



CORVAN ANTICS

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RAMSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

Illustration Chevrolet Motor Division

CORVANATICS AT INDIANAPOLIS



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MEMBERSHIP 331

NEWSLETTER COPY: ANYTHING to do with FCs (perfer illustrated text)
 NEWSLETTER DEADLINE: The first of each odd month (Jan, Mar, May etc)
 CHANGE OF ADDRESS: PLEASE send to Caroline Silvey
 DUES, APPLICATIONS AND RENEWALS:

CORVAN ANTICS is published bimonthly by CORVANATICS, a chapter of
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 a year and should be sent to Caroline Silvey. CORSA dues are \$14
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CORSA, INC Box 2488 Pensacola, FL 32503

CORVANATICS MERCHANDISE AVAILABLE:

Window decal \$1 ea; Club stationery & envelopes \$.05 ea; Jacket
 Patch \$2.15 ea; Back issues of CORVAN ANTICS \$1 ea; completeset 40
 All items can be ordered from Caroline Silvey.

EDITOR'S GLOVEBOX:

This issue is a little later than usual and I'm sorry but the
 last two months have been really hectic with the holidays, going
 to Reading, Pa to see my folks, the usual collection of stuff and
 a new project at work that's eating into my week-ends. Hope to get
 back into the swing of things now and get back to my "winter" projects
 now that winter is half over! I had my Vega totaled so I had to get
 something else to drive (went back to 'Vairs with a '66). As soon as
 the parts come for my '63 engine and I can figure a way to keep the
 fire in my garage heater from going out..... I know, I know it all
 sounds so familiar. Have a nice winter anyway.

Speaking of winter this is the perfect time to think back to spring
 and those trips in your 95 such as the one Bill and Betty May took
 with Will and Inez Demastes in May.

ON THE COVER: Harold Dexter's 1964 Rampside with camper and Ed Grid'
 ley's prize winner at Indy in 1980.

FORWARD CONTROLING WITH THE PRESIDENT

I hope that as your new president I can contribute as much to our
 club as our previous presidents. I don't have any sweeping changes
 to makeor any grandiose plan. I do plan to carry on operations
 pretty much as Ed Gridley did with only a few minor changes.
 With no intent to brag, let me tell you a little about myself so you
 might better understand something I might do or say in the future.
 Iwork as a mechanical design engineer for the Detroit Diesel Allison
 Div. of General Motors in Indianapolis. Our division was the Allison
 Div. when I started work. I worked as an experimental aircraft engine
 mechanic for four years then after obtaining my engineering degree I
 worked for Allison as a test engineer for seven years and have been
 working the remainder of my thirty-three years with GM as a mechani-
 cal design engineer on turbine engines. Being an engineer makes me
 appreciate the uniqueness of the Corvair very much, however, it also
 makes me very aware of its short-commings and how GM could have made
 some needed design changes.

Following are some areas where I hope we can make some progress:
Rear wheel bearings - nothing new after much effort by many people;
Photo documentation of FC and Stock Options - started by Ed Gridley
Converting Car Gas Heaters to FC - Ray Molina of Winston-Salem, NC
 has consented to start on this project; More Local Meets and Activi-
 ties - there have been many questions on this, lets get something
started in your area; Refurbishing Worn or damaged parts - save those
 used parts for rebuilding, We need a source to rebuild front engine
 cross member mounts - any ideas? Progress on these will be reported
 on in the future.

We need a National Convention Chairman, I am looking for a volunteer
 Happy Forward Controlling to you.....

Tom Silvey

SPRING TRIP- HIGH SIERRAS - 62 CORVAN

The first week of May is one of the best times of the year to tour
 the western desert from San Bernardino to Red Mountain, Bishop,
 Bridgeport and Tahoe without air conditioning. What better way than
 a 62 Corvair Van. Will and Inez Demastes, our good friends and
 neighbors, being good Corvair Club buddies of my wife Betty and my-
 self, asked us to ride along with them on a loop around California.
 San Diego to San Bernardino, Rde Mountain, Bishop, Bridgeport,
 corner of Nevada, Tahoe, Placerville, Redding, across to Crescent
 City, Willits, San Francisco, Monterey, Santa Barbara, Los Angeles,
 and back to San Diego.

First of all the '62 Corvan had a 4-speed stick with a 110 engine
 bored over 30 thousands. Clarence Halverson and Walt Figual rebuilt
 the Van and did a super job. Will and I built in a Van seat leaving
 about 6 feet between the front seat and the one we just added. I
 must add that Walt had.2 windows placed in each side door and like-
 wise 2 windows on the driver side. With those additions the passe-
 ngers in the rear had very good views of the beautiful scenery.
 The first night was Bishop (the mule capital of the world) in the
 High Sierras. Out of Bishop we went by Mono Lake which may not turn
 too many people on, but the rocks are made of lime deposits and
 are feather weight. From there we went north to Lake Tahoe where we
 spent the second night. On the north side of Lake Tahoe we visited

Bonanza Museum of TV fame. It's where they shot all the film for their TV shows - a nice museum and we could have spent the day there. Instead we went to South Tahoe and donated to the slots and card tables. There was lots of snow in the Sierras and it was very chilly the next morning when we rolled out 34 degrees. We began to notice a little noise in the rear drive train when we started off in first or in reverse. This Van has a Vega clutch - we began to suspect this to be the problem, but were not concerned. The next night was Redding, Ca. I should say that at Marysville, we had to pull into a muffler shop and replace the donut on the right muffler where it fastens to the head. The Van has stock dual mufflers which was undoubtedly a factor in the excellent gas mileage.

The trip to Crescent City was across the very steep Trinity Mountains, a very beautiful drive. Just south of Crescent City we had the fan belt come off. It was a pilot error, see the Van has an add on type cruise control. The co-pilot had shifted out of third gear without thinking, the pilot, (Bill May) pushed the clutch down... the cruisamatic was on.. the motor revved up and we lost the fan belt - a 20 minute delay. Our next night was spent just south of the giant Redwoods at Garberville, Ca. We planned to stop at Willits to take the "Skunk" railroad steam train ride but when we got there the station was closed for the next three days while the track was repaired. We went across the Golden Gate Bridge and down to Monterey for the next night. We went out to eat in Monterey, had a wonderful meal, went back to the Van...would not start. We knew the problem right away - dirty connector terminals. (Note: we believe all Corvair owners should at least take time twice a year to clean all wiring connectors as routine maintenance. The ones under the dash as well as in the engine compartment. There are several spray can corrosion cleaners on the market). We spent the next night at Solvang. It is a beautiful Dutch village just outside of Buellton. If ever in buellton, be sure to stop at Anderson's Pea Soup Restaurant and have some world famous pea soup. The next day we headed



down through Santa Barbara, Los Angeles and home to San Diego. We were on the road 7 days, drove 2021 miles on 9317 gallons of gas for an average of just under 22MPG. We used a mix of premium and regular as you can tell we kept that Van moving by the number of days and miles driven. All very enjoyable. We carried the following spares: fan belt, distributor, generator starter and rear axle and universal joint with the necessary tools. We were prepared.

Bill May & Will Demastes

TECH TOPICS by Robert Kirkman

I will say that I am interested and ready to serve Corvanatics as the newly appointed Technical Editor of Corvan Antics. As such I would intend to continue as Nico did to publish information of value to members concerning their FC's. How does that happen? Well you start it when you write to one of the Technical Advisors for information, advice, suggestions. You get a reply from the T.A., and if the question and answer is of general interest, we will publish it in Corvan Antics. We also encourage two-way communications. Send your tips, suggestions, information to this column or to a T.A. To conserve space, and yet always have names of Technical Advisors available in each new issue, we will see how it works out to list half of them in alternating issues. When contacting a T.A., please be sure to include a stamped/addressed envelope for your reply.

Technical Advisors Location & Specialty (more next issue)

Wally Brenneman (Central US & Canada) Rte 1, Kalona, IA 52247; 319-683-2449 Mechanical, plus body
 Dean Hansen (Western US & Canada) 9825 Oso Avenue, Chatsworth, CA 91311; 213-341-2715(8am-5pm)886-1306(5pm-8pm) Power train, chassis electrical, air conditioning
 Larry Thomas (Parts Finder) Box 4, Goshen, OH 45122 513-722-2871

Corvanatics is now without a Technical Advisor for Eastern US and Canada. Could we please hear from a volunteer in that general area? If you know what makes them tick and have practice some TLC on an FC somewhere along the line, and get a bit of a kick out helping someone else, then you're the one we need. Drop us a line or phone. WINTER is upon us and probably few of you southern owners of FCs know that there are times "up north" when an FC cannot be steered in the winter time. When snow, slush and temperature conditions are just right, the front wheel wells will pack hard with ice. After driving for some time on an expressway for example, the front tires are running in a large groove of ice in the rear of the wheel well. The result is that you really can't turn! This has happened to numerous people down thru the years. It last happened to us in the winter of 1977-78, which was the last winter service for our 1965 Greenbrier. Exiting the expressway we could fade right, and make left turns, but could not make right turns on city streets. Some have found they could not turn either way until the ice was chipped out. It happened on Corvairs also.

R.A. Kirkman

SHOCK ABSORBER INTERCHANGABILITY, Much has been written about what will fit, what has the proper valving, the correct length, etc. Listed below is copy from the good book of St. Delco, Son of General Motors, taken from catalog 5PA-100 dated July, 1973. Let this gospel speak for itself. B. Eaton.....

Delco Shock Absorbers

15

PLEASURIZERS

Make and Year	Model	Pleasurizer		Pleasurizer HD		Pleasurift		Adapter Kit Req'd.
		Front	Rear	Front	Rear	Set No.	Single Units	
CHEVROLET CORVAIR								
1960-64	All Pass. Car and S/W	P1003	P1068	P2004	-	-	-	-
1961-65	Greenbrier & R10 Truck	P1105	P1104	P2001	P2080	-	-	-
1965-69	All Pass. Car and S/W	P1090	P1091	P2031	P2068	P3040	P3040L P3040R	-

P1003 Chevrolet 1955-57 Front	P2004 Corvaire 1960-64 Front
Chevrolet Truck 1/2 & 3/4 Ton 1955-57 Front	Corvaire S/W 1960-64 Front
Corvaire 1960-64 Front	Corvette 1963-73 Front
Corvaire S/W 1960-64 Front	Chevrolet 1955-57 Front
Corvette 1963-73 Front	Edsel 1958-60 Front
Edsel 1958-60 Front	Edsel S/W 1958-59 Front
Edsel S/W 1958-59 Front	Fairlane 1960-61 Front
Fairlane 1960-61 Front	Ford 1957-64 Front
Ford 1957-64 Front	Ford S/W 1957-59 Front
Ford S/W 1957-59 Front	Ford Ranchero 1957-59 Front
Ford Ranchero 1957-59 Front	Ford Truck 1/2, 3/4, 1 Ton 1957-60 Front
Ford Truck 1957-60 Front	Mercury 1957-64 Front
Mercury 1957-64 Front	Mercury S/W 1957-58 Front
Mercury S/W 1957-58 Front	Thunderbird 1959-60 Front
Thunderbird 1959-60 Front	Toyota (Inc. S/W) (Japan) 1965-67 Front
Toyota (Inc. S/W) (Japan) 1965-67 Front	Toyota (Inc. S/W) (Japan) S/W 1965-67 Front
P1068 Corvaire 1960-64 Rear	P2080 Corvaire 1961-65 Rear
Corvaire S/W 1960-64 Rear	Packard 1956 Front
P1104 Corvaire 1961-65 Rear	P2001 Cadillac 1956-60 Front
Packard 1956 Front	Corvaire 1961-65 Front
P1105 Cadillac 1956-60 Front	Grand Prix 1962-68 Front
Corvaire 1961-65 Front	Oldsmobile 1965-70 Front
Grand Prix 1962-68 Front	Pontiac 1958-70 Front
Oldsmobile 1965-70 Front	Pontiac S/W 1958-60 Front
Pontiac 1958-70 Front	P2031 Cadillac 1961-65 Front
Pontiac S/W 1958-60 Front	Corvaire 1965-69 Front
P1090 Cadillac 1961-65 Front	Corvaire S/W 1965-69 Front
Corvaire 1965-69 Front	P2068 Corvaire 1965-69 Rear
Corvaire S/W 1965-69 Front	Corvaire S/W 1965-69 Rear
P1091 Corvaire 1965-69 Rear	
Corvaire S/W 1965-69 Rear	

CLASSIFIED: *****

FREE to members; non-members \$3/5 line ad. Commerical rates are available upon request. Approved furnished 8 1/2 x 11 inserts free.

SELL: 1963 GREENBRIER DeLUX, equipped as a camper; curtains, screens, foam rubber full sized bed converts to dinette, compartments, awning rails, body tan, white stripe, original paint, no visible rust doors painted, rocker panels replaced in '79, PowerGlide and differential fully rebuilt July 81, excellent rear axle bearings, engine excellent, valves ground 80 1/2, new heavy shocks, 4 brand new tires plus 2 good spares, rear hitch, front tire carrier, instruments: Ammeter, Oil Pressure and vacuum guage, Upholstering rebuilt 3 years ago. Runs perfect, 17-20 MPG, loaded 6,000 lbs, spare parts, reason for sale; bought travel trailer pulled by Buick Electra. Kurt Gaida, 129 Green Acres M.H.Park, Clearwater, FL 33515 Phone: 813-799-3621 Price \$3,000.00

SELL: SEARS heavy duty CORVAIR van shocks, new still in boxes (now discontinued) \$42 a set postpaid. I have 5 sets. Fibreglass engine access panels (used) \$20 postpaid; Rear axle (no bearing) \$25 post paid Plus numerous other FC & car parts John Sweet, RD2 Studebaker Road, Porterville, PA 16051 Phone 412-368-3922

SELL: 1961 Greenbrier White with white & red interior (parked for 9 months. Prior to this it was in California (no rust) body is very straight and could make a showpiece. I am a Studebaker enthusiast and would like to trade. I specialize in post war '47-52 coupes and converts, however '53-55 coupes do interest me. I am looking for something with a good body, interior and engine less important. Will pass any state inspection. I put a value of \$2500 for those interested in no trade. Wally Stone, P.O.Box 184, Constable, N.Y. 514-264-5596

ATTENTION CORVAIR 95 OWNERS: Available soon, an alternative BATTERY MOUNT. The battery mount is designed to use the more popular size 24 battery. ADVANTAGES: Original size batteries have limited availability; Are not available in high ampere-hour ratings; Are seldom on sale.

Also into production an AUXILIARY FUEL TANK. This 5 gallon tank will extend your cruising range 28%. Both accessories will mount on your 95 without drilling holes or permanent modifications. Return it to stock at any time. For more information on these and other Corvaire parts and products send SASE to: Byron Eaton, R2 Box 190-E, Round Rock, TX 78664

WANT: I am very interested to photograph some of your members CORVAIR trucks next spring for my collection. Thank you. Jacques Ouellet, Photographe Poete, 8185 Bl.Viau, St. Leonard P. Que, Canada H1R2T2

SELL: 1964 Greenbrier SN100380, 82655 miles, 0 miles on rebuilt motor. New parts too numerous to list. Will sell for my investment or trade for Corvaire car or Rampside of equal value. Send SASE for info. Robert W. Cowdrey, 28A 210 MHP, Spring Lake, N.C. 28390

WANT: Anyone with pickup/camper combination - I would like some pictures of the interior since mine is stripped clean. Pete Koehler, 519 East Forest, West Chicago, Il 60185

Gene Bruer
his buddy "F.C."

...SALE...
ANTI-FREEZE
\$5⁰⁰/GAL.



WHY IS THIS MAN SMILING ???

CORVAN ANTICS.
423 DAVID LANE
MASON, OHIO 45040

FIRST CLASS

