

# GORVAN ANTICS

VOLUME 1 NO. 5

JANUARY 1973

EDITORS COLUMN Hi! Well I hope you all had a sufficiently happy holidays. I have received enough material to warrant a newsletter, So I decided to go ahead instead of waiting another few weeks. Not too much to report on activities here in Indy, I finally got "ol yeller" running, Much to my delight! I still have a few problems which need to be ironed out yet, But at least it runs. I have been keeping my eyes on the local newspapers for want ads for vans, Greenbriars for sale, And putting some of these ads in our newsletter, Plus sometimes mentioning to the seller our club, And to mention us to a prospective buyer. I will also mention that the gas heaters I mentioned in a earlier issue have been depleted, They really went fast! I will let you know as soon as more are available. Drop me a line if you definitely want one.

I received a letter from Howard Mayhew, Our club treasurer, And he mentioned that only about a quarter of our total membership have paid their dues. C'mon you guys! Anyone not having their dues paid by the next newsletter will no longer recieve any further newsletters, Effective that issue. Send check or money order for \$3, Made out to Corvanatics, And send to; Howard Mayhew, P.O. Box 690, Woodbury, N.J. 08096. Howard also mentioned quite a few suggestions, All of which were excellent. Since we cannot really appoint a president, I will act as President/Editor, A position I will hold a year, Which means my term will end in September, '73. I hope by then we can elect officers. Howard will be acting as Sec'y/Treasurer, And Russ Long as Tech advisor. Howard also mentioned that it would be a good idea to make up some flyers etc. to put on the windshield of prospective members. I am working on a flyer to mail to people who have written me requesting info on the club, So maybe the combination of the two should give us a boost in membership.

A lot of you have been writing me requesting information on camper conversion kits. As far as I know, They are no longer manufactured. I received the names of two companies which did manufacture conversions back in the '60's, I wrote them, But never received any reply( C & C Enterprises, Glendora, Calif. and Automotive Conversion Corp., Birmingham, Mich.) Why don't some of you members do a article on converting your Van/Greenbriar into a camper, With a few illustrations thrown in.

By the way, I talked the other evening to Mike Tillman of T & H Works Unlimited. Mike manufactures van interior pattern kits, I asked him as to whether they had one for the Corvair, He said no, But there would be one made up in the future, For more info contact Mike at: T & H Works Unlimited, 7119 Laurel Canyon Bl. #3, North Hollywood, Ca. 91605.

Membership is growing! As of today we have 48 members( 29 Greenbriars, 9-95 vans, 6 Rampsides, And one loadside) I also have answered quite a few letters requesting info on the club. I also managed to get a plug in PV4 magazine too, Plus I wrote Hot Rod magazine to see if they'd mention us in a future issue.

I have found out that I will no longer be able to utilize my Xerox copier at work for "Government" printing, So it looks like we're going to have to start having our newsletters printed. I was able to get Xerox copies for a nickel a piece, Which made our newsletter cost about 20-25 cents per copy. If we go the

printing route it will cost us \$2.45 per hundred copies, Which means we'll have a cost of about \$12.25 for a five-page newsletter, Average cost being (Per newsletter) about 12¢. The only problem is a tremendous supply of extra copies! Does anyone have access to a printing press?

This issue's story, "My second Greenbriar", By Mark J. Shields is a very interesting little story, And I hope you enjoy it. Marks a college student from Toccoa, Ga. And besides being an avid Corvair fan, Enjoys streetcars as well! Russ Long sent in another of his fantastically interesting tech articles on cooling, So this should be a good issue!

#### MY SECOND GREENBRIAR      MARK J. SHIELDS

I have owned eleven Corvairs, Four of which are "Still on the property". Number three, My second Greenbriar, Was also the ninth Corvair I have owned. At the time I bought it my wife and I were on our way to Chicago for one more summer job after my graduation from college. While stopped in Jeanette, Pa. to see my wifes folks, We discovered my second Greenbriar. It was in Shannon's Auto Haven in Pleasant Valley, Pa. It was a '63, Medium green with a white stripe, And the rust was everywhere! Drip rails, Floorboards, And the fenders were all flapping in the breeze. It was the deluxe model, With three seats, But shannon had burned the second and third seats the week before! He wanted \$35 for it, But I hesitated, Then he offered to throw in another Greenbriar seat he had tucked away in a warehouse. Looking at the dreadful amount of rust, I handed over the cash. It had the 80hp engine and four speeds---all slow, As the valves had been burnt to a crisp. In first gear it required a heroic attempt to make it up my father-in-laws driveway. We left it stored in Jeanette for the summer and drove nice thing No. 1 (My '65 Corsa) to Chicago.

After returning from Chicago in August, I performed a few minor repairs to the Greenbriar, Installing new plugs and plug wiring, Which gave a little more power. We decided to set out on a test run to Youghiogheny Reservoir. We set out bravely with my wife, Sister-in-law, And a little girl, My father-in-law (A avid Corvair-hater) refusing to go along, Predicting we'd never make it! At one heady moment early in the trip we reached sixty-five miles per hour, But therest of the time was spent crawling up steep mountain grades in first and second gear, Wondering if we'd ever make it. When we had gotten into the depths of the Allegheny mountains near the West Virginia border, Disaster Struck! We had begun to climb a steep grade which we didn't conquer. A rod bearing had given way, And suddenly we had a sharp decrease in power, Even first gear wouldn't give us the necessary push, So we drifted back forlornly to the next available spot on the road. Desperately we searched the map for a different way home, For the steep grades of the most direct route now posed an insurmountable obstacle. We decided on a alternate and set out, Listening anxiously to the grim rattle of the dying engine. On the first steep hill we ground to a first gear stall barely fifty feet from the crest of the hill. We drifted back to a wayside park at the bottom Eating lunch while waiting for the smoking engine to cool. When the condemned passengers (And gray-haired driver) had dined heartily, We started up, The engine coughing back to a vigorous stumble. All the passengers hiked toward the crest of the hill while I headed back a few miles to build up speed for a fresh assault. I was turning around in a narrow farmyard when the engine stalled, being hot, it would not restart. The hikers lost all patience, and returned to find this new horror awaiting them. We knew of no one who could rescue us. My father-in-law was adamantly opposed to the whole project, and no one else (in Pennsylvania at

at least!) had the nerve to try a forty mile tow with their precious Detroit barges, All under the watchful eye of the Pennsylvania Highway Patrol. Calling a wrecker was out, We couldn't afford it. At length the friendly farmer appeared with a truck and a chain. We made it up the grade without any trouble then, And once more we were on our own. After getting the engine started, We groaned our way up one grade after another with scarcely one foot-pound to spare. As it grew dark we at last arrived home, But we had to remove the muffler in order to make it up the driveway!

A less pressing, But more serious problem now faced us. Georgia was 625 miles away through the West Virginia mountains. The "flatland" route was 750 miles, Including 100 miles of the notorious Pennsylvania turnpike. The sad, But forceful decision was to return South in the Corsa and bring back No. 4, (My '62 station wagon) for scrapping out and transplant of its 140hp engine into the Greenbriar. It was a bitter trip back north in the wagon, My last trip in a Lakewood, The gasoline heater taking the chill off the cool West Virginia night. As I began work the next day, The lakewood was changed from a working car to a rusting hulk.

The Greenbriar was transformed with the addition of the 140hp engine and four speed. Black bucket seats, Gas heater, Battery, Wheels, And other goodies disappeared into the interior, Along with my wife's trunks (lettered with her maiden name), Suitcases, And other typical college student items (My wife was not yet through school) There was even a typing table, Among other things, That belonged to one of our friends.

Reborn, The 'briar stepped smartly into the morning light and brashly swaggered down the Pennsylvania turnpike with a full load. Dusk gathered as we sailed down interstate 81 at 70, Hitting a peak of 24mpg. At two o'clock in the morning I stopped in Asherville, N.C. to drop off the bucket seats for my dad, And to pick up a mattress, My bicycle, And my brothers bicycle. In the floor of the front seat were the battery from the Lakewood, And the leftover transaxle. The mattress obscured my vision to the rear, Along with no right-hand mirror, But I was too tired to care.

At four o'clock in the morning the exhaust resounded through the sleeping town of Kenilworth as I departed Asheville with a very odd mixture of cargo. The route led through South Carolina, And sudden danger. Rolling down the four lanes of U.S. 25 approaching Greenville, I overtook a car with a flasher on top. Being jittery from lack of sleep and exhaustion, I was sure that the notorious South Carolina Highway patrol would pull me over for having the mattress obstructing the rear view vision. I hung back, But the cops slowed too. I reluctantly passed, And nervously looked for a place to pull over and stuff the mattress down. This place never materialized, So I decided to look for the bright red glint of a stopsign at a crossroad and pull off the highway, At any cost! Not too soon a crossroad appeared. I heaved a sigh of relief as I turned off--But No! They were following me! I limply drove on until the blue light appeared, And I slumped to a halt. Where was I going? Didn't I know this wasn't the way to Toccoa, Ga.! What was I doing with all this merchandise? Why an Illinois drivers license and Georgia plates? Why a Mark J. Shields license and a James W. Shields credit card? Why Daisy McElwaine on the trunks? Batteries? Transmission? Bicycles? Typing tables? Mattress? I grew dizzy from the questioning and the lack of sleep, The "forced marches" to and from Pennsylvania, Not to mention the mad rush to rebuild; #3: I opened the door to get back in and sit down. POH "X" no you don't! Get back out here! So I sat down on the ground and leaned

against the left front wheel (Drunk of course!) and began to try and explain the battery, Transaxle, and other parts, But soon gave up, They'd never believe it, They didn't believe my story about the mattress obstructing my rear vision either. You see, They weren't state cops, They were deputies from the Greenville county sheriff's department, Hot on the trail of moonshiners, And the still was located on the crossroad I had picked! I had to go all the way into Greenville with them and be questioned some more while they tried to reach Asheville on the radio and find out if my dad was really a county preacher! At last they let me go, And I shivered and shook all the way home.

Well after the exciting start, My Greenbriar served a year as a standby vehicle, And toted a few 4' X 8' sheets of plywood and 15' beams, As well as performing miscellaneous chores related to getting No. 2 ('66 Monza) going. Then the 140 engine shed another piston, And No.3 became a tool shed!, Furnishing parts to No. 5, My third Greenbriar, A '61, Which is pretty much rust-free and should be moving things around in fine style as soon as I replace its 80hp engine. And \$35 isn't bad for a 222 cubic foot tool shed!

#### TECH TOPICS.....RUSS LONG

##### COOLING A VAN PART I

As most of you know, a 95 series Corvair runs somewhat hotter than it's sedan cousin. So let's take a few minutes and discuss the cooling system, So that you won't be plagued with oil leaks from cooked O-rings.....

Starting from the outside, make sure that the air intakes on the sides are open and not plugged up in any way. Chevrolet Engineering put those louvers where they did for a reason---it is a high pressure area along the side of the vehicle. Let me explain how I found this out, after wondering why my van was running hotter with the big side scoops I had put on it. This car is a Corvan, With a VW-like camper kit "factory" installed. On the drivers side, Immediately behind the door, is a louvered window, followed by a large plate window, and behind that another louvered window---two-thirds of which is above the engine louvers. After running freeway tests with a friend driving, These were the results: The front window, immediately behind the driver, was a low-pressure area, As it drew air out of the interior of the bus. The rear window, Which is over the side vents remember, blew into the bus---at right angles to the direction of travel! Sitting by the rear window, But on the passenger side, produces a healthy, hefty breeze on the side of your face, yet, if you sit all the way back, by the rear doors, There is hardly any air movement at all! The moral then, Is this: If you have to have scoops, mount them in such a way that they act as an air dam to increase the pressure in the louver area, preferably just aft of the louvers.

Moving inward, make sure the insulation inside the air ducting hasn't come loose and plugged up the duct. I had this problem, And solved it quite simply--I removed the insulation. This is not an easy job, matter of fact it is almost miserable, as you have to be a contortionist to reach some of it, Unless you are lucky enough to get the inside panels off, Even then it is a messy chore. Loose insulation will tend to cut off the supply of air, Especially at higher rpm.

Downstream and it's time to open the engine compartment, When I first got my van, I noticed a small, almost triangular-shaped piece of sheet metal on each side of the engine compartment at the forward edge of the air intake area. Being the curious sort, I removed them, And presto, more cooling air. So I

checked into the reason why a little more thoroughly, and found out that they were installed for faster warm-up and a little warmer running in colder climates. In oth-r words...in for winter...out for summer.

The next item isn't too obvious, except for those who have had it happen. All that sound insulation on the underside of the engine compartment lid is nice, but make sure it is all in one place and not falling down. that cooling fan creates a tremendous vacuum in there, And i've seen it pull the insulation down, but not off, at higher rpm. And if you've ever flipped a belt, chances are good that it ripped the pad a little, so be sure to remove any loose ends, and make sure the pads are mounted securly.

Ever see a VW tucked in behind a Greyhound and enjoying tremendous gas mileage due to the vacuum behind the bus? Now you know why the back of your van gets so black if you have a slight oil leak. The point of this is: once in a while you will see someone who has opened the rear access panel "for more cooling". Oh really? What is nice and hot and coming out from underneath the bumper? How does the back end become black? Get the message??? Its called H.A.R.--- Hot Air Recirculation. Keep the little door closed OK?

If I have any one real pet peeve about Corvair "mechanics", Its their almost universal lack of attention to detail.(Exception: mechanics who really appreciate the car and do it right the first time) In this particular instance I mean the perimeter seal around the engine compartment. How many engines have been ruined by this neglect I hate to hazard a guess. Chevrolet Engineering put that seal there to prevent hot air recirculation. Do the same. Seal around the engine so that all the air that comes in goes through and out the way it was intended. Buy new parts if you have to, But do it! If you've mounted a 140 you'll have to make some modifications to the side and top shrouds, But make sure its sealed. If you don't get anything else out of this article I'll be happy.

A couple of last thoughts...Make sure the engine is getting all the cooling air that is available to it, And that the air is getting out of the engine after its done it's duty. The small hose for the heater coming off of the top shroud near the firewall can be removed and the hole covered with a small piece of sheet metal. This helps keep number five a little cooler. Make sure the heater hoses on the bottom of the engine are in good shape and well secured----takes a lot to warm up the inside of the box! Headers will really cut down the engine temperature, By getting the hot manifolds out of the plenum chamber, But your heater will suffer(Unless you're lucky to have a gas heater!) Be sure the thermostats are working correctly, Replace them if necessary. Check to see that the damper doors don't bind, as this can shoot the temp up. Pre-64 owners might consider changing to a 64-on cooling fan. It is considerably lighter than the earlier steel fans, Delivers as much air, And takes less horsepower to drive it. See Bill Fishers book for details on installation on pre-64 engines. Finally be sure your ignition system is set to specs, And your running the correct heat range plugs. Incorrect ignition and lean mixtures can cook an engine faster than driving without a fan belt, So keep your eye on the system,

Enough of my rambling for now. Stay tuned for part two, which will cover oil cooling.

Russ Long

#### FOR SALE ITEMS

'62 95 VAN, 80HP, AUTOMATIC, DEEP-DISH CHROME WHEELS WITH NEW WIDE OVAL TIRES, INTERIOR paneled and carpeted, BLUE EXTERIOR \$600 JERRY McCOLLUM, 233 North Center, Plainfield, Ind. 1-317-839 9790

FOR SALE ITEMS CONT.

'63 GREENBRIAR, 4-SPD., RADIO, GREEN WITH WHITE STRIPE. SCOT ROBISON, 8244 WOODBINE, INDIANAPOLIS, IND. 1-317-881 6212

WANTED ITEMS

CORVAIR 95 VAN OR GREENBRIAR, 3 or 4 SPEED, ANY YEAR. IF IN SOUTHERN CALIFORNIA AREA RUNNING CONDITION IS UNIMPORTANT, OUT-OF-STATE VEHICLES MUST BE IN OPERATING CONDITION. R. B. WILLIAMS, 164-B WEST MARGRUITA, SAN CLEMENTE, CALIF. 92672

COMPLETE TURN SIGNAL AND HORN MECHANISM, CHROME BUMPERS, LOWER REAR DOOR STRIKER, ENGINE DAMPER DOOR (RT. SIDE WHEN VIEWED FROM REAR) '64-up REAR ENGINE ACCESS COVER, AND REAR ENGINE GRILLE: ALL FOR '63 95 VAN...K.T. WILHITE JR., 3825 N. MERIDIAN, INDIANAPOLIS, IND. 46208 1-317-264 7729(DAYS) 1-317-924 2195(EVES)

WELL THAT DOES IT FOR THIS ISSUE, SEE YOU ALL NEXT MONTH, TAKE CARE.

*Ken Wilhite Jr.*

LATE NEWS!!!

I've sent all of you who have your membership fee of \$3 due a little note, Their is a possibility that I may be in error, So if I am, Just send me a note OK? I seem to have misplaced some of my records, So bear with me Ok!

FOR SALE 1962 95 VAN, '65 110HP W/3-SPD, NEW "TAN" PAINT, WOOD PANELED INTERIOR, CHROME BUMPERS. \$500 TOM PENNSY, 4323 N. SHERMAN, INDIANAPOLIS, IND. 46226 1-317-546 8689

WANTED FOUR-SPEED CROSSMEMBER, JAMES THORNTON, P.O. BOX 6155, JACKSON, MISS. 39208 939-3031