



CORVAN ANTICS

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RAMPSIDE/LOADSIDE

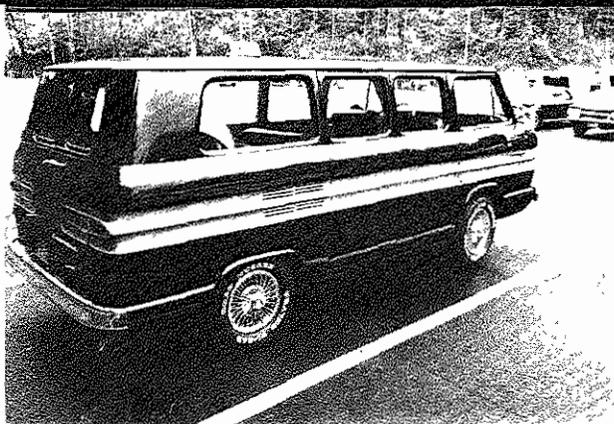
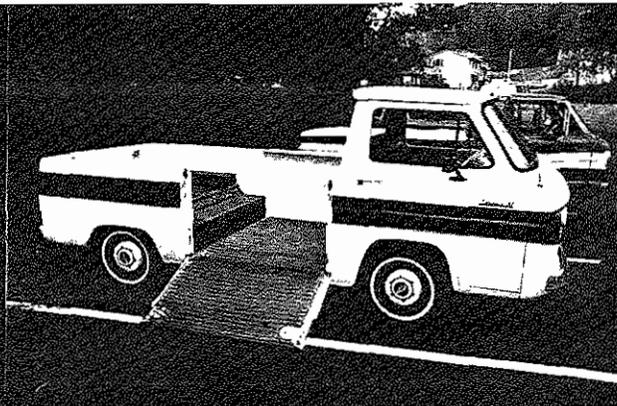
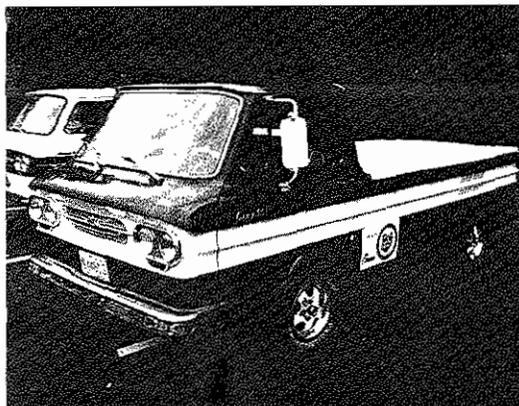


GREENBRIER SPORTSWAGON



CORVAN

Illustrations Chevrolet Motor Division



FC CONCOURS WINNERS AT HELEN, GEORGIA. APRIL, 1990

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.

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CORVANATICS MERCHANDISE AVAILABLE THROUGH CAROLINE SILVEY

Window decals - \$1 each. Jacket patches - \$2.15 each. Club stationary & envelopes - 5¢ each. Back issues of CORVAN ANTICS: All Volumes up to & including vol. 2 #3 are 60¢ each (9 issues). Vol. 2 #4 through current issue are \$1 each. Complete set up to vol. 17 #1 for only \$75 (a bargain!)

FC Paint Mfg. codes, paint combinations, prices and options (21pp.) \$4.50



"For farm use, that ramp door makes loading heavier things a lot easier."

"We drove that truck all over the range. The boys used it to feed cattle . . . drove it right along the feed bunks and dropped the feed in."



Forward Controlling With The President



CORVAIR ATLANTA'S SPRINGFEST '90 AT HELEN, GA

Thursday, April 26, after my son and his cousin Jeff got out of school, we piled into my '61 'Brier and drove over to Pete Koehler's house.

Pete loaded a dozen chrome wire basket wheels (for sale) and his son, Paul into his Rampside (already sold) and we hit the X-way for Georgia.

After the usual stops for dinner, gas, munchies, etc we stopped at a Motel 6 for a few hours sleep. Breakfast at Cracker Barrel and off we go to Georgia. Travel from Detroit to Knoxville, Tenn. goes fast on I-75. Getting to Helen, Georgia is another story as you have to go around the Great Smokey Mountains National Park. Hours of driving 2-lane mountain roads were true tests of man and machine! We made it there about 3:30 PM and the kids disappeared for the rest of the day, spending all their money in the dozens of gift shops, video arcades, bumper boat rides and other tourist attractions.

Pete and I set up shop in the swap meet area and bummed around with friends from various states. The Cotrofelds came down from Vermont. Talk about a long drive!

Friday night was a hospitality party in the Fest Halle Pavilion and we enjoyed the food and festivities.

Saturday was Concours day, but Mother Nature wasn't notified and rained on us most of the morning. It cleared up around noon for a while and the show went on! The swap meet was moved into the Pavilion and most of us spent the day there except a trip down to the show field to look at the Concours cars. There were at least twelve FC's at Helen but only three entered the show. The winners were:

1st Place	John Downer	Rampside
2nd Place	Frank Lutz	Greenbrier
3rd Place	Fred Heal	Rampside

All three were nicer than my 'Brier so I wouldn't have placed anyway.

The Saturday banquet had professional entertainment as a hypnotist brought a bunch of people from the audience on stage, hypnotized some of them and showed the audience the amazing things that people can do while under hypnosis. It was an interesting evening. Pete won a gift certificate from Clark's Corvair Parts and Paul Koehler won the kid's model car contest with his mid-engine V-8 Corvair funny car.

Sunday morning we got up early and were on the road at 7:00 AM. We drove out of Georgia, through North Carolina and into Tennessee for

breakfast at 9:00 AM! The rest of the trip home was the same scenery in reverse. Beautiful in Tennessee and Kentucky, boring in Ohio! I-75 is under construction in Cincinnati, Findlay and Toledo, slowing us to a snail's pace. My Greenbrier has a four-carb engine and it runs fine at 65-70MPH but it doesn't like crawling along in construction zones.

At least four people talked to me in Helen about the Corvair-powered trailer on the March/April cover. Everybody wants more information on this wild creation. Can any of our California members do a feature story on this rig?

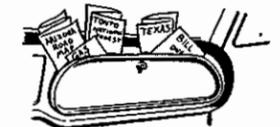
Enclosed are some pics of the FC's at the Helen meet. The red Rampside is owned by John Downer of Ohio. The white Rampside is owned by Fred Heal of Georgia. The maroon Greenbrier is owned by Frank Lutz of ??? These were the only entries in the Concours out of a dozen FC's that came. Pete Koehler sold his Rampside (red with black stripe) and it never left the hotel all weekend, so I didn't get a picture of it.

Another 1500 miles on the odometer makes 23,500 miles I've driven the 'Brier in two years. I'm planning on driving it to California for the National Convention. See you there!

Clark

From The Editor's

Glovebox



I just returned from the Rocky Mountain Round-up in Durango, Colorado where I got to chat with several of our members. It was a really fun weekend in a beautiful area of Colorado. But I would like to relate a tale of one of our members and dedication.

Bob Galli lives in Atascadero, California and drives a beautiful silver and black Greenbrier. Really drives it; I've seen the 'Brier EVERYWHERE. Well, Bob and his wife packed up the faithful FC and took off for Colorado, about a 1300 mile drive. They got as far as St. George, Utah when their 'Brier stopped dead in it's tracks. Triple A payed for the tow to a relative's home that, fortunately, was nearby. What a situation to be in: 500 miles from home and a dead car. A check revealed that about

(con'd on page 25)

Corvanatics 1990 Eastern "Drive-In" Sunday June 24th

Our "Drive-In" event for the Eastern Division this year will be part of the All-Corvair Show and Swap Meet at Clinton Pro Chevrolet in Clinton, New Jersey. The site is easily reached, just one-half mile south of Interstate 78 on NJ Route 31 in rural western New Jersey.

The show and swap meet hours are 10:00 AM to 2:00 PM, with a model Corvair contest sponsored by AMT/Ertl and show trophies sponsored by Pro Chevrolet. The best part is that there are no fees! Refreshments are available.

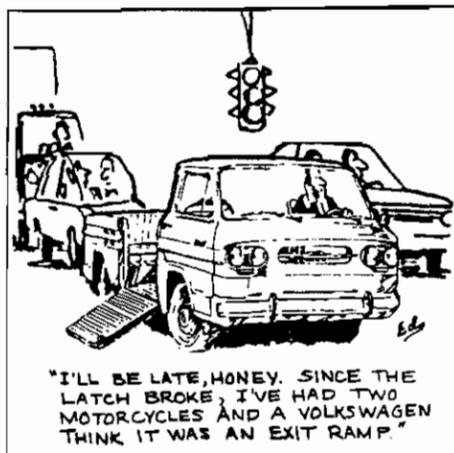
For CORVANATICS members, Pro Chevrolet is providing trophies for 1st, 2nd and 3rd place in owners' choice judging, and we'll conduct a tech session in the air conditioned show-room on two related topics: Keeping your FC cool and your FC heater hot. Both are valuable summertime topics, because summer heat is hard on your engine and summer is the time to fix your heater for next winter.

Nearby Flemington, New Jersey, offers extensive shopping opportunities, with numerous outlet-type stores and the world-famous Flemington Fur Company. If you wish to make a weekend of it, there is a new Holiday Inn in Clinton, and there are dirt-track stock car races at the Flemington Fairgrounds on Saturday night. Country inn-style restaurants are located throughout the area.

Route 31 is a busy roadway, and this annual show always attracts considerable attention, including newspaper coverage. So let's see a large turnout of FC's! The event is rain or shine.

For "Drive-In" information, contact Bob Marlow at (201)444-1859. Looking "forward" to seeing you and your FC there!

Bob Marlow
Eastern Division
Director



Ed Murphy, Corvair Houston

Fitch Super Brier

The June 1990 issue of Special Interest Autos has a lengthy article about John Fitch and his 1966 creation, the Phoenix. Contained in the article is a statement: "...Corvair Greenbrier-based 'Luxury Transporter', with its custom recliners, bar and TV presaged the custom vans of the 1970's." There is only a distant photo of the vehicle.

Does any CORVANATICS member have info about this Super-'Brier that could be shared on the pages of CORVAN ANTICS?

Bob Kirkman

Roster Updates

PLEASE ADD THE FOLLOWING NEW MEMBERS:

Charles Arendes 602 Krazy Lane Lutz, FL 33549 (813)949-4681	John K. Koll 7613 Thunderbird Lane Colorado Springs, CO 80919
--	--

Rodney Whitley
107 Barbara Dr.
Piedmont, SC 29673
(803)845-5400

PLEASE MAKE THE FOLLOWING ADDRESS CHANGES:

Robert Terkelson
2 Banbury Drive
San Francisco, CA 94132

Our Members Write...

Wow! What a pleasant way to introduce us to one of CORSA's chapters - CORVANATICS. For you to put our Forward Controls on the front cover was a real treat for us. It was a surprize package especially for me - because my wife had said nothing of a sort even though she had talked to a fellow at GWF&SM at Palm Springs last year 1989.

We would like to take this opportunity to thank the author who did the fine cinema act and the nice theme to go with it. The thoughtfulness, time and effort to relinquish this event on his part, has brought joy into our lives. We believe the man's name is Ken Krol. Thank you again. OH! By the way - the CORVAN ANTICS newsletter is great. We enjoy it and wait for its future arrival.

From Central California
Nishimotos

Ken,
Great job on the March-April issue of CORVAN ANTICS! Yes I joined again! How could I not!

Sincerely,
Marsh Hessler
Lemon Grove, CA

(Continued next page)

FC Classified Ads

FOR SALE: NEW CAMPER SHELLS for Rampside. Contact Dave Newell, (415)223-4725, P.O. Box 588, Orinda, CA 94563. Can be picked up at the CORSA National Convention in Ontario, CA.

(Letters - con'd)

Dear Ken,
Our president must have eye trouble in the March/April issue of CORVAN ANTICS under "Forward Controlling With the President". It is stated that the owner of the 1962 'Brier Boy Scout Wagon is not a member of CORVAN-ATICS. For the record, I have been a member for a number of years and it was my '62 in the pictures of the Scoutmobile.

Henry W. Peabody
Memphis, Tenn.

(ed. note: The article was picked up by CORSA and run in the back cover of the December 1989 Communique. It originally ran in the Sept/Oct 1989 CORVAN ANTICS.)

Compac 95 Camper

Now that I am a member of CORVANATICS I thought maybe you would like to have a picture of my unusual camper.

It's a 1961 Rampside with a special topper made especially for the Rampside. This is not a slide-in camper topper, it is fastened to the sides of the body. It is equipped with a stove, refrigerator, couch or bed and toilet (self contained). The topper is named Compac 95 and made in Nakhomis, Florida. I haven't been able to determine the history on this topper yet. Have been told only nine of these were made. I have two and know where another one is in Florida.

The one in the picture has been completely restored, motor overhauled and is a 4-speed. And it is for sale. Hope this is of some interest to you.

Charles Arndes
Lutz, FL



Could This Be It?

In response to Bob Kirkman's request for info on the Fitch Super-Brier, consider the following excerpts from the December 1964 Car & Driver article "Brown's Bus":

...This is the largest sports car in the world. A Corvair Greenbrier Sprint. The car nut's dream. The only car in the world capable of being all things to all men...The Sprint engine conversion enables you to push that big box through the air at very high speeds. This has the same effect as driving your regular Sprint uphill constantly... The Sprint tuned exhaust is great for small egos...John [Fitch] has a 1964 Greenbrier he is playing with...call John Fitch in Lime Rock, talk to the great man and he will charm you so that before you know it you will be specifying the exact combination of stuff you want...John's attitude toward the Greenbrier is somewhat different than mine - a product, no doubt, of association with some of the best bred people going. He tends toward the "luxury transporter" (his words) version. A fabulous rebuilt interior is available with reclining airplane-type seats which make up into beds. John also supplies a bar and TV for those who really need help. I do not just like the car, it has transformed my life... there is truly nothing like the Greenbrier anywhere...

(Glovebox - con'd)

half of the teeth on the cam gear had disappeared. Bob called back home (came within a half-hour of missing everybody) and had a new cam and gear sent up on Federal Express: "When it absolutely, positively has to be there overnight". By the time the parts arrived at 10:15 AM Bob had the engine torn down, gaskets scraped and all parts clean and ready to assemble. By 8:30 that evening it was together and the next morning it was running and ready to roll. They only missed one day of the meet, but it was the day of the train ride on the narrow gauge steam railroad. It just goes to show that no matter how well maintained a vehicle is, unforeseen problems can happen. It's people like the Gallis that make our hobby as great as it is!

Our Tech Guide is in the works. If you would like your special FC tech tip to be included get it to Bob Kirkman ASAP. Got a lot of nice comments on our last extra-size issue. We could do this more often but I rarely even have enough to print to fill a normal issue. We have been really short on original member articles lately. Now would be a good time, being right in the peak time of FC activity, to write up your experiences. How about a report on the local show, tour or rally you participated in with your FC? Or a write-up on your FC vacation trip? Or how you are coming on your restoration? Our Tech Editor is extremely knowledgeable and is ready and waiting to help you with your tech or originality questions.

Tech Topics



DUAL MASTER CYLINDER CONVERSION

This topic has appeared in brief mention in several CORVAN ANTICS. Let's go a bit deeper now.

If you didn't already know, the Corvair 1967 to 1969 dual master cylinder will bolt up to the FC structure and uses the FC pushrod. This master cylinder was used on other GM cars and is available in auto stores (at least via their warehouse) at modest cost. No need to obtain from a Corvair specialty house at a greater price. The unit you buy will undoubtedly not have the residual check valves in the two output ports. Without the check valves (holding 10 psi?) to keep a bit of pressure on the wheel cylinder cups, the cups may seep a bit. And they may not. More about that later.

The dual cylinder has big diameter ports. You have to buy adapter fittings to reduce the port down to FC line size.

When bolted to the FC underbody, the output ports and fittings are very close to the underbody frame structure. It may or may not be possible to assemble brake pipes. Solution is to persuade the structure (that means hammer it) in one or two places to clear the fittings. Be careful if you use torch heat. Remember undercoating, gas tank and floor mats. An alternative would be to knock off the two weld nuts on the underbody bracket that holds the master cylinder. Rat-tail file one hole up and one down 1/8 inch or less to allow the cylinder to be mounted at a small angle, to drop the fittings clear of the frame structure. Use flanged, self-locking nuts when mounting the master cylinder.

You have to re-do the brake hydraulic lines to connect the front brakes only to one cylinder port and the rear brakes only to the other port. Which port goes where? Well, by blueprint specs both sections of the cylinder have equal displacement, therefore I don't see that it matters which you chose as "front" and which for "rear".

Now someone says "what about the proportioning valve?". They are remembering a brass block with pipes "in" and pipes "out" and an electrical connection from '67-'69 Corvairs. That's not a proportioning valve. It's only a hydraulic switch to light an instrument panel bulb if one brake circuit fails. It does nothing otherwise to the brake system. If you want an indicator light on your FC then use it. Otherwise you can go without it and judge by brake performance if one system has failed.

The FC master cylinder pushrod is on an eccentric bolt. Loosen the 5/16" bolt nut and turn the big hex end so that there is a

smidge of clearance between pushrod and master cylinder. Retighten the nut. Too much clearance gives a low pedal, and interference holds the cylinder guts out of position and could affect operation.

Now a dual master cylinder's safety feature works only if you keep the brake shoes adjusted properly. When one brake circuit fails, the pedal will have to go further down to get braking on the other, good, circuit. If your shoes are adjusted too loose, you may have the pedal on the floor and still not have brakes! Self adjusters are supposed to keep things right, but do yours still work properly? Of course early FC's did not have self adjusters. No sense putting on a dual master cylinder if you negate it by running with out-of-adjustment shoes!

Oh, your FC master cylinder had a four-bolt attachment. The dual has only two. That's OK.

If you salvage a dual master cylinder from a 1967-69 Corvair, better check it for rust in the bore; a potential internal leaker, and a problem. A salvaged part will at least have port reducer fittings and residual check valves. You seemingly can't buy those valves by themselves. To remove old ones for re-use, run a self tapping bolt/screw into the port cones. Using two screwdrivers, pry out on the bolt/screw head and the cone comes out and the rubber valve and its spring drop out. Remove cones from ports of your new cylinder, drop in the spring and valve and put the new cones back in. Hey! You've got a dual brake system now on your FC!

CARBURETOR REBUILD

When you use a kit to rebuild your carburetor always check the new accelerator pump before you install it. How? Put the small end in your mouth, with lips around the rubber piston cup. You should be able to inhale through the pump, but not be able to blow through it. I'm talking small "blow", not the birthday candle blow-them-all-out type of blow. If you can blow through it, the ball valve is not sealing and the accelerator pump will not work as intended. Believe me, you do find some bad ones. By the way, suppose you are only disassembling and cleaning your carb. With all the gasoline out of the bottom section, and the long spring removed from the accelerator pump well (hole), put the accelerator pump back into the well and move it up and down. If it has no contact with the sides of the well it will not work properly; it will not give a "shot" of fuel unless the throttle is stomped on rapidly. If the pump rubber cup rubs the sides of the hole, it is still proper size to work (if it also passes the blow test above).

FC'S At Helen Meet

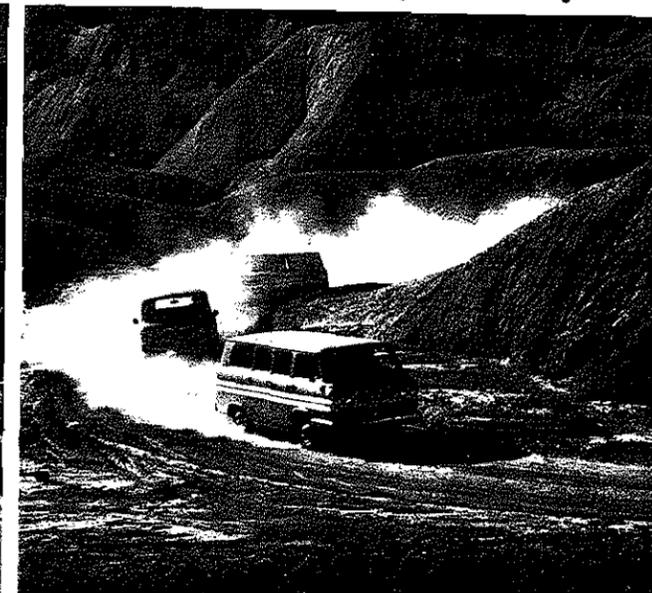


New, improved Chevrolet Corvan...toughest,

handiest delivery truck you can buy!



Corvan on Powell St., left in busy San Francisco.



Chevrolet Cambrer and Ramside Pickup accompany Corvan on 25,000-mile top of endurance run in Death Valley desert country. Here, day-and-night high-speed operation showed durability of improved new air-cooled engine.

Checked out 40,000 miles in city, mountain, desert driving. A king-sized delivery run demonstrated the toughness of this quality-built Corvair 95 Corvan.

We just kept rolling along—and rolling and rolling! In a grueling performance test that criss-crossed the country from Detroit to San Francisco, a 1963 Corvan ran up 40,000 miles of trouble-free performance under all conditions—highways, desert heat, driving rain (with nearly 7,000 miles of stop-and-go running through the busy city streets of hilly San Francisco!).

You'll like the extra durability of the new Corvan. There's added toughness from new features such as heavy-duty engine

valves, self-adjusting brakes and improved clutch and transmission controls.

You'll also like the Corvan's handy utility . . . big easy-to-get-at cargo space resulting from space-saving rear-engine design.

Big double doors on the right side open up to a load floor only 16" off the ground so that you can load a 4-foot crate with ease. There are wide-opening double doors at the rear and optional* double doors on the left side just as big as those on the

right. All 191 cubic feet of cargo space is there to be used—easily and quickly.

Rear-engine Corvan design also gives you other important benefits. Extra weight on the rear wheels gives surefooted traction on slippery roads. And with the main cargo space cradled near the center of the truck, you get balanced handling whether the truck is empty or carrying a full 1,700-lb. payload.

We'll say it again—the new, improved Chevrolet Corvan is the toughest, handiest

delivery truck you can buy! Test-drive it yourself at your Chevrolet dealer's—and be sure to ask him about the *new low price!* . . . Chevrolet Division of General Motors, Detroit 2, Michigan.

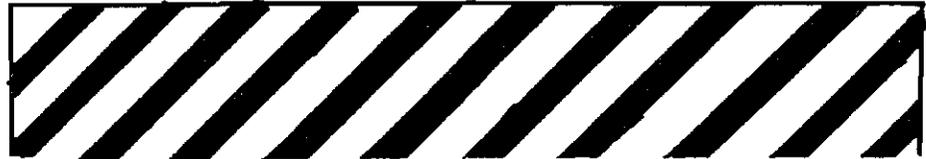
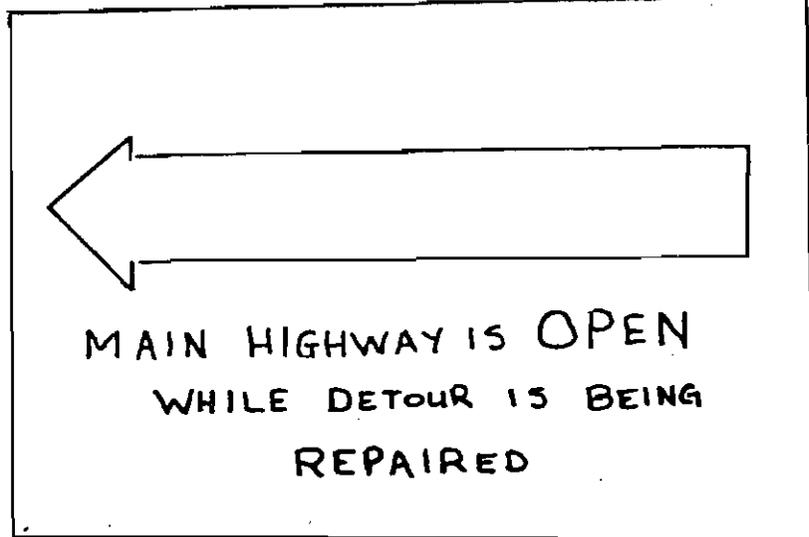
CHEVROLET

QUALITY TRUCKS COST LESS!

"BEST
OF"

Gene Brick
&
his buddy "F.C."

D.N. Anderson



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FIRST CLASS



CORVANATICS

THE FORWARD CONTROL CORVAIR PEOPLE