (USA)

Schlocky maker of crude plastic assembly kits, though the RAMPSIDE is actually their best model ever and fairly good.

- A. RAMPSIDE - Kit #1261, 6½", approximately 1/30 scale(?) Cost originally 89¢. Colors: Orange-red, blue, possibly others

V. KTS (JAPAN)

Sold as "Frankonia Toys" this no doubt was a reference to their distributor. Well done pressed aluminum ("tin") toys, all 8" long, 1/20 scale (approx).

- A. RAMPSIDE (stock) - Has "Corvair 95" emblem, blue with white stripe, blue cab roof.
- B. RAMPSIDE (ABC Rescue truck) Has "Corvair 95" emblem, service truck version, white with silver stripe and rescue markings.
- C. GREENBRIER (stock) - Has "Corvair 95" emblem - so this would really be a Corvan with optional side windows! Green with a white stripe.
- D. GREENBRIER (School bus) - Has no "corvair 95" emblems. Yellow with a silver stripe and school bus markings.
- E. CORVAN (Stock) - Has "Corvair 95" emblems, no side windows, red with white stripe license # is "1961" - all others "1069"
- F. CORVAN (Bell System Telephone Co) - Has "Corvair 95" emblems. Olive drab color with white stripe and Bell System markings.
- G. CORVAN (REA Express) - Has no "Corvair 95" emblems, green with no stripe, but has a silver roof and REA markings.
- H. CORVAN (REA Air Express) - Same as G, but AIR Express
- I. CORVAN (Coca Cola) - I do not have this version yet.

VI. MF (CHINA)

Good quality pressed aluminum toys from mainland (Red) China

- A. RAMPSIDE - 8", 1/20 scale (approx). Nearly exact copy of KTS RAMPSIDE, but dies are slightly different. Has all Chevrolet and Corvair 95 emblems removed and it is a lighter blue with a white stripe and the cab roof is white.

VII. A-1 (JAPAN)

Fair quality pressed aluminum toys, all 9" long (larger than KTS)

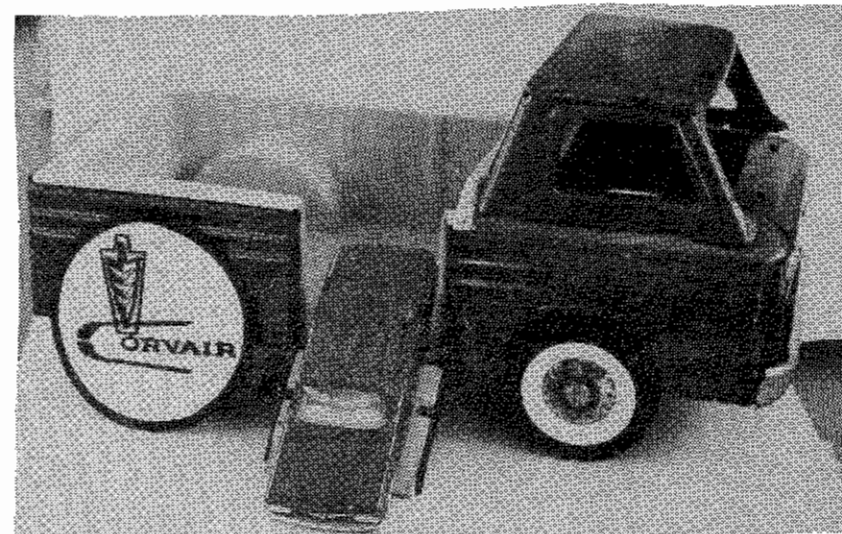
- A. CORVAN - Solid red in color and has side windows, even though the box art shows red with a white stripe 'Corvan'. The rear doors open for loading and unloading "cargo".
- B. CORVAN (Bread van) - Colorful Corvan, with no side windows. It has loaves of bread and a baker on truck.
- C. CORVAN (Milk van) - Same as B, but has cows and milk bottles. "Udderly" delightful.
- D. CORVAN (Fruit van) - Same as C, but really "fruity".

VIII: ANDY-GARD (USA)

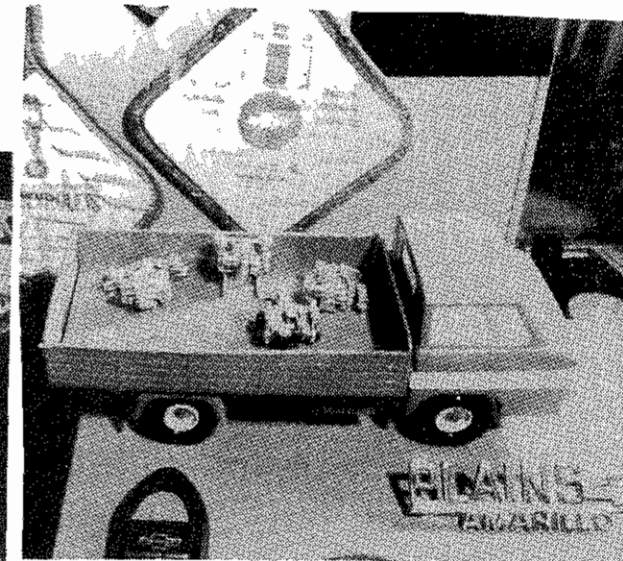
Fairly unknown maker of polyethylene vehicles, not noted for great detail.

- A. RAMPSIDE - Turquoise and white 12", about the same scale as STRUCTOS. Has an opening ramp. Most, if not all, have "Andy Gard Kennels" sticker on the ramp.

Dave Newell



Less than mint Structo (early) discharging Dinky '60 700 Sedan



Stalberg (fantasy) Dump Truck with load of engines

A few KTS 95s: L-R Stock Corvan, School bus MF Rampside (China), KTS Rampside, ABC service Rampside, REA AIR Express, Van in back is KTS Bell System Corvan

TECH TOPICS is a collection of technical questions, answers and tips. Although this column has been reviewed for technical content and is believed to be both acceptable and workable, RESULTS ARE NOT GUARANTEED, nor is any liability assumed by either CORVANATICS or the authors for any problem resulting from using this information.

All Forward-Control (F.C.) Corvair questions (w/SASE) should be sent to one of our technical advisors (TA's) who will then (1) answer inquirer direct, and (2) send a copy of question(s) and answer(s) to the technical editor for possible publication in this column. Any member may contact any TA, but preferably one in his or her own division in order to limit TA workload and match geographical area.

Your tech editor and TA's also welcome technical FC tips, advice, stories, etc. for publication in this column. His address is always on the inside front cover, and those of the TA's, divisions and specialties are listed here every other time.

T.A.'s, Divisions and Specialties:

Wally Brenneman (Central U.S. & Canada),
Route 1, Kalona, IA 52247; 319-683-2449:
All FC Corvair mechanical work; making
body repairs; built own Greenbrier camp-
er interior; long-distance travel w/FC.

Larry Claypool (Central U.S. & C. Canada),
The Vair Shop, 80th Ave., Lincoln Est.,
Frankfort, IL 60243; 815-469-2936 (10am-
6pm; closed Wednesdays and Sundays):
All but body work, incl. engine rebl'd.,
transaxle, suspension, heaters, electr.,
doors, glass, etc.; own loaded '63 140
Greenbrier and '62 Toronado-Rampside.

Dean Hansen (Western U.S. and W. Canada),
9825 Oso Avenue, Chatsworth, CA 91311;
213-341-2715(8am-5pm), 886-1306(5pm-8pm):
FC's and Ultra Van; engines, 3&4-speed
transaxles, brakes, chassis, electrical,
air-cond'g, long-distance F.C. travel.

Bob Kirkman (Eastern U.S. and Ea. Canada),
305 N. Campbell, Royal Oak, MI 48067; ph.
313-545-2302(5pm-10pm, Mon thru Sat.):
All F.C. items.

Dave Newell, History Consult't(U.S. & Can.),
1481 Hamrick Lane, Hayward, CA 94544; ph.
415-782-4265; Finish color charts; any FC
OM's, SM's, PC's, SB's, sales literature.
Sorry, no loaning; SASE req'd for reply.

Larry Thomas, Parts Finder, (U.S. & Can.),
Box 4, Goshen, OH 45122; 513-625-9219.

F.C. CORVAIR QUESTIONS AND ANSWERS:

- Q: "How do I equip my Greenbrier for maximum power?"
- A: "Here are some do's and don't's:
- Don't put on oversize (diameter) tires. They act like a tall-axle ratio.
- Trade your 3.55 axle for a 3.89 axle.
- Trade your 145-cu.in. engine for a 164-cu.in. engine.
- Make sure the chokes end up fully open when hot.
- Use a 4-speed transmission so you can keep the power up in 2nd-to-high gap.
- First-rate tune-up and carb balance.
- Get rid of excess weight.
- Keep the engine running HOT. DON'T disconnect the cooling air thermostats.
- I THINK a late-model magnesium blower pulls less power than the early one, so switch to magnesium fan.
- IECO used to market a dual exhaust for FC's! Does anyone know if IECO improves performance of coupes? If so, it will probably do the same for FC's.
- I EXPECT closing off the heater air recirculation slots in the lower duct (with the factory cover plates - tech. ed'r) in the summer keeps carb intake air cooler for more power. Take plates off in the winter for anti-icing by recirculation of engine-heated air.
- I EXPECT a roof rack and Jr. West Coast mirrors will increase power requirement but... who wants a Greenbrier with dinky mirrors?
- Front and rear toe-in to specs will reduce rolling resistance.
- Radial tires will give same benefit.
- No dragging brakes.
All these items will work with premium-fuel engines also, but once you have made the switch to a regular-fuel engine, then some or all of these things will help optimize what you have." Bob Kirkman
- Q: "I learned from the Corvair parts catalog that one of the main differences between F.C. and car engines is that '61-'65 F.C. engines came with exhaust valve rotators (#3851837) and inlet valve seals, and car engines didn't. Are the rotators still available?" NHD
- A: "Having been an aircraft engine mechanic for some time and now parts manager for a Chevrolet dealership, I share your admiration for the Corvair engine. Here are some mixed tidings. The bad news is that rotator 3851837 was discontinued.

The good news is that it was superseded by #6263794 which also fits '70-'73 "250" Chevrolets for police and taxi service. Glad to be of help." Art Reynolds

Q: "Where is the Serial Number stamped on the CHASSIS of FC units?" Pete Cuipenski

A: "We are sending you a copy from the '64 Corvair 95 Assembly Manual, showing the location (on L.H. side rail, front suspension area - tech.ed'r); finding the number may involve removing the front suspension. The hidden serial number was in the same place from 1961 through '65, according to the books. For Corvair cars the hidden serial is located in the right front wheelhouse behind the front suspension "hat", and the car manuals devote a special page to pointing that out. However, the "95" manual does not specifically spell out the location. The copy you're receiving is one of the page showing where to mask the underbody for undercoating - with one important spot to be the hidden serial." Dave Newell

Q: "My '65 Greenbrier was equipped with 14" Early-Style Wire-Type Wheel Covers (not original). I can't think of anything that Chevrolet had that used 14" covers - only 13" on the '62-'63 Corvairs! They look OK and say "Chevrolet" on them. Are they genuine F.C. Corvair covers?"

A: "Fourteen-inch early-style wire covers were used on full-size Chevrolets, as were the 14" late-style covers (also Chevelle, etc.). Neither were officially listed as factory OR dealer-installed on "95's" or Greenbriers, but many found their way to the vehicles anyway." D.N.

Q: "Wishing for Better Brakes (in mountains w/Powerglide); can Disc Brakes from GM cars be adapted to FC's? Front only or front-&-back?" Tom Silvey & others

A: "As a Cadillac engineer noted recently, the American buying public is under the impression that the only way to properly stop a car is with 4-wheel disc brakes. Although the dis-drum combination we had been using worked quite well, our engineers were forced to include 4-wheel disc brakes on the Seville to maintain its leadership in the market. So much for my thoughts on disc brakes for the Corvair.

But back to the question. Since ball joints on F.C.'s are the same as '63-'78 Vettes and '58-'70 full-size Chevies, the logical place to look for a front disc

set-up is from a '65-'78 Vette or a '67-'70 full-size Chevy. Since I've never done it, I can't say for sure which steering arms to use - the F.C. or disc arms. Tie rod holes should be the same size though, so I don't think this will be a problem. Overall, the front conversion is pretty straightforward.

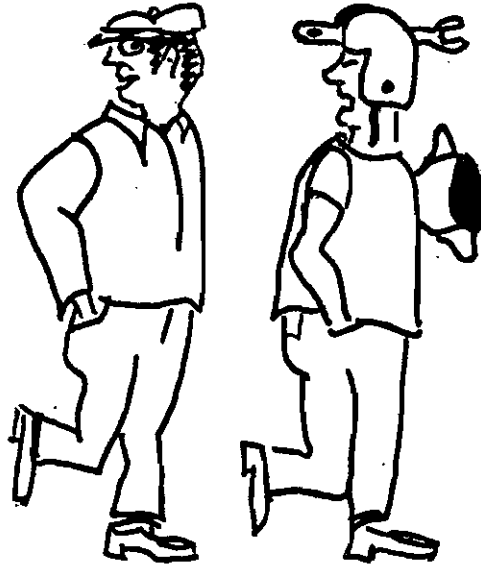
Rear discs? Well, I won't say it CAN'T be done, but let's just say I would seriously question the time and dollar investment versus the return. And, don't forget about that little matter of a parking brake.

A few things you might take into consideration before rushing out to the junkyard in search of a front disc brake set-up. First off, you must use wheels that are DESIGNED for disc brakes. These wheels are 15-inch, otherwise they won't fit over the calipers; so also remember to use 15-inch tires. Although you can probably find some Vette discs easily enough, the price might make you think twice. The Chevy big-car parts would be cheaper - but try to find some! Another point, worth considering, is parts availability for those older Chevy brakes. I would liken it to gas heater parts - you can probably get everything you'll need, but don't be in a hurry and don't expect competitive pricing.

My recommendation for Corvair F.C. and car drivers, seeking more braking power, is to do a routine brake job, including METALLIC brake shoes and new return springs. They really do the job well, and I'm sure they're everything you'll need in the braking department. Several "Vair" vendors carry these shoes (most often Velvetouch) - a low-cost, no-modification replacement. All objections seem to center around increased pedal pressure and drum wear. True, metallics require more pedal pressure (especially when cold) than asbestos linings but the stories of sailing through intersections in zero weather, with both feet on the brake pedal, are more likely to occur in one's mind than on the road. Drum wear? I'd agree that, when you're ready to replace a set of worn-out metallic shoes, you'll probably have to replace the drums too. But you'll likely get over 70,000 miles of hard use out of a set. Metallics, by the way, will also work when-wet = another plus."

Larry Claypool

Gene Brier
&
his buddy "FC"



D. Anderson

..... BOY, TALK ABOUT YOUR SORE LOSER!

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FIRST CLASS

