



CORVAN ANTICS

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MAY & JUNE 1987



RAMPSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

Illustration: Chevrolet Motor Division



CORVAN ANTICS

The official Bi-monthly publication of CORVANATICS,
a chartered chapter of CORSA. Established Sept. 1972.

Membership **300**

Stories, articles, photos or anything of interest to CORVANATICS members may be submitted to the Editor. Deadline is the FIRST of each ODD numbered month.

Membership in CORVANATICS is open to any CORSA member with an interest in Forward Control Corvairs. Annual dues are \$6 (US) and should be sent to Caroline Silvey.

Changes of address should be sent to Caroline Silvey as soon as possible.

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On The Cover

"A Rampside for the Road!" This beautiful jet black with orange stripe Rampside pickup was photographed last year at Palm Springs. Lowered, wide radials and mag wheels - a "goer" as well as a "shower"!

Back On The Cover

As soon as word got out that we'd lost our cartoonist, this month's cartoon appeared at the CORVAN ANTICS Editorial Offices in a rather unusual manner. The artwork(?) was wrapped around a seized FC rear axle bearing and hurled through the open side window of my '64 Corvan. I found it the next morning and here it is. I suppose if I were that artist I would want to remain incognito, too. Who says we won't publish ANYTHING...

HELP WANTED!:

Cartoonist (amateur or otherwise) needed to carry on the tradition of Gene Brier and his buddy FC. Support your Club. Dave's guest cartoonist this month is ...???

Annual Meeting Time Set

The CORVANATICS ANNUAL MEETING is scheduled for Friday, July 24th at 7:00 PM to 8:30 PM. See Forward Controlling With the President for details.

Forward Controlling With The President



NATIONAL CONVENTION

Vice prez Ed Gridley has arranged to have Bob Kirkman, our Tech Editor, present an FC program and a question and answer session at the CORVANATICS Annual Meeting in Chicago. Bob was the factory engineering representative during production of the FC's. His presentation at the CORVANATICS meeting in Detroit several years ago was excellent and the room was filled to capacity and many were standing at the door trying to get in. So, don't miss this one - it should be a good meeting.

The annual CORVANATICS meeting is scheduled for 7:00 to 8:30 PM, Friday, July 24, 1987.

Caroline and I have been traveling again. We have just returned from a two week trip back to Phoenix, Arizona to pick up a rust-free air-conditioned '67 four door Corvair. Our daughter Nancy and her daughter Kandice went along for a vacation. Nancy helped drive so we could cover more distance daily with less wear and tear on each of us. It didn't take her long to get into the swing of handling the motor home with the car trailer attached. However I prefer to handle this long combination in the mountains and in the city.

At the Grand Canyon, while trying to keep her camera from going into the canyon, Caroline severely sprained her ankle and broke a bone, thus eliminating her from the driving and other chores. She spent the remainder of the trip with her foot elevated with an ice pack attached or hobbling around on crutches.

The trip was fun and we had a ball with our three year old granddaughter. One interesting part of the trip was the comments about the Corvair from people where we stopped. We seldom stop without someone coming over to talk about our towed or trailered Corvair. The usual comments is, "I had one of those once - wish I still had it."

In Warrensburg, Missouri (south-west of Kansas City) I pulled a "not-too-bright" maneuver getting into a service station for fuel. A pickup truck zoomed in beside me and the driver sort of rushed up to my door. I was pretty apprehensive thinking he was going to complain about my traffic maneuver. However, he just wanted to tell me he had a '62 station wagon in his barn. It had been there for fifteen years and he wanted to know if I had one in my collection. He had used it for a delivery vehicle for his business.

In the last issue I mentioned the front crank seal (bell housing end) problem many of us have had. I have had some recent input from members on this subject but should not discuss them in my future articles because this section of the newsletter should not be technical except for mentioning problems I might encounter. Henceforth, technical questions and answers should and will be handled by the technical editor, Bob Kirkman. I will try to stick to more general FC information in the future.

Tom Silvey

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Tom Silvey

No Adventures Yet, But...

Our 1964 Greenbrier was discovered in the "consignment sales" area of Bank's Auto Parts in Woodbridge, Virginia in 1984. A friend, Frank Bell, and I were looking for parts for our automotive "toys" when Frank spotted the FC. I've always been interested in the Corvans and Greenbriers, but was already to four late model cars my wife and I own. For this reason I was only mildly interested.

The Greenbrier was in restorable condition though.

It was a 95HP, 4-speed, with an oil bath air filter and, except for non-standard wheels, appeared to be completely stock. We talked with Mr. Banks, who said the price was \$800. We haggled him down to \$700 including delivery to my place 40 miles away. Frank put up the money and I was to do the mechanical work since Frank has only owned "water pumpers".

A survey of the 'Brier turned up serious clutch problems, no brakes, bad "o" rings and the need for a major tune-up, including carburetor overhaul. We tracked down four genuine FC wheels to replace the GM SS models that came with our purchase. Frank liked the SS wheels until I bought four new radials, mounted them on the correct wheels and added '64 Deluxe hubcaps -- despite the faded paint, rusty roof and minor dings the Greenbrier looked "respectable" again. We moved it to Frank's driveway in Chevy Chase for about six months to avoid problems with my neighbors who only barely tolerate the other cars now, but his wife ultimately got sick of it so I brought it home.

I now have several weekends and about \$1000 invested in our toy (new brakes, some brake lines, clutch and flywheel, "vitons", overhauled carbs, 55 amp alternator conversion, exhaust etc.) and am hooked. I refuse to drive it daily until it has a decent paint job and reupholstered seats. I want my own version of a family van without paying \$12,000 for it. I've since bought Frank out, but the birth of our third child and other obligations have kept me from putting more money out to finish the job. I plan on putting stabilizer bars on it this Spring, have it painted and the seats reupholstered. Then we will use it daily and for weekend trips - the Greenbrier is the only thing we own that can carry everything we need.

I'll pas on pictures when the Greenbrier project is done. We are looking forward to using our newest rear-engined vehicle.

Bob and Carol Hall
Kensington, Maryland

(ed. note: Stories like these are exactly what we are looking for... why not get your's together today and snap a few pictures. We all would love to read about it!)

Since we were still in trouble I called the trouble phone and told them of my problem. They asked me where we were and I, in turn, asked the man at our location. He gave me the nearest intersection and I repeated it to the fellow on the phone. There was a momentary silence, then a gasp and an urgent voice told me to "get the hell back into your car, lock all the doors, open them to no one, including the police and sit tight - we'll be there as soon as we can". That seemed strange, but we thanked the mechanic, walked back across the street and sat there. About ten or fifteen minutes later three cars, one hauling a trailer, arrived. They said to get the car started, run it onto the trailer and "we'll get the hell out of here, quick!" We still didn't know what was going on but did as we were told. With the 'Brier on the trailer we took off and made it safely to the hotel. We found out later that we had broken down in the middle of an area that had been the center of some bad race riots just a short time before! Being a trailer-lily that time was excusable.

We got our first real encounter with strict, concours-type judging at the Detroit show in 1979. Up to this time I had entered the 'Brier as a Factory Stock car and it had been so classified each show. On going through Classification at Detroit I was re-classified to modified! I immediately filed a protest, based on prior acceptance at other shows. I took the car to Classification when called and found they knew more about my car than I did, and that there were at least five errors, and probably one or two more that I needed to correct. They showed me the specifications - with pictures in some cases. Well, I knew they were right, but was so upset that I pulled the car from competition and showed it as an exhibit car. I've regretted that action ever since. Most of the shortcomings have since been corrected. Some parts are no longer available so it is now shown as a Street Stock car.

The 'Brier turned 100,000 miles on the odometer while we were living in Alexandria and we planned for everyone to go along and watch the odometer turn to 000,000.0. As events worked out, only Ele, daughter Barbara, grandson Andrew (2 months old) and I were available, so off we went down George Washington Parkway toward Mount Vernon. All eyes were on the odometer as the miles and tenths of miles ticked off then, finally - ALL ZEROES - we gave a cheer, then I said, "Look, it's still on all zeroes!". The odometer had broken under the strain! I had most of my repair work done at the time at Jack Dempsey's Hot Air Enterprises so I called him and he said to bring it up and he'd have it repaired. This was done and with the unit repaired and replaced I started home, only to find that the odometer was still not working! Back to Jack's I went, the unit was checked and sent back to the repair Shop once again, only this time I had them put 100 miles on it to account for 2 1/2 round trips I made to the shop. A week later the re-repaired unit was re-installed and has worked well ever since.

We had two other memorable trips more recently which I hope you'll enjoy hearing about. The first one was when we moved to Rocky

Mount. We had sold our Alexandria home and bought a Rancher in Rocky Mount, when just a few days before settlement we were startled and dismayed to find we had only those few days to move out. The new owners wanted to start moving in on December 1st! Fortunately our movers had a van available on November 30th, so that was it.

November 30th is a day that will live in infamy in the Amey family for years. The moving van was at our door at 0900 and started loading while we were still packing boxes. Our good neighbors helped, our children and their friends helped, the moving men were patient, but we still couldn't get things done in time. Finally, I said to take the rear seats out of the Greenbrier and we'd haul all the boxes of books, some of the kitchen utensils, and everything left. So we put the 'Brier rear seats in the moving van and it departed. While all this was going on we were involved in moving my son, Charles, to his new apartment about ten blocks away, this taking several round trips with the 'Brier to accomplish. We continued on in near-darkness as the living room had no central lighting and all the lamps were gone. My daughter, Barbara, who had been steadily packing dishes in the kitchen, finished at about 2100 and, gathering her children, started for her car and stopped short. Her keys were gone! We hunted the kitchen to no avail. The kids were sleepy and crying, so we finally all got into the front seat of the really fully loaded 'Brier to depart for Rocky Mount. We dropped Barbara and the kids off on the way South. We had to pay Barb's landlord \$5.00 to unlock Barb's apartment, too!

The cat, meanwhile, was in a small carrier just behind my left ear. He had been quiet so far but we no more than started South on I-95 than he let us know, in no uncertain terms, that he wanted no part of this trip. He wanted O-U-T!! He discussed the matter most of the 225 miles to our new address, telling each toll booth attendant about it loud and clear! Part way down I developed a bad cramp in one leg, and had to stop out in the middle of nowhere to walk it off. We had to be in our new home by 0900 on the first of December to meet the van. We arrived at 0200 to be greeted by our eldest daughter, Beth, who had gone ahead with our regular car and two dogs. The moving van didn't arrive as planned, but that's another story and has little to do with the 'Brier, except the part recounted above. Barb's keys were found in one of the boxes of kitchenware she had packed.

The latest story of the 'Brier is involved with my middle daughter, Judi, who had acquired a job in Milwaukee and wanted all her belongings, which had been stored in 17 cardboard boxes, brought to her. That way we could see where she was going to live and, anyway, she figured it would cost less than shipping all 17 of those boxes. This didn't make sense considering overnight lodging, meals enroute, gas, tolls, etc, but we realized we could coordinate her trip with a trip to a show in Madison, Wisconsin the next weekend. So once again our Greenbrier show car became a truck! With the 17 boxes



Let's Get The "Facts" Straight!



DAVE NEWELL CLARIFIES ENGINE AND SEAT OPTION AVAILABILITY

I look forward to every issue of CORVAN ANTICS and wish I had more time to contribute to it.

I had to write to you about your "FC Facts" in the July-Oct 1986 issue. You may already have gotten some letters, but here goes. I would have written sooner but misplaced the bulletin (copy enclosed) that I wanted to send you. (ed. note: unfortunately, the photo copy of the bulletin was far from print-quality...)

The 110HP high performance L-62 engine was available in 1964 Corvans and Rampsides (and Greenbriers), code VB for 3-4speed and WB for Powerglide. A copy of the '64 order procedure page in question is enclosed, and the 110's availability in all '64 FC's is well-documented in all Chevy engineering sources. The 110HP was capable of handling a heavy load, unlike the earlier high-revving, valve-burning 102HP units. But, alas, they too were also available in all FC models, for at least a short time in the latter half of 1963, as the bulletin attests. By that time the 102HP situation had been bettered (by Chevy's internal "Corvaire Improvement Program"), better valves, valve rotators and richer mixtures, designed more for the real world and less for high MPG figures.

I don't know when the L-62 102HP job first became available in FC's, and perhaps Bob Kirkman can come up with a date. No doubt it was at the request of the sales department as prospective owners of Greenbriers and camper equipped Corvans would have been demanding more power. FC sales were heaviest in this market, especially in California, where owners wanted a quality, roadable vehicle with car-like qualities. Despite Chevy's big push to hype, improve and lower costs of the FC's for '63, the Corvaire 95's just didn't do well when sold as trucks.

Anyway, I've personally encountered two VD (what a sick engine code) 102HP, 4-speed '63 FC's: a Greenbrier and aftermarket camper Corvan. L-62 for '63 must have been listed as an LPO, since it was "limited" and didn't appear in the regular ordering sheets. An LPO must be specially ordered through the local zone office. A similar situation was the renewed availability of the 140HP engine in the 1967 cars.

Now to your comments about seats in FC's:

The most common option on a Corvan could very well have been a seat option (either the optional right hand "auxiliary passenger seat" (A57) or the full-width bench (A54). But that leaves an awful lot of Rampsides, Loadsides and Greenbriers with their standard front bench seats to throw off the figures (Green-

briers had the second bench seat, immediately behind the front one, as standard also; the third, rearmost bench, was optional).

Probably the most common single option for FC's was the C40 Direct Air Heater - but we're here to discuss seats!

Corvans having only the left hand, or driver's, seat weren't that uncommon in the '60's. Since they were commercial vans, most have been scrapped by now, but there were fleets such as Sears and some phone companies which used them. They were often shown in testimonial sales literature published by Chevrolet. My favorite is the '61 used by Dy-Dee... Who would want to ride in a Corvan with a load of dirty diapers?

With no right hand seat it was easier to get into the rear of the van to work, especially if it was raining or snowing, and it provided a little more room. I doubt if many of the single seaters were equipped with the custom equipment package (often called the "Deluxe"), with which the seat would have been trimmed in the better grade nylon and vinyl. I've seen custom Corvans with both seats, but not just the single seat.

Sometimes these individual seats are called buckets but, alas, they were merely sectioned versions of the regular bench seat. Single seat Corvans had no holes in the floor to install a right hand seat! You could swap a bench seat into a van that had been equipped with two individual seats, but not the other way around without drilling more holes.

I hope this all adds some new information and clears up the subject a bit. Now we can get on to other areas, such as Corvaire 95's with roll up intermediate windows, '63's with stolen glove box doors and '63-64 95's with missing engine grilles!

Keep up the good work with CORVAN ANTICS.

Dave Newell

...and more member response...

Hi Guys-Gals:

In response to FC Facts: Anybody out there ever seen an FC with only the left seat? Yes, I have one, a 1963 8-door serial #3R125S107518. When purchased by me it was used for lawn mower storage and had only the left seat. However, someone had installed an early model Jeep bucket seat, perhaps from an early model military Jeep.

On one of my junkyard ventures I found a 1961 van with both right and left seats. The right seat folds all the way forward allowing access to the rear area. I now have both option "bucket" seats. I still have the extra left option seat and the military bucket seat. My '63 Van was purchased new by Woods House of Decor, Smyrna, TN.

Harold Kittel

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Engine: 164 Hi-Performance Six; 110 hp.....	31.1	L62		19.00		1.90	25.00	26.90
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Tech Topics



Let's gather several weatherstrip items together as one package. Member Don Richmond has been quite active in this area of the FC lately.

REAR DOOR WINDOW WEATHERSTRIP

GM has nothing left of the O.E. design (3778509). Don has reported success in using part #CV-83 from Lynn Steele Reproduction Rubber, 1601 Highway 150 East, Denver, NC 28037. It comes in a 12 foot length for \$35 and does not require any zip-strip to retain the glass. Clark's has nothing listed that I could find in the Gold catalog. It looks a bit non-stock, but it works.

GM used similar parts on other commercial vehicles. I have looked over engineering drawings for types used from 1969 to 1976 and found #327943 that would appear to fit, but would cost \$16.90 to buy one from GM to tell for certain. It is made for glass of the same thickness as the FC. Like the repro part above, no zip strip is used. To do both windows (to look alike) you must buy two of #327943, so the Steele part is a better deal as you have some footage left over to sell to someone else.

REAR QUARTER WINDOW WEATHERSTRIP

Don, in the Nov/Dec 1986 issue of CORVAN ANTICS, made a request concerning interest in reproducing this part. I have sent him the engineering drawing (3777045). Again, GM has nothing left, and Clark's has nothing that I could find in the Gold catalog. I found nothing in commercial vehicles of the past that could be a substitute. Don says response so far has been much too slim to pay for an extrusion die. To bad that up north here we scrap out that part in good condition because there is no local demand.

SIDE CARGO DOOR AND REAR DOOR PERIMTER W/S

I repeat here an article that appeared in the January 1980 CORSA COMMUNIQUE:

SUBSTITUTE WEATHERSTRIP FOR BRIER

By Bob Kirkman

Greenbrier owners can be bothered by deterioration of the door weatherstrips on the side cargo doors and the rear end doors; especially the molded tail ends on the rearward cargo door and the LH rear end door. These parts are, of course, no longer available. However, there is a GM part that works quite well.

1978 Truck Suburban weatherstrip #337861 has the same type molded ends. (The van weatherstrip of some other part number will not work well). One piece of #337861 is too short for the rearward cargo door and too long for the LH rear end door. If you buy two pieces, the combined total is enough to do both doors, making one cemented splice in each and a miter joint at the square corners. Slip out all the push-in plastic pins in the weatherstrip as purchased and glue in place. Part num-

ber #337862 could be used for the forward cargo door and RH rear end door but involves purchase of extra pieces and more splicing, etc. Would probably be better to buy a straight section from Clark's if they have changed their part to match the original cross-section for use on the forward cargo and RH rear end doors.

Part numbers listed are available from GM for about \$38 list price. If the tapered tails of your "left" doors are satisfactory, then the Clark's straight sections could be used, cut, glued, etc. Don has cautioned that you "feel" your old seals to locate more firm areas where foam rubber plugs have been inserted to form a tighter seal. This is generally in the corners. Put similar plugs into your new parts, wherever they are purchased.

Bob Kirkman

CORRECTION*CORRECTION*CORRECTION*CORRECTION

You will need to make the following corrections to your back issues:

JULY/AUG/SEPT/OCT 1986 issue - change Vol. 12 to Vol. 14. (on cover)
NOV/DEC 1986 issue - change Vol. 12 to Vol. 14
JAN/FEB 1987 issue - change Vol. 13 to Vol. 15

Must have been one of those late-night, bleary-eyed paste-up sessions...

BRIER (con'd)

aboard, plus all our show equipment, all our luggage, we took off, via Charleston, W.VA and Indianapolis, IN, where we visited the same friends that we had seen the time we broke down in the riot area, only we went a different way this time. We arrived in Milwaukee but her street was torn up, so we had to park half a block away and tote 17 boxes in. Fortunately I had brought a small hand truck, so the unloading operation wasn't too bad. After visiting with Judi, who was vacation-sitting a lovely home in the Whitefish Bay area of Milwaukee, we proceeded to the Madison show, where we had a good time and came home with a large black toy bear, a door prize we named Madison. Returning via Indianapolis we attended our friends 50th Wedding Anniversary!

As of the Spring of 1986, we have attended over 41 shows, including 4 Nationals, and have won 36 trophies and 6 ribbons. The shows were from Helen, GA to Madison, WI, with the Corsa Nationals in Detroit, Atlanta, Syracuse and Parisippany. We are planning to attend the 1986 National in Grand Rapids.

My wife and I are a show team and attend all shows together, each having specific duties just before judging begins.

'Brier still has the original 95 HP engine installed. With little major repair work needed it has piled up nearly 130,000 miles and is still running well. The car has been repainted in the original colors, inside and out, and has been re-upholstered in the original color and design. Otherwise, it is the car as delivered.

From The Editor's

Glovebox



First off, I would like to apologize for the lateness of this issue and apologize in advance for the July-Aug issue. Yep, it's gonna be late too. Right now, getting the car ready for the National every hour seems to count. At least we can have coverage of our meeting in that issue. I promise, as long as all the material comes in on time, CORAN ANTICS will be back on schedule as soon as all this madness is over!!! ...and boy will I be glad when it is finally over...

I had a nice visit with Bob Kirkman and his wife while they were in Phoenix to pick up the rust-free Rampside I dug up for them. I volunteered my driveway for the pre-tow maintenance, we all had dinner, then off they went for Michigan. Haven't heard from Bob so I guess they made it back in one piece. By the way, with Bob as our guest speaker at the annual meeting it's gonna be a good one! If the material for his column is any indication we should really get an inside look at the FC. Don't forget to get working on your Tech questions for the Q & A session. I'm getting really excited about the convention and the meeting and hope to get to meet some of the people behind all the names!

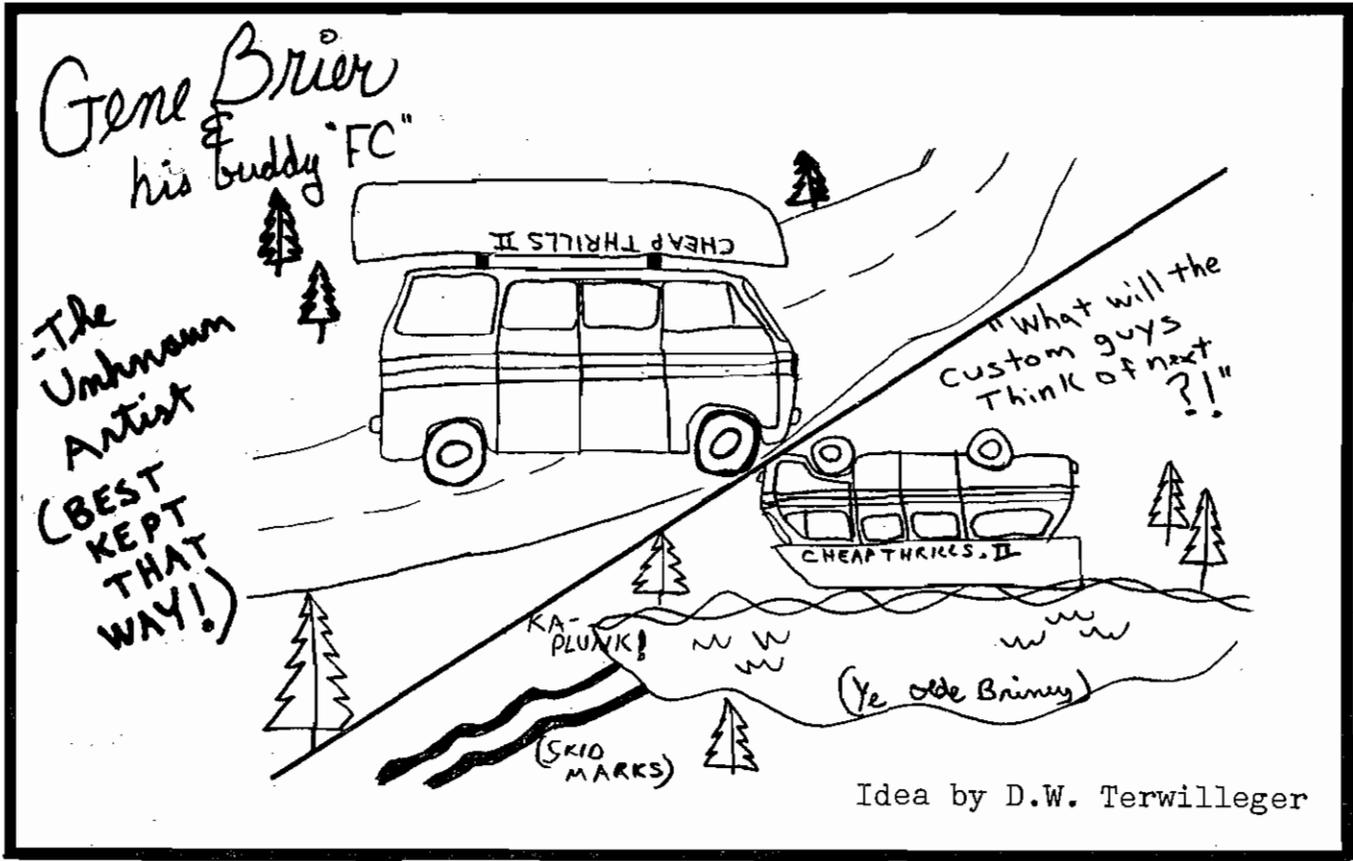
Concerning ads... we are always happy to publish your FC ads but please try to limit them to FC vehicles, parts or services. Commercial ads will be run for members if space permits.

I guess it's time for the summer pep talk. As usual this time of the year the material for the newsletter seems to be trickling into the CA mailbox at an alarmingly slow pace. We need your input. It's been a couple years since we had a special vacation issue. With so many of us attending the national this year and all those FC-miles that are going to be racked up, we could have another good issue. While your "on the road" be sure and snap some good photos in whatever scenic area you're going through. We need cover Photos!!! I'LL SEE YOU ALL IN CHICAGO!!!



AN ILLUMINATED PLASTIC SIGN strikingly identifies a new "Bankmobile" being employed by the Endicott National Bank in Endicott, N. Y., to speed customer transactions at branch offices. The truck sign is fabricated of white plastic, has blue letters and is lighted by two high output fluorescent lamps which operate automatically whenever the vehicle is functioning as an auxiliary bank. The signwork was designed and built by the Arnold Meyer Sign Corp., Binghamton, N. Y. (Photo and information courtesy of Rohm & Haas Co., Philadelphia.)

Contributed by
Larry Thomas



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FIRST CLASS



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