



3  
Vol. 24, No. 2 *May June*  
~~March April~~, 1996



**Pickups**  
Rampside - Loadside

**Sportwagon**  
Greenbrier

**Van**  
Corvan

### FCs at Hoosier Auto Show 1995

Hoosier Auto Show and Swap Meet, held in Indianapolis annually on the third weekend of September, generally has a good turnout of FCs. Because there are two classes of FCs, stock and modified, there is the opportunity for 6 vehicles to go home with awards. ALL FCs are welcome to park on the show field, as they can be entered for display only. It's a cheap parking space (especially if you're coming to the swap meet more than one day) that's close to the action, whether your van or truck is in show condition or not. There are also plenty of "other"-Corvairs (cars) and lots of Corvair folks at this meet, with a hospitality room providing a complete meal on Friday evening and an awards banquet with door prizes on Saturday evening.

For 1995, we had 4 FCs on the show field and others in vendor spots and in the parking lot. With his immaculate gray 1962 Corvan, Harold Pryor of Indianapolis won the Cotrofield Best of Show Award for Corvairs. This is the second time Harold has won Corvair Best of Show, and the third time in recent years that that award has gone to an FC. The weather in '95 cooperated, being pleasantly warm without the extreme heat of the weeks prior to that weekend.

The count of FCs for 1995 was not nearly so great as it has been in the past. This meet is already pretty famous for having so many Corvairs. Let's try to make it famous once again for having so many FCs! All it takes is you and your van or truck with a date for Indianapolis this Fall.

If you plan to join your fellow FC enthusiasts next September, it is important to come prepared for any kind of



Author's 1965 Greenbrier in foreground. Best of Show, 1962 Corvan (Harold Pryor) just beyond it.

weather: it's pretty unpredictable! What IS predictable is that you'll find plenty of FC and Corvair enthusiasts, lots of parts, and a great time. Check the Communique Calendar for more information, or contact: Phil Riddle, 8165 725 N, Brownsburg, IN 46112, 317 - 852-4864 for this year's details.

Jean Allan

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LET'S KEEP  
ALL OF THOSE  
GREAT  
ARTICLES AND STORIES  
COMING IN!!!

OUR CLUB  
IS WHAT WE  
MAKE IT!!!

Dear Editor,

CONGRATS on a fabulous job as our new Editor! The newsletter's never looked better. I really appreciate all the effort involved, and hope you can keep up the great work.

Here's the info on Ben Stiles' Travel Equipment Corp. poptop camper, also known as a Calthorpe, named after the inventor.

Enclosed are copies of two different pieces of their sales literature on the unit, a couple of ads from *Automotive News* and their PR sheet about Mr. Calthorpe. As Ben's thorough detective work uncovered, Calthorpe was indeed an Englishman. Calthorpe poptops were very popular in 1960s England, usually attached to Ford Thames and Transit vans, Bedford CA vans and Commers.

Note that while Travel Equipment's address is in New York, the units were made in Elkhart, Indiana, which was the hub of aftermarket camper conversions in the US at the time.

Your picture on page 4 is a Traville Vista Camper, not a Calthorpe like Ben's I'm sending along a copy of their brochure, which shows the removable, plexiglass bubble for the roof as shown on page four. It could be replaced with a flat plexiglass roof window for more practical use while the 'Brier was in motion and for easier garaging.

Dave Newell  
510 - 223-4725

## TRAVILLE Vista Camper



## CorvanAntics Word Search

R L W R U B G S T A E S T E K C U B U P K P  
U A A I T Y F O U B Y B C Y L N R P R I B Y  
M L B A H E N I G N E M U N I M U L A U Y E  
9 5 T V K P F I N K S V V B J F Y I L D H O  
P 9 P R L D P U Z C R S O N K H R W P R N O  
X N X O A S N A I J E D W B B C E A H H S K  
P O O C D V C T S G Y N T Z O S C T N C A D  
O G C O R S A P D A E W I O R W R Y A Y O M  
S A V L M N S N W L E L L G D Q N K D U Y E  
I W C C A A Q M I 9 O E H U N I W M E W M I  
T T O V S R 3 C P A D O O X U E O E R P B R  
R R R R C E K E D P D S R O O D R L Z T O W  
A O V R 5 P E S M R Y 9 I D R N L A W W 9 X  
C P A R E H I A C S L P Z S G X O S E E R U  
T S I A B D G C V O K O O W R P R Q J R T D  
I T R M E T H G K K R M N P E U T P T G P O  
O L 9 P Y W T D O U P V T O D K N R N L 5 E  
N U 5 S I R D E E F P P A X N P O T G I S M  
T S R I D Y O R R O R M L I U W C 5 9 D H B  
O I E D F I O P J U O I L Y R A D O 5 E C F  
G R E E N B R I E R E A Y R I P R E R M B G  
P A P Y A O M M X S M B O B A U A U W V X A  
C P S Z R 9 U L U P W W P D V E W R H R A I  
R N N P Z 5 G E Q E A B P M R R R U T G G N  
A O Y N Y P C U R E S N O P O M O Y S S K I  
M P D Y G L P B N D G A S W C Q F G T W B H  
I S R O T O M L A R E N E G R V S N U U 5 G  
N Q F W N N Y P E K H O D Y N B F C M P F R  
P T R Q T T A Q M H K P F J G U K S A M G O

### CorvanAntics Word Search

Find the words below in the above letter chart. The words all pertain to Corvair and FC stuff. The words may be forwards, backwards, vertical, or on an angle, either forward or backwards. Good luck. Find the solution elsewhere in this issue. No cheating now! Be honest with yourself.

Pickup	Corvair	Rampside	Monza
Positraction	Greenbrier	General Motors	Unibody
Horizontally	Aluminum	Forward	Air Cooled
Opposed	Engine	Control	Ultravan
CORSA	Corvair	Corvanatics	Clarks
Corvair 95	Underground	Rear Engine	Corvair
Corvan	Bucket Seats	Four Speed	Parts
Powerglide	Loadside	Sportwagon	Eight Door
Ralph Nader			

### STANDARD EQUIPMENT

Plexiglass vista dome  
12-volt electric dome vent fan  
Molded fiberglass utility center, including:  
2-burner gas range  
2-cu.-ft. gas refrigerator  
2 1/2-gal. butane/propane gas tank  
Sink with spray faucet  
Marine-type flush toilet  
15-gal. septic tank  
Polyfoam mattress  
2 12-volt ceiling lights  
Color coordinated window curtains and interior privacy curtains  
12-volt electric water pump  
17-gal. water tank  
Utensil drawer  
Pull out counter/table

### OPTIONAL EQUIPMENT\*

Roof-contoured plexiglass section (interchangeable with vista dome)  
Green tinted plexiglass in vista dome  
Canvas bunk, double size  
2 storage lockers (30" x 18" x 7")  
4 snap-in window screens

\*Extra cost

## Words from the Editor

I must apologize for the lateness of the second issue in a row. Last issue was delayed due to the passing of Secretary/Treasurer Caroline Silvey's mother-in-law. This issue is delayed because of the moving of the editor. After having lived at 111 E. Riverbend Drive in Plymouth for over 21 years Bonnie and I decided that we no longer needed a tour-bedroom house. The house was sold and the closing was on April 29. We began moving stuff out and into storage (our new home will not be ready until sometime in July--hopefully) about two weeks prior. I even took off a full week from work to complete the move out. I just read Dan Konkle's article on moving in that other, less prestigious Corvair publication, (don't I wish), and I can sure empathize with him. I moved a lot of Corvair "stuff" too, and there were other things that I just knew I would need. Finally, I gave in and realized that I would just have to close my eyes and start tossing out the junk, not all Corvair-related. At final tally we had hauled exactly 2000 pounds of trash to the local trash receiving company. And, I want you to know that most all the hauling was done via my Rampside. What a pleasure it is to just haul the freezers, refrigerators and washers up the ramp instead of lifting up into the box of the traditional pickup. Wow, what a vehicle! We finally got all moved out mid-afternoon of the 28th in time for the closing. **Our new temporary address is P.O. Box 144, Plymouth.**

You noted in this issue the resignation of our Technical Editor, Bob Kirkman. If you have the capability to assume this position please give it honest consideration. Perhaps you might want to call Bob to see what the job entails. You would be a definite benefit to the rest of the members. Why not give Ward Borgondien a call to at least discuss the possibilities. And to Bob, we all give our "Thank You" and a "Well Done" for all these many years that you served us well in this position.



Does the editor's Rampside have to work to earn its keep? What do you think? The editor loads the washer the easy way.

## Curtains Dress Up Your Greenbrier

Curtains are a great way to dress up your Greenbrier and make the interior more private and secure, cooler in summer and warmer in the winter. Here are the measurements:

Behind front seat:	2 at 36" x 24"
Small side windows:	8 at 15" x 18"
Large side windows:	4 at 24" x 18"
Rear door windows:	2 at 22" x 18"

I used bed sheets "seconds" cut and hemmed to length. Create a 3/4" sleeve for curtain rods. I purchased mine at a surplus clothing store here in York. Ben Stiles, York, PA

## Solution to the Word Puzzle

R S T A E S T E K C U B  
U I N R  
L A E N I G N E M U N I M U L A  
T V S B I L  
R C O R P  
N O A I E D C H  
P O C V T Y N O N  
O G C O R S A I O A  
S A L N N L L G D D  
I W C A O E H N E  
T T O V R A D O U E R P  
R R R K D R O R O  
A O V P E S I R L A W  
C P A R I C Z G O E E  
T S I A D G C D O R R R  
I R M E H K R N E T G  
O 9 P T U V T D N L  
N 5 S D F P A N O I  
I O O L I U C D  
D O U L R D O E  
G R E E N B R I E R Y I P R R  
A S O A A V  
Z P P V W R A  
N E P R R T N  
O E O O O S  
M D S C F  
S R O T O M L A R E N E G  
D

How did you do? Were you able to find all the words?

## CORVAIR UNDERGROUND?

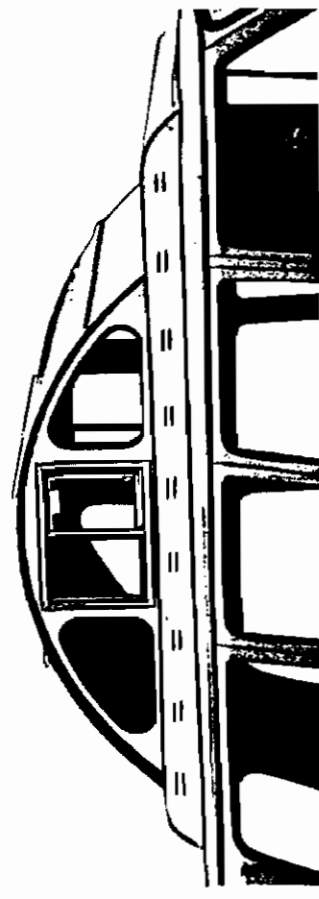


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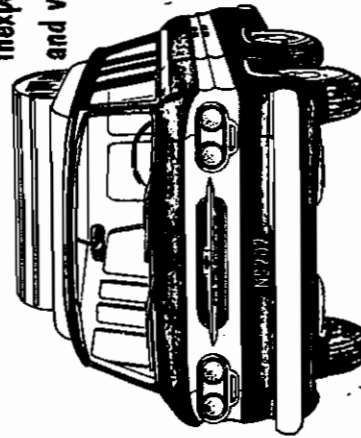
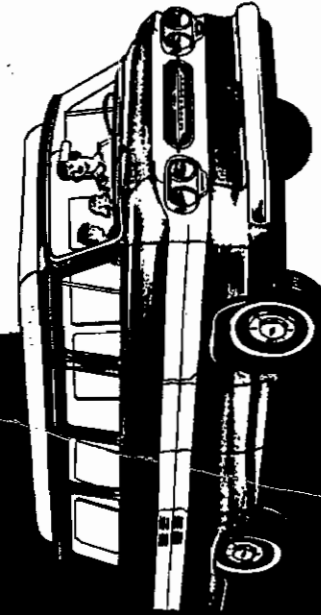
## PROFITS FOR YOU IN DISPLAYING & SELLING



2 in 1 Vehicle  
Licensed as a Station Wagon -  
Never loses its identity - or its  
utility as a Station Wagon

this self-powered,  
self-contained  
home-on-wheels  
goes anywhere,  
everywhere  
legally ...  
and you enjoy  
spacious,  
comfortable camping  
and exciting,  
inexpensive weekends  
and vacations!

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with Travel-Top down.



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with Travel-Top raised.

Chevrolet  
*travel-top*  
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All you do is take the order. We handle the entire conversion of the station wagon into a fully equipped Home Cruiser that sleeps six (3 adults and 3 children) and contains kitchen, dining, and toilet facilities. Available for the Ford Econoline Bus, Falcon Station Bus, Chevrolet Conair Greenbrier, International Traveler, GMC Suburban, and Volkswagen Microbus. THESE UNITS ARE AMAZINGLY LOW IN DELIVERED PRICE - DELIGHTFULLY HIGH IN PROFITS FOR YOU! For complete information, ... or to order ... write, wire or phone us today.

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Above are two of the ads that Dave Newell submitted with his letter on the Calthorpe Pop-Tops for Corvair FCs and other vehicles of the time.

### More on Tire Sizes

I've been a "Corvair Nut" for years and have just recently joined "Corvanatics". I have just received my first two issues of the newsletter. I would like to comment on the tech article regarding tire sizes by Fran Schmit in the January-February issue.

I found this article to be very interesting and illuminating. I do feel that comparing overall tire diameter is a fair way to shop for tires, but is it the ultimate? More important is "rolling radius", or the height of the wheel/axle center point above ground. This is a truer measure of the number of revolutions per mile your tires will make, and thus the effective gear ratio and accuracy of the speedometer. Rolling radius will always be a bit less than one-half the overall tire diameter, due to normal loading and deflection of the tire. Different makes and styles of tires with the same

I had wanted to have our Technical Index updated. Last published copy covered up to 1988. I had talked with the author (Robert Jerkelson), and he had been putting stuff on the computer. Corvanatics has many new members. Would be great to have an up-to-date index available to them, with the dead wood and now superceded stuff removed. Perhaps this can happen under a new Tech Editor.

Questions related to blueprints can still be investigated by me. Otherwise I'm going to sit back and enjoy the revived club letter put together by new editor, David Hartmann.

Bob Kirkman

### TECH TOPICS



In the March-April 1996 CorvanAntics you may not have noticed that there was no article by the Tech Editor. Appears that all that I have written has been used up, one way or the other.

I have been Corvanatics Tech Editor since Nov-Dec, 1981. As Chevrolet Engineering Production Engineer for the FC models, I had some insights on design, testing and assembly that were passed on by articles covering substantially the entire vehicle. This was history stuff; not so much of the "look what can be done to my vehicle" type article. The history known by me is done. I'm not engaged in "how to" since I no longer own an FC, only a few useful parts.

It's time to pass the Tech Ed. title to someone that Ward locates. He might appreciate some volunteers! The "job" is not tough. Probably there were not 2 member inquiries to me per year. The Tech Ed is supposed to review "tech-type" articles that members submit, before publication. That almosts never happened; none sent my way for review. I'll take that back. Robert Ballew has compiled an extensive article on how the Powerglide hydraulic circuits work. It's much too large to cover, except in a year-long series of several pages. There is much great study and explanation. If the hydraulic circuit interests you, I suggest you contact Robert Ballew for a copy (74884 Serrano Dr., Twentynine Palms, CA 92277). Someone also made an extensive study of how much oil would fill a spinning converter and how high the fluid level would go in the trans when the converter drained. Perhaps I "weeded" when I should not have.



**1963 Corvan 80/4**, straight body, good paint, very little rust, has all three seats (from a Greenbrier), new tires, battery, exhaust and brakes, rebuilt generator, \$1950. Jim Pennell, 6951 Hogan Dr., Sacramento, CA 95822, phone (916)392-1722.

**Wanted:** Articles about FCs for an "All FC" issue of the Communique, possibly next July or September. Any type or article about FCs will be considered.

I'd like to see an article about a family trip you took in the family Greenbrier (camper?) when you were a kid. Technical articles are fine too, but if you suggest a specific part, be sure to name the source (or Mfg.) and detail any modifications needed to make it fit exactly.

Submissions should be limited to about 6 typewritten pages, or shorter. Good photographs and drawings are fine too.

Please mail any submissions to:  
**Tim Schwartz**  
5 Riverview Lane  
Ho-Ho-Kus, NJ 07423  
Fax 201-447-0091.

Please note that we CANNOT use copywritten material unless the copyright holder has given consent.

David A. McChesney  
5404 N. Jefferson St.  
Spokane, WA 99205-5318

As a note from the Ex-Tech Ed, I would note that at Engineering we used the term static loaded radius (SLR). Tire data at stores may not list this feature, but usually does list revs-per-mile, which is really what you are interested in.

Bob Kirkman



As you are probably aware, but I wasn't, there is a difference in the latch assemblies. The striker bolts are longer on the tailgate than on the ramp.

Tom Baum  
413 Groves Point Way  
Lexington, KY 40517-4305

**RAMP HANDLE REPAIR**

Although I am a very new member of Corvanatics, I have been a CORSA member for seven years and have restored and/or rebuild 5 Corvairs. During the process, I've discovered several unique ways of repairing some items, and have in the past submitted them to the CORSA staff.

With this in mind, let me tell you of a repair I've made to a '63 Rampside I'm presently working on. My truck, which has been in dry storage since 1977 is structurally sound, partially because of the six coats of primer and paint on it. During one of its paint jobs, someone neglected to mask the once-chromed handles on both the ramp and the tailgate. After removing them and wire brushing the paint off, I found out why. What chrome was left was badly pitted on the lever and almost non-existent on the badly-rusted bases. I also found that handles were extremely loose and would rattle badly. After checking Clark's Used Parts Catalog with the disclaimer of "good chrome, having only minor rust or pits", I thought I might as well try to fix mine, rather than buy the proverbial "pig-in-a-poke". Even Clark's NOS Parts states that the chrome is never perfect, if available at all.

On the backside of the latch is a peened over piece of metal resembling a rivet. I ground this off flat, enabling complete disassembly of the unit. After removing the latch unit, I sanded the handle and the plate with 180 grit sand paper, removing most of the pitting and made the plate's rusted base much smoother, but not perfect. I took the handles and plates to a local plating shop (I've done lot's of business with them from other Corvairs) where they further buffed them and plated each set for \$25.00 The plating shop put a heavier than usual coat of chrome on the plates, doing a good job of smoothing out the rust-rippled plate.

When I got them home, I drilled a hole about 5/8" deep in the handle stub. It's pot metal and drills easily. I used a 1/8" diameter drill bit.

Originally, Chevrolet used a nylon-type washer under the handle, where it contacts the plate. Over the years, mine had worn away to where not one had anything more than bits and pieces left.

Rather than trying to replace this, I opted to use a flat washer on the backside, hopefully tightening up the slopy mechanism in the process. From a local hardware store I purchased several flat washers about 1 1/4" in diameter with a 5/8" hole in the center. I also purchased 4 1/4" diameter by 1/2" long pan head sheet metal screws and flat washers.

After placing the handle into the plate I put a large washer over the handle stub. After placing the latch mechanism atop the washer I put the washered sheet metal screw in the pre-drilled hole and tightened it down snug. The hardest part of assembly is placing the slide back into the coiled spring and holding it all until the sheet metal screw is installed.



Tom Baum contemplating the end.

**Blind Iowan Loves His Corvairs**

I have a '61 Rampside, originally yellow, then painted purple. I have painted the truck part lime yellow. I bought the truck in July '93 and it has lots of rust.

I put in a '66 140 hp with new HEI distributor and high MSD coil. I got 20 mpg with 3.55:1 automatic. I have 215/75/14 tires on rear and 205/75/14 with 7x14 mags on the front.

I would like to find a good '63-'64 Rampside automatic or 4-spd. with little or no rust.

I had a '64 Greenbrier for about nine years but recently sold it.

I see Fran Schmit's article in the Nov-Dec CorvanAntics. I had a chance to meet him in Oct. 1994 when our ICE Club met some Wisconsin Corvair enthusiasts during our Fall tour.

I am deaf and legally blind so I have to depend on someone else to drive for me, but I do love my Corvairs!

Craig L. Wilson  
2105 Fairview Drive  
Cedar Falls, IA 50613



**CORVANATICS**

THE FORWARD CONTROL CORVAIR PEOPLE



**CORVAIR GREENBRIER AND 95 SERIES VAN/RAMPSIDE-LOADSIDE OWNERS**

CORVANATICS was formed in September, 1972 for CORSA members who felt that not enough information was available to them through CORSA publications. In 1978 we became CORSA's most wide-spread chapter.

We publish a newsletter bi-monthly called *CorvanAntics*, which is comprised of stories, technical information and other material of interest to Corvair 95 owners, including a free "For Sale" and "Wanted" section for members. Additionally, we now have window decals (for inside application) - \$1.00; Jacket Patches - \$2.15; and Club Stationery - 5¢ each.

It is now a requirement of CORVANATICS to be a member in good standing of CORSA, Inc.

Simply fill out the form below and mail to our secretary-treasurer.

(PLEASE PRINT)

**CORVANATICS MEMBERSHIP**

Application  Renewal

Name \_\_\_\_\_

Address \_\_\_\_\_

City, State Zip \_\_\_\_\_

Telephone (\_\_\_\_) \_\_\_\_\_ Occupation \_\_\_\_\_

Type of Truck or Van \_\_\_\_\_

CORSA Chapter and Number Affiliation \_\_\_\_\_

Referred by: \_\_\_\_\_

Membership is \$6.00 U.S. Dollars annually. Please send check or money order, made payable to CORVANATICS to:

CORVANATICS  
Caroline Silvey, Sec-Treas  
P.O. Box 68  
McCordsville, IN 46055

**CORVANATICS OFFICERS & DIRECTORS  
for 1995 - 1996**

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8110 Carrollton Parkway, New Carrollton, Md 20784
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Perhaps you would want to volunteer
- HISTORIAN ..... Dave Newell  
P.O. Box 588, Olinda, CA 94563
- EDITOR ..... David A. Hartmann  
111 E. Riverbend Drive, Plymouth, WI 53073
- FOUNDER ..... Ken Wilhite  
9560 Maple Way, Indianapolis, IN 46263

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

Membership in Corvanatics is open to any CORSA member with an interest in Forward Control Corvaire. Membership applications are available from the Secretary/Treasurer, Caroline Silvey, P.O. Box 68, McCordsville, IN 46055.

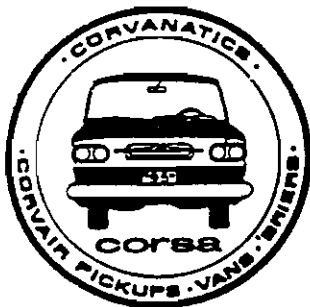
Dues are \$6.00 per year and must be sent to Caroline Silvey. Sending them to another address will only slow your renewal and possibly cause you to miss an issue. Club Window Stickers are \$1.00 each and Jacket Patches are \$2.15. Club Stationery is 5¢ each sheet. These are available from Caroline Silvey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

Stories, articles, photos or anything of interest to Corvanatics Members should be sent to the editor: David A. Hartmann, P. O. Box 144, Plymouth, WI 53073-0144 (temporary). Technical material should be sent to the Technical Editor, when a new one comes forward.

Classified ads are free to Corvanatics members and should be sent to the Editor. Display advertising is also available. Please inquire of the editor. Deadline for publication is the 15th of February, April, June, August, October or December.

**CORVANANTICS**  
111 E. Riverbend Drive  
Plymouth, WI 53073-2219

**FIRST CLASS**



**CORVANATICS**

**THE FORWARD CONTROL CORVAIRE PEOPLE**