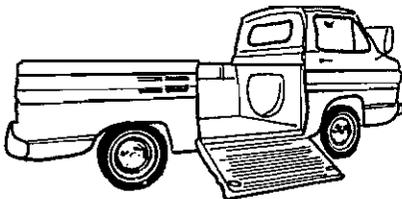




Vol. 24, No. 4 July-August, 1996



**Pickups**  
Rampside - Loadside



**Sportwagon**  
Greenbrier



**Van**  
Corvan

## California or Bust In a Greenbrier

About three years ago at a Masonic Camping club rally, I had on a T-shirt which depicted my Greenbrier. Upon seeing the shirt, some of the older members were reminded of the old Corvair trucks from the past. Two such members were Mr. and Mrs. T. Jack Guice. They briefly mentioned to me a trip they had taken in the Greenbrier all the way from Baltimore, MD to California. Recently I was reminded of that conversation when Eastern Director Tim Schwartz put out a call for the all-FC issue of *CORSA Communique*. Basically, he wanted to know if any of the members remembered a cross country camping trip in a Greenbrier. After seeing that in Tim's article, I wrote to Elaine Guice to see if I could find out more about their trip out West. I thought you all might be interested to see what she had to say:

"The Guices left Baltimore right after school closed in 1963. There were five of us - Elaine, Jack, Debbie (15), Dottie (13) and Tag (6). Our Corvair had 3 double seats. (Jack had the second seat reversed to face the third seat.) We had screens in the windows to keep out insects.

"We carried a large tent (folded) on top, a camp stove, portable ice chest and four sleeping bags, plus clothing. Between the two back seats, Jack had a table so the three kids could draw and play games. Most nights we slept in the tent. If it rained, we were

in the van. Tag slept on the front seat and the two girls on the table. Jack and I each had a seat for a bed. (We stayed in a motel one night because the girls saw a tarantula going across the road and would have no part of a tent.)

"The Corvair was easy to drive and comfortable to ride in.

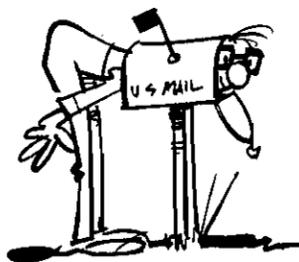
"Our trip lasted 13 weeks (the length of Jack's vacation). We spent a total of \$89.00 on the van; that included one oil change and a new fan belt, plus gasoline which was 30-some cents at that time. We went out Route 70 and followed Route 66 all the way from California to Chicago coming home.

"We often remark that we were sorry to get rid of it, but it would not pull a large trailer that we bought later."

Benjamin A. Stiles

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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,

I just received my *CorvanAntics* in the mail today and found the article I submitted about the ramp and tailgate handles. Imagine my surprise when I saw my picture with the article!!

The poet, Robert Burns, wrote "The greatest gift that God could give us, to see ourselves as others see us." To my amazement, I've become thinner, better looking, have more hair (lighter color too) and younger. Either you have the wrong person or all the mirrors in my house are defective

If you want to print my picture again, try somewhere along the lines of Mel Gibson. That way, I can show everyone what I really look like--their eyes have been deceiving them.

Tom Baum, Lexington, KY

Ed. note: I'd bet on the mirrors. I make every effort to keep these things together. I received the article from then Tech Ed. Bob Kirkman to whom the article had been submitted (correctly) and would have sworn they came together. Just goes to show that I've not reached God-status yet. Sorry TB.

## More than More on Tires!

This is in response to the very nice note in the March-April issue of *CorvanAntics*. This was under Tech Topics and was authored by David A. McChesney. In his note, David says that the "rolling radius" is "more important" than the circumference (diameter times pi) in numbering revolutions per mile of your tires. It's a great theory, but unfortunately ain't so. Let me backup.

A while back I, too, thought that rolling radius would be the definitive point in fine tuning my odometer. I measured my speedo error and determined the few percentage points that my Greenbrier was off. I then calculated how much my SLR (static loaded radius) needed to increase and saw that it was within range of a few extra pounds of air pressure. I eagerly pumped them up while holding a ruler to the ground to verify the increase in rolling radius. I was very pleased to see that I had achieved this remarkably simple solution. While patting myself on the back I

thought that just to close the loop on this discovery I would take a little drive down my favorite stretch of "mile-marked" freeway and just verify my astounding discovery. At the end of my ten-mile run (half way round my loop) I noticed that there had been no detectable change in my reading!!! I carefully completed the measurement and found, surprisingly, that there was no difference. I was flabbergasted. I then filled a spare tank, just in case, and took off on another 20-mile run. This time I pumped them up to 40 psi and my rolling radius was substantially increased. At the ten-mile point I was dead-nuts on; so I let out enough air to drop the axle and put a mild bulge on the side of the tires. You guessed it--no change!!! I was more than flabbergasted; I was dumbfounded! How in the world could this happen? It was as if there were caterpillar treads on the drive axle and no matter how high the axle was there was a constant revolutions/mile on those tires. The circumference on the tires seemed to be constant. Whatever the reason--it was true!

Since then I have been informed by my friends in the road rally business--who are concerned about such things as speedo accuracy--that in the old days tire pressure did indeed change the diameter of a tire, but not since steel belted tires. DUHH! When I had associated the caterpillar tread to the rolling tire I had completely missed the presence of the steel belt. Boy, it sure sounded familiar.

The point of all this story is that at one time I, too, thought that the "height of the wheel/axle center point above the ground" (to quote David again) which could also be defined as the "SLR", was critical. In 1960 it was a very good thought, but now we have different tires and we must calculate according to different rules.

As Bob Kirkman notes in his remarks that it is "revs-per-mile" that you are really interested in and, wierd as it may seem, there is virtually no relationship to the rolling radius. I tested it and found out.

Great publication! Keep up the good work--let's hear more about . . . !

Fran Schmit

## License Light Cover Replacement

Some vans and trucks have license plate light covers made by Grote and numbered 6000 SAE-L-69. Most of the opaque lenses have cracked and browned over the years. I have replaced them with plastic cut to size from an old milk jug which bends to shape just like the original material. The same material might work for other license light covers, and the finished product looks much better than the old, cracked plastic.

Ben Stiles

## From Ben's Bus

Hello Fellow Forward Controllers. I hope Spring has finally come to your home towns. All it seems to have brought here to York is a lot of rain. Since the last issue, I have had some new experiences with my Greenbrier and Corvair people.

On April 6 I attended the New Jersey Association of Corvair Enthusiasts swap meet with Jeff Stonesifer of the Corvair Ranch of Gettysburg. Having Jeff's five-year-old son, Luke, along made for an interesting trip down, and the folks in the New Jersey club put together a great event; the weather didn't hurt either. I counted six vans and trucks at the show, including the Rampside featured in the movie "My Girl 2" (which, by the sound of it, seemed to need a new exhaust system), and Eastern Director Tim Schwartz' nicely redone '63 1/2 Greenbrier. In addition to seeing a lot of nice Corvairs, I got to meet a lot of Corvair people. Among them was former Corvanatics president, Bob Marlowe.

I have found some time in my college schedule to do some work on my own '62 Greenbrier. All Winter, my clutch pedal had been out of adjustment. I read up on how to adjust it using my assembly manual, and went for it in my parents' driveway one day. The instructions said to remove the rear clutch spring and to remove the pin connecting the cable to the rear clutch clevis. Then you are supposed to manually pull the clutch cable until there is no more tension. I tugged and tugged, but to no avail. The clutch cable, as far as it was concerned, was tight. Frustrated, I gave up for the day. The very next day, in the school parking lot, I decided to try it again. This time, I removed the spring, but did not take out that rear pin. With a large screwdriver, I turned the back clevis, after I had clamped the cable with a pair of vise grips so the cable would not twist. After two complete turns of the screwdriver, the cable was tight, and I replaced the spring. Before, I had to push the pedal about an inch before it engaged, now it is perfect. It's funny how the smallest improvements can make a big difference!

I recently had to replace my fan belt. I had just gotten back from a sixty-mile trip after taking my brother to work in Hershey. I pulled into my family's garage in order to make an appointment to have my brake system inspected, and when I turned off the engine the GEN light kept glowing. I went back to inspect the problem and found that the fan belt had separated. After disconnecting the power to the generator I went in to buy a fan belt. The garage manager seemed shocked when I told him that I did not want it installed. After buying the last belt they had in the size I use, I took it out and installed it in about five minutes. The service guy came out to ask me if I needed help, but I

told him it was already in and asked him how much it would have cost me to get the belt installed. No answer, though it probably would have taken their guy at least half an hour. One more good reason to own a Corvair.

The latest thing I have done was to paint my wheels and to add sun visors from a late model Chrysler 'K' car. The visors were bought at a junk yard and were of gray cloth. They match the custom gray interior of my van nicely, and though slightly shorter than stock, fit the location without modification. The passenger visor has a 12-volt fold down map light. The wheels were once three different colors and covered with '64 hubcaps. I painted them all green to match the color of the van and covered them with baby moon hubcaps with an embossed Chevy bowtie. Since the '64 hubcaps were not original anyway, I thought I would use the baby moons for a more custom look, and I wanted something to show off the better part of the wheel, so they worked nicely.

continued on page 5

Did you hear about the burglars who drove up to a museum in a van and began stealing the paintings? Trouble is when they got ready to leave, they couldn't make the van go. *Sorry 'bout that.*

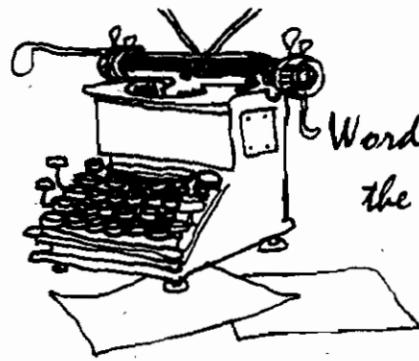
## CORVAIR UNDERGROUND?



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Words from  
the Editor

As of this writing no one has stepped forward to fill the position of Technical Editor. This is the time of the year when we are all anxious to be active with our FCs. It is now that we really need the extra help and ideas that could come from good technical articles. What about you? Do you have the necessary expertise to fill this need? If you'd like to give it a try please contact the editor or President Ward Bourgondien.

We are happy to have more writing from the young Pennsylvanian, Ben Stiles, who is full of enthusiasm for his Corvair hobby. How about the rest of you? Surely there must be more of you in the club with activities related to Corvair FCs that would be of interest to others in our club. Why not jot down your ideas and forward them to the editor. They really don't even have to be in final format. As a wordsmith, we can take care of that for you . . . but we need the basic information.

In publishing stories and other information received from members there is always the danger of providing information that is not totally correct, or even downright wrong. It is a fine line to know how to handle things of that nature. We don't want to discourage anyone from submitting articles, but we do have to try to prevent errors of a technical nature from being published. Just as a rule of thumb, I will try to publish everything that is submitted, but only those articles published under the heading of **Tech Topics** should really be considered as actually factual and technically correct. This is why it is so important that we have a Technical Editor to review ideas and statistics for accuracy before they are published.

No one has mentioned that I neglected to change the Volume Number and the date for last month's *CorvanAntics*. When I noticed it the time was way past for the correction to be made. I hope you did not find it too confusing.

Stop the presses--late news flash! My long-time friend and long-standing Technical Advisor to CORSA, since early '70s, Jim Jimenez, has agreed to take on the Tech Editorship on a "temporary" basis. When asked what temporary meant, Jim replied "that's up to me". I can assure you that Jim knows Corvairs from end to end and top to bottom, so please submit any articles of a technical nature to Jim. I challenge you to

stump him. Send your Tech Topics to:

Jim Jimenez  
2826 Memorial Drive  
Two Rivers, WI 54241

Sending them to the editor may result in delaying publication for I plan to submit all tech items to the Tech Ed. so we avoid printing anything that might mislead the membership.

Don't forget the **Central Region Mini-Convention** in Columbus, Ohio July 31 to August 3. I hope to be able to attend this event, but with the new house in limbo I really can't make such plans at this time. I would really like to be there so I could meet many of you. It always makes it easier when you know the people you write or read about. Until then let's keep those FCs running and those articles and club news coming.

I have heard nothing regarding the publication of the Word Search Puzzle. Does that mean you don't like them? If so, I will make no effort to publish others. Please make your likes and dislikes or wishes known.

The Editor



**WANTED:** One nice Rampside or Loadside. Would like one with a nice body and broken or bad drive train, if possible. I'm better at mechanics than I am at body work. Bob Bauer, 6884 Providence Rd., House Springs, MO 63051.

**WANTED:** A good set (front & rear) of Chrome Bumper Guards for FC. I plan to attend the Corvanatics meeting in Columbus on Aug. 3, or contact Tom Baum, 413 Groves Point Way, Lexington, KY 40517-4305, (606) 268-1862.

**1963 CORVAN 80/4**, straight body, good paint, very minimal rust, has three seats (2 rear from Greenbrier), new tires, battery, exhaust and rebuilt generator, \$1,895. 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.

continued from **Ben's Bus** . . . page 3

Over the weekend of April 19-21 six friends and I piled into the Greenbrier for a fraternity event at Shippensburg University. Along with the people, we had luggage, sleeping bags and pillows for eight people in the back. Another carload of people followed us. Somewhere along the way, the other driver told me that I had lost my brake lights. I checked all the wiring and fuses, but could not find anything obvious. I secluded the problem to the brake light switch. On the way home to Millersville, I stopped with three of my fraternity sisters (we're co-ed), at the Corvair Ranch to get a new switch. After returning home, and about an hour of work, I finally got the switch installed. The switch is located up in the sub frame, surrounded by clutch and brake cables and the wiring harness. The bolts were very hard to get to. Sometimes I wonder what the Corvair designers were thinking when they did some of the things they did. Regardless, my sisters were happy, and, surprisingly, interested to see the ranch where the "Ben's Bus" or the "Mystery Machine", as my Greenbrier is popularly known, came from.

This past weekend I helped my brother moved his fiance's furniture into their new apartment in Hanover. My van was having a new clutch put in (the previously mentioned adjustment did not correct my clutch problem), so I borrowed Jeff Stonesifer's 1961 black Corvan which has an extremely low rear. We used the van to move some of the bulkier furniture. As it turned out, my clutch had not been releasing completely due to the rigidity of the old cable. Because of this, three parts of the clutch had to be replaced as well as the cable. Now the clutch moves very smoothly, but there is still a rattling sound from the back which was not there before the clutch was worked on. As soon as this is taken care of, I will be very happy with the way my van is running and driving. As a strange turn of events, the clutch in the black van was not well adjusted and I had a lot of trouble getting the truck into gear. Clutches and I just don't seem to get along.

My friends and I have already planned a camping trip up to Northern Pennsylvania for the last weekend in May. I will be sure to write up the trip, hopefully with pictures when we get back. I assume that there are no Corvanatics, besides myself, who use their trucks for camping. Although there are members out there who have graciously given me information on Corvair camper conversions, no one has sent me anything on a camper still being used. I ordered every *CorvanAntics* back issue having anything to do with camper vans or pickups. Back in the late seventies and through the late eighties, there seemed to be a lot of people using

their FCs for camping. Are any of you still out there??? I recently got a letter from a new member about a camper van he was having shipped up from Florida. He seemed happy to have a contact about his "unusual vehicle". He will be a first time owner, and never knew that such a thing as a Corvair camper existed. By the looks of the picture he sent me, the van does not seem to have a Chevrolet conversion, perhaps a Royden Industries conversion instead. Either way, I will tell you all more about it after I have seen it. Speaking of campers, Jeff Stonesifer recently obtained a homemade Corvair camper. The front is extra wide, made by combining the cabs of two Corvair vans, about a foot wider than stock. The windshield is divided because of the extra width. The back is a twelve-foot box with a dinette, kitchen, dry toilet and bunks. It is a very unique vehicle, complete with a well-customized late model rear suspension. I will try to get more information on this camper, and perhaps write a feature on it with a picture included. As Tim Schwartz is in the process of having a late model Chevrolet camper conversion rebuilt, I know that there will soon be at least two Corvair trucks being used for camping. Tim and I plan to join a group of Volkswagen campers in Northern New Jersey for a campout in Stokes State Forest later in May. Anyone out there with a Traville Campside or a Vista Camper conversion they'd like to share with us? Please let me know if you have anything in this division of the hobby. Thank you.

Are there any special plans for Corvanatics in 1997? The club will be 25 years old next year.

Ben Stiles  
21 N. Kershaw St.  
York, PA 17402



### Convention Invitation . . .

As convention chairman and Corvanatics member, I want to extend a special invitation to the members of Corvanatics to attend this year's Corsa Central Regional Convention. This year's convention will be held on July 31 - August 3 in Columbus, Ohio at the Marriott Inn North. We have reserved a conference room and scheduled a meeting time of 1.5 hours for Corvanatics. Room rates are \$68 plus tax, for up to four persons. Corvanatics members can call the hotel directly at 614/885-1885 or 800/228-3429. Mention Corsa to get the discount.

For registration information, call Craig Scott at 614/881-5283 or write to him at 6244 Duffy Road, Delaware, OH 43015.

Vairingly yours,  
Ray Mitchell, Chairman  
'96 Corsa Central Region Convention

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

Membership in Corvanatics is open to any CORSA member with an interest in Forward Control Corvaairs. 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.

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.

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