



# CORVAN ANTICS

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RAMPSIDE/LOADSIDE

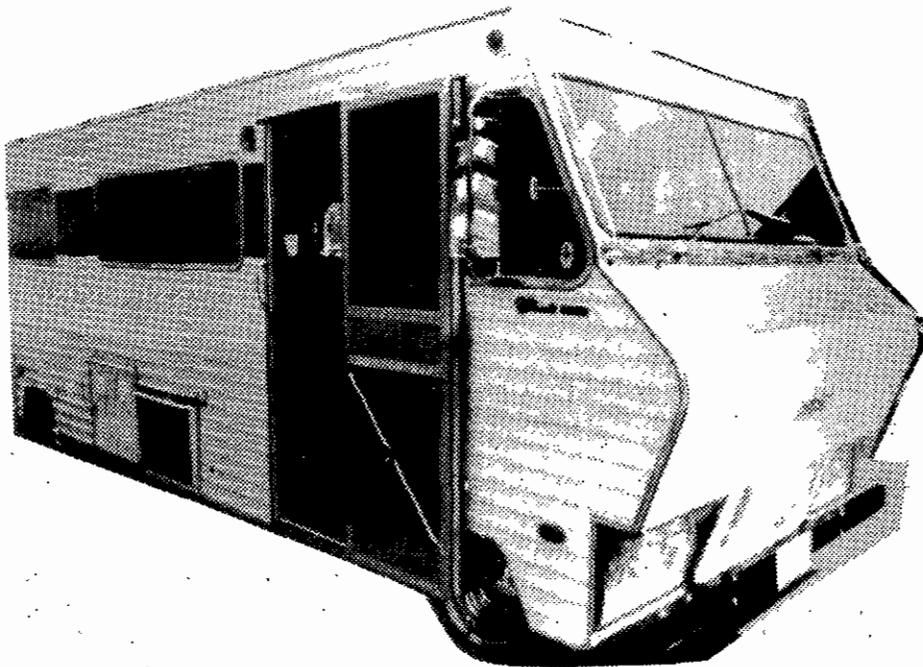


GREENBRIER SPORTSWAGON



CORVAN

[Courtesy Chevrolet Motor Division]



THE WORLD'S LARGEST CORVAIR ???

OFFICERS, STAFF AND STATISTICS.....

Founder	Ken Wilhite	4620 Georgetown Ct	Indianapolis	IN 46222
President	Ed Gridley	Box 158	Franklin	IN 46131
Secretary/Treasurer	Caroline Silvey	Box 68	McCordsville	IN 46055
Director - East	Mark Ellis	Box 410	Dublin	PA 18917
- Central	Vacant			
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- At Large	Cecil Miller	2034 Storm Canyon Rd	Winston-Salem	NC 27106
Convention Chairman	Tom Silvey	Box 68	McCordsville	IN 46055
History Consulant	Dave Newell	1481 Hamrick Lane	Hayward	CA 94544
Editor	Dave Anderson	423 David Lane	Mason	OH 45040
Technical Editor	Nico DeJong	3422 Veralta Drive	Cedar Falls	IA 50613
Cartoonist	Dave Anderson	423 David Lane	Mason	OH 45040

Membership

Newsletter copy deadline

Spring: March 1; Summer: June 1; Fall: September 1; Winter: December 1

Newsletter copy Illustrated text only please (photo, drawing, diagram, etc)

Change of address Mail to Secretary/Treasurer

Dues, Applications, Renewals:

CORVAN ANTICS is published quarterly by CORVANATICS, a charter chapter of CORSA and CORSA membership is required. CORVANATICS dues are \$5.00 per year and should be sent to the Secretary/Treasurer. CORSA dues are \$12.00 per year and should be sent to:

CORSA, Inc Box 2488 Pensacola FL 32503

Club merchandise available:

Window decal \$1.00 each; Club stationery and envelopes 5¢ each; Jacket patches \$2.15 each; Back issues of CORVAN ANTICS \$1.00 each; Complete set of ( ) back issues 25% off (prepaid). All items ordered from Secretary/Treasurer.

Corvan scale model (AMVAN)

\$6.95 each Dave Sutherland 5003 University Ave Cedar Falls IA 50613

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THE WORLD'S LARGEST CORVAIR By Jim Zeien (submitted by Ed Hill)

The "World's Largest Corvair" is a motorhome constructed on the chassis of a rear section of a late model Corvair sedan with 110/PG. This section was joined to a 64-67 GM intermediate front frame clip by two 12 foot lengths of 2 x 3 square tubing. I used a 1964 Oldsmobile 442 front frame because of the heavier springs and stabilizer. This center lowered section was then fitted with a flat floor section made of 1 inch square tubing on 15 inch centers, covered with plywood on top and tempered masonite on the bottom and insulated with one inch styrofoam. This main floor section measured 80 x 120 inches. The next stage was build the front section or driver's area.

This area is raised sixteen inches for front wheel clearance and is 80x 48 inches. Under the driver's area is the front suspension, a 22 gallon gas tank, and the brake and driving controls. The steering extension is unique in that it is #40 roller chain running from the stock GM steering wheel shaft; any steering ratio can be obtained by using different size sprockets.

The dash panel and all operating controls and the wiring harness are all from a late model Corvair. A control tunnel runs under the entire length of the lowered floor section and contains the same items that are in the Corvair control tunnel. Just lengthened the stock units by using double sets of everything needed.

At this point, I was ready for the first test drive - sitting on a wood box. I drove it to a near-by parking lot, amazed by the power and that it actually stayed together. It was 20½ feet long but only weighed around 1400 pounds. Now, the actual camper body construction began. It was built from the completed floor section up. Side walls and roof are framed with one inch square tubing that is all welded together. The exterior was covered with aluminum skin and fitted with sliding windows purchased from local camper supply outlets. The entire body is insulated with one inch styrofoam and the interior is finished with paneling riveted to the steel frame. The camper sleeps four and has all the conveniences - stove, refrigerator, pressurized hot and cold water, bath, furnace and air-conditioner. All of these appliances are driven with an Onan electric power plant.

Completion took about a year and onehalf of my spare time - and then it had to be licensed. This was done by taking pictures of the RV and all expense bills to the state so they could establish the tax owed on the materials used and not already paid tax on. Which, in my case, was only the value of the used Corvair parts. Which came to \$60.00. Tax owed was \$2.40. By entire expense for all materials was \$2,500.00.

Since the Corvair Motorhome has been completed, we have used it approximately 15,000 miles. One trip out to the West Coast and several to neighboring states. (One of those trips was to the St. Louis mini-convention, where Jim won a gorgeous trophy in the special interest category.)

Some changes have been made during this time. Replaced the 3:55 gear ratio with a 3:89 and am running G-60.14 wide base tires on reversed rims. Added rear air shocks and transmission cooler on the Powerglide. The distributor has been recurved and it now has an early type stock Harrison engine oil cooler. The oil temp gauge rarely exceeds 240°F. The two stock carburetors have been re-jetted to .055 - which accounts for the cool running engine plus giving the correct exhaust pipe color.

The fuel mileage for this 6,000 pound Corvair runs from 11.5 to 14.5 mpg and the oil consumption - using 20W50 - is one quart in 2,500 miles. The engine speed is 3,000 rpm at 55 mph and on the level with minimum wind, it can pull up to 3800 rpm - which is almost 70 mph. On the California freeways at sea level, I drove it at a constant 68 mph.

The completed motorhome, I feel; is a success since it gives me just what I wanted. A nice size, economical RV that will fit through an 8 foot garage door; handles exceptionally well; rides very smoothly on its fully independent coil spring suspension; is so quiet that - at highway speeds - all you can hear is the bugs hitting the windshield.

So - if you really want a push out of life - build yourself an RV on a Corvair.





**CLASSIFIED \*\*\*\*\***  
 Free to members; Non-members \$3.00/5 line ad. Commercial rates upon request.  
 Approved furnished 8 1/2 x 11 insert free.  
**FOR SALE:** '63 Rampside w/ custom built camper, 4-spd, '46 110 hp, light green, chrome bumpers, gauges, body damage LH 1/4 panel and small dent in one door. Camper sleeps 4, LP stove, sink; also '62 Greenbrier Delux, 4-spd, 80 hp, white w/ red. Both good running cond. Highest bid. Bob Straszheim, 6434 Strayer Rd., Cedar Falls, IA 319-988-3793

**FOR SALE:** Original driver's "bucket" seat for Corvan, use in any F.C. on stock seat mounts, good condition, \$35.

14-inch wire wheel covers, non-spinner style, look super sharp on any 14-inch wheel, any quantity, \$15 each.

Bob Marlow  
**WANTED:** '64 and '65 Greenbriers, a worn-out original is better than a customized showpiece to me, as long as it ain't rusted to death! And, while I prefer original engines, it is not too important. Solid, unaltered bodies and chassis turn me on. What have you???

Bob Marlow, 161 Hill St, Midland Park, New Jersey 07432 (201) 444-1859

**FOR SALE:** 1963 Greenbrier, white with red stripe, 71,000mi, good body, min surface rust, no rust holes, complete camper unit with standup fiberglass popup top, price negotiable  
 John Wagner Indianapolis IN 317-0750

**PRESIDENT'S CORNER.**

I am working feverishly on my Loadside trying to get it ready for the Atlanta Mini Convention. Hard to believe what a winter of idleness will do to them. Seems like I'm losing ground instead of gaining. We plan to Caravan with several Circle City Corvair members on Friday (gas willing). You know that old saying "safety in numbers"? If Nader attacks we could circle the Corvairs. We could still use some more pictures and info for poster for the National of YOUR FC. Plans for the National are shaping up and our Convention Chairman, Tom Silvey informs me the meeting will be from 2-4 PM August 24 in the Ontario Room and should be an interesting session. Please try and join us.

**EDITOR'S CORNER.**

ED

We are back on schedule folks. And just in time too. I'm going to change jobs this month and I don't think I'll have time to turn around in. I would like to thank Mike Demeter for his fine tech article this issue and like to say that starting next time we will start printing all of the old old backlog of readers stories so keep them coming in so I can keep a constant backlog of stories and articles. If I get complaints about not printing stuff fast enough that must mean that I have a lot of things to print and it will make this job one heck of a lot easier. Remember to send me some shots of you and your FC like the one of NEIL Stringer in this issue getting the "BEST 95" award at Cincinnati's REVIVAL.

DAVE



**TECH TOPICS** by Nico DeJong... All Forward-Control Corvair questions (w/SASE) should be addressed to one of our technical advisors (T.A.'s) who will then (1) answer inquirer direct and (2) send a copy of question(s) and answer(s) to Tech Topics editor for publication in this column. T.A.'s also welcome F.C. tips and advice from readers for contact any T.A., but inquirers are encouraged to consult the advisor in their division in order to (a) limit T.A. workload and (b) match T.A. location to that of inquirer. Wanted: additional qualified T.A.'s for U.S. and Canada; please contact T.T. editor.

Technical Advisors:	Divisions:	Specialities:
Wally Brenneman Route 1 Kalona, IA 52247 310-683-2449	Central US & Canada: AL,AR,IL,IN,LA,KS,KY, LA,MI,MN,MS,MD,NB,ND, OH,OK,SD,TN,TX,WI; Man.,NW Terr., Ont. Western US & Canada: AK,AZ,CA,CO,HI,ID,MT, NV,NM,OR,UT,WA,WY; Alb., Br.Col.; Sask., Yukon Terr.	Independent garage; All Forward-Control Corvair mech'l work; Making body repairs; Built own Greenbrier camper interior; Long-distance travel w/F-C. Independent garage; Forward-Control Corvairs and Ultra Van; Engines, 3-&-4-spd. transaxles; Brakes, chassis, electrical; Air cond'g; long-distance travel w/F-C. Forward-Control Corvairs; parts finder; Parts, accessories & options info; Gas heaters info.;
Dean Hansen 9825 Oso Avenue Chatsworth, CA 91311 213-341-2715(8am-5pm) 213-886-1308(5pm-8pm)	Eastern US & Canada: CT,DE,FL,GA,ME,MD,MA, NH,NJ,NY,NC,PA,RI,SC, VT,VA,WV; N-B,N-F, N-S,P.E.Isl.,Quebec. US & Canada: (History Consultant)	Engine modifications, incl. 140 F-C; Remote oil cooler, air cleaner, altern'r. F-C Corvair parts & accessories info; Finish color charts; any F-C item, incl.: OM's, SM's, PC's SB's, sales literature; Sorry, no-loan; SASE req'd for reply.
Larry Thomas Box 4 Goshen, OH 45122 513-675-9219		
Dave Newell 1481 Hamrick Lane Hayward, CA 94544 415-782-4265		

**F-C CORVAIR QUESTIONS AND ANSWERS:**

Q: "I'm looking for info on INTERIOR COLOR SCHEMES FOR '63 GREENBRIER."

(cont'd fr. Spring C.A.) ANDREW KELLER

A: "Refinish Paint Chart, '63 F-C Interior:

Color (Std. Lacquer)(1)	Dupont
Cardinal Red (2) . . . . .	2411
Cameo White . . . . .	4195
Charcoal Grey (3)(4) . . . . .	61977
Turquoise (2) . . . . .	4317
Charcoal Grey . . . . .	17559
Fawn (5) . . . . .	17617
Light Green (4) . . . . .	77891

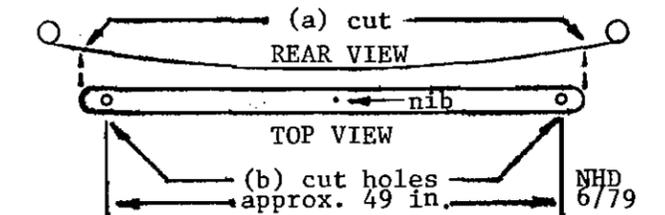
- (1) Where low gloss is required, add flattening compound in accordance with label directions.
- (2) Greenbrier Deluxe only.
- (3) Corvan, Loadside & Rampside only.
- (4) Floor color.
- (5) Deluxe with fawn interior and all standard models." DAVE NEWELL

Q: "Can the '64 TRANSVERSE LEAF REAR SUSPENSION from the Corvair care be adapted to the F-C models? Any advantages? Problems? Exactly which parts are needed? How can it be done?"

JERRY LAVIGNE

A: "To install a transverse spring in a

van or truck, you need '64 car (A) arms and '64 differential with boss for spring.. You can use everything from the '64 car but the spring itself. It's approximately three inches too short because of the FC's wider track; so, you must use a spring from the differential of a Camaro or Nova single-leaf type and cut to size. Spring is wider on one end, but that doesn't matter since tension is same because of pivot at differential. Have this setup on my camper; works great and you're welcome to look at it at my home."



- (a) Measure from nib on leaf, cut to size and round off ends.
- (b) Cut two holes for studs and rubber grommets.

DEAN HANSEN

Next C.A.(space permitting): air cond.'g, campers, differentials, rust prevention!

NICO

INSTALLATION OF LATE MODEL GM  
ALTERNATOR FOR 95's & EARLY MODELS

List of Parts

1. Top accessory housing from late model engine (65 thru 69).
2. Late Model alternator (Corvair).
3. Late model GM car (1971 up) alternator. (Can be recognized by a plug in terminal on the top of the alternator housing and cut out in back with heat sink. Your preference of amperage as stamped on alternator after Part No.
4. Gasket for #1 above.
5. Wiring harness for plugging into late GM alternator.
6. Electricians tape (Scotch 88 or equivalent for high temperature).
7. Terminals for connecting wiring.

Alternator Work

1. Remove front pulley from Corvair alternator.
2. Loosen four (4) bolts and remove front housing from alternator. (Front housing has mounting holes.
3. Inspect bearing and replace as necessary.
4. On late GM alternator follow steps 1 & 2 above.
5. Remove rotor & stator and check bearing & brushes. Replace as necessary.
6. Reassemble rear housing of late GM alternator complete with rotor & stator to front housing of Corvair alternator. (Check shop manual bearing replacement & method of holding brushes while assembling alternator).
7. Use Corvair front pulley for alternator drive.
8. Take alternator to friendly rebuild shop and check output. Depending upon condition could be done either before or after the above work.

Installation of Alternator

1. Disconnect battery.
2. Remove fan belt, generator, fuel pump, oil filter, and accessory housing.
3. Replace generator accessory housing with late model alternator housing.
4. Reassemble all items removed in step one (2) above and bolt (new) alternator in place.
5. Remove wiring harness (plug) from voltage regulator and note terminal positions.  
F - A - BATT

Wiring Connections

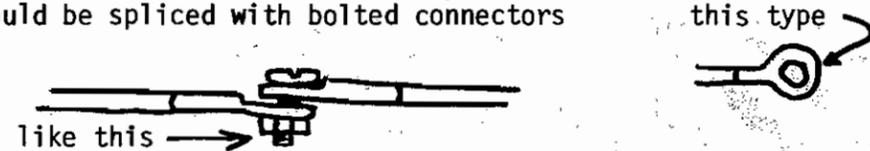
1. Study wiring diagrams to determine what is "existing" versus the "new" wiring required. The list below is the color codes for the wires you will be working with. For the year involved see "old" diagram and note color code on this drawing.

- 1961 A Batt + to Gen Reg. Term. Batt #10 Black  
B Fuse Block to Gen Reg. Term. Batt #10 Black  
C Generator to Gen Reg. Term. F #20 Dark Blue  
D Generator to Gen Reg. Term. A #14 Brown  
E Dash Light to Gen Reg. Term. A #20 Brown

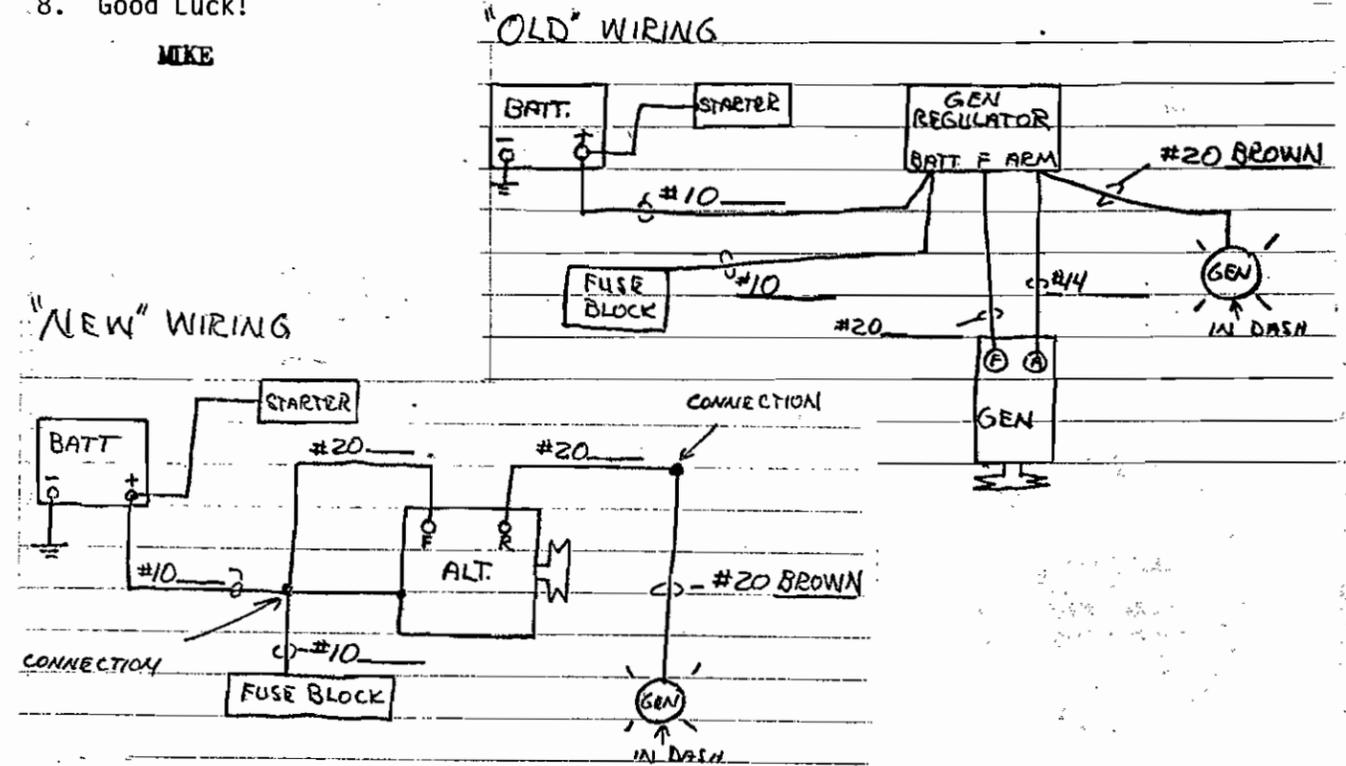
1962-63 A #12 Blue B #10 Black C #20 D. Blue D #14 Brown E #20 Brown

1964 A #10 Red B #10 Red C #20 D. Blue D #14 Brown E #20 Brown

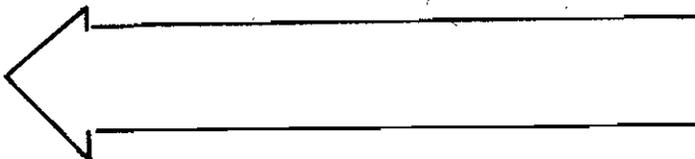
- Read all steps below before starting to wire up alternator.
2. Connect wiring as follows using wiring diagrams as a guide.
    - A. Heavy wire, #10, from output of alternator to #10 wire that goes to the front fuse block.
    - B. From this connection run a #10 wire to the battery positive (+) post.
    - C. From the two (2) above connections run a small wire (#20) to the alternator terminal marked F.
    - D. Connect a wire from alternator terminal marked R to #20 brown wire that was connected to Gen. Reg. terminal A or ARM.
  3. For connections to alternator terminals R & F it is best to use old connectors for alternator to prevent "shorts".
  4. Splices should be spliced with bolted connectors *this type*



5. MAKE SURE to tape all splice points with at least two (2) wraps of electricians tape after double checking all terminations to make sure they are correct.
6. Reconnect battery positive cable.
7. Throw voltage regulator as far as you can.
8. Good Luck!



Gene B. Buck  
&  
his buddy "F.C."



MAIN HIGHWAY IS OPEN  
WHILE DETOUR IS BEING  
REPAIRED



*D.N. Anderson*

CORVAN ANTICS

423 DAVID LANE

MASON, OHIO 45040

**FIRST CLASS**

