



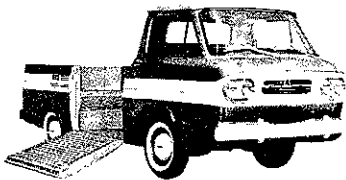
CORVANATICS GROUP

# CORVAN ANTICS

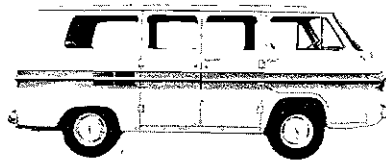
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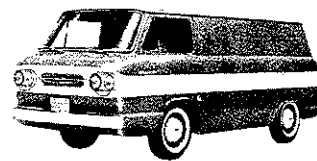
SUMMER 1975



RAMPSIDE/LOADSIDE

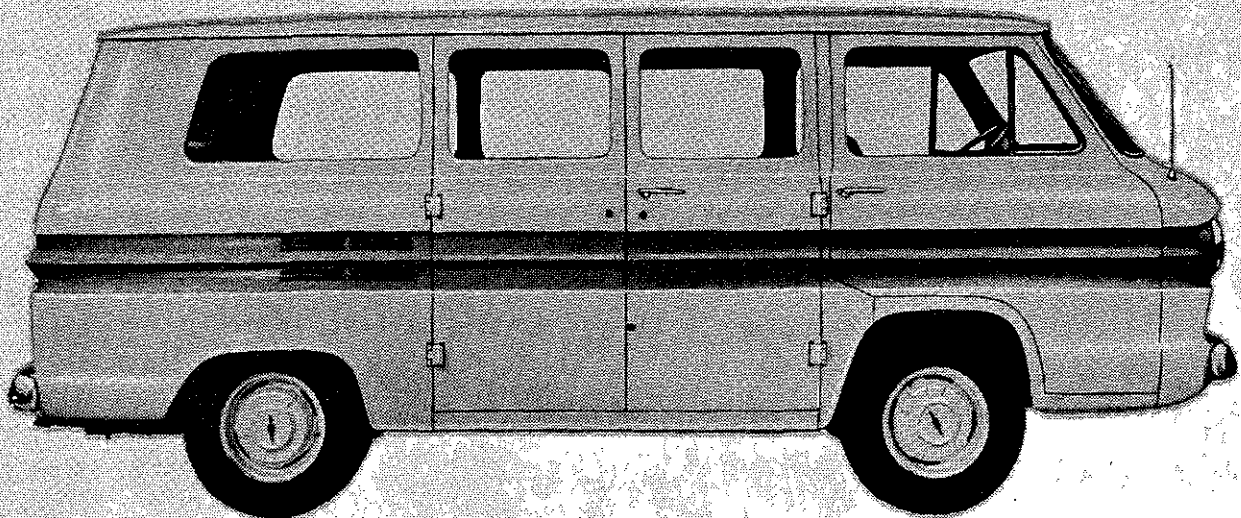


GREENBRIER SPORTSWAGON



CORVAN

Illustrations by Bob Schmitt



1961-'65 CORVAIRE GREENBRIER

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 Deadlines: General copy & ads (mail to editor) - 1 March, June, Sept., Dec.  
 Tech Topics (mail to technical editor) - 15 Feb., May, Aug., Nov.  
 Dues & Subscription: \$5-/year; mail to editor for processing and forwarding  
 Back Issues: \$0.50 each, '74 Convention issue \$1-; order from editor

THE PRESIDENT'S CORNER

Well, I hope you all enjoyed your 4th of July holiday as much as I did. Unfortunately, most of mine was spent working!  
 As far as the club is concerned, several items should be brought to your attention. Firstly, Howard Mayhew, who has been secretary-treasurer of CORVANATICS since its inception, is no longer able to carry on his duties and we want to thank him for the time and efforts he gave to our organization. Now that his position is open, I have contacted one person, but no reply to-date. The position involves all secretarial duties, plus opening a checking account for the club and helping the editor keep the mailing list up-to-date, in addition to providing him with annual financial reports. If no one volunteers, it will be necessary to appoint someone.  
 We are in considerable financial trouble, and if we are to continue to publish a newsletter, we'd better think of some money-making schemes, or it might possibly be necessary for each member to be assessed three or four dollars!  
 Incorporation is just around the corner with only paperwork standing in the way. Hopefully we'll have that taken care of by our next issue.  
 See you all later!

KEN

GREENBRIER (FRONT COVER)

After the Rampside in the Spring Issue, we're inviting your attention in this issue to the Greenbrier Sportswagon as another member of the Chevrolet Corvair "95" & Greenbrier 1200 Series Light-Duty Forward-Control Vehicles. Here are some facts and figures:

Model Number: .....	R-1206	Wheelbase: .....	95 inch
Production: 1961 .....	18489 units	Cubic Capacity: .....	175 cu.ft.
'62 .....	18007 "		
'63 .....	13761 "		
'64 .....	6201 "	Curb Weight: .....	3005 pounds
'65 .....	1528 "	Payload Capacity: .....	1595 "
'61 thru '65: .....	57986 units	Gross Vehicle Weight (GVW): ..	4600 pounds

Ref.: '61 Corvair Shop Manual, page 1-8, 10-72,73,74; CORSA COMMUNIQUE July '73, p.5  
 Front Cover Photo: Courtesy Chevrolet Motor Division, General Motors Corporation

TECH TOPICS by Russ Long, Technical Editor

For this issue I have some interesting trivia, courtesy of Dave Newell, on the "factory" camper units that were available for the Greenbrier only. These units were strictly dealer-installed; thus they carried regular part numbers, but did not have regular production option codes. A dealer could either order complete kits or pieces, depending on what the customer wanted. These camper units were not available for the Corvan; thus any "factory" units in Corvans were installed by an aftermarket manufacturer. Here then are some interesting part numbers and prices, all of which are obsolete:

<u>1961</u> Complete camper unit, including couch, two bed cushions, cabinet, table, stove, thermos, ice box, drapes, etc.			
Above basic unit .....	985103	\$485.00	Table .....
Tent .....	985101	107.00	985107 \$ 41.95
Shelter Unit .....	985106	75.00	Car Top Sleeper .....
Window Screens .....	985100	29.90	985102 103.00
Luggage Rack .....	985398	88.00	Cargo & Baggage Screen ...
			985104 24.95
			Underseat Drawer .....
			985105 33.50
<u>1962</u> Same; add Child Bed	985359	49.50	
<u>1963</u> Camper Unit, Complete	985654	595.00	
Table reduced to .....		31.50	
<u>1964</u> Screen price increase to .....	34.50		Delete Child Bed
Table price increase to .....	41.95		Delete Underseat Drawer
Delete Shelter Unit			Delete Cargo & Baggage Screen
<u>1965</u> Camper Unit, Complete	986324	595.00	

Unless otherwise indicated, no other changes were made.

In '65 the part number change was probably for something insignificant. Essentially the '61 and '62's are identical, and can be identified by a lengthwise couch on the driver's side, and rear cabinets that have mirrors on them and face forward. The '63-'65 units have a convertible couch that faces the front of the vehicle, and rear cabinets that either face each other or go across the rear with inward-opening doors. My personal Corvan, a '64 model, has an aftermarket unit, similar to GM's, with a convertible couch, side-mounted cabinets, ice box behind passenger, etc. It is, however, 11 years old and about ready to pass onto the happy camping grounds in the sky. If anyone is interested, and is good at cabinet work, I'm willing to sell it, as I want to redesign the interior anyway. Price is negotiable; let me know...

OTHER NOTES DEPT.: ... I received a fantastic letter from Ken Smith in Louisiana; 19 pages full of goodies and trivia for all to glean over, but alas, space this time does not allow for me to divulge his secrets just yet... Also thanks to H.V. Morris in Kentucky for his beautiful scale drawing of a bumper hitch for the van series. I'm saving that for a later column... Since summer is here, let me mention that when running down the highway, be sure to keep the engine access door closed for better cooling. Remember that the back end creates quite a vacuum at speed, and that an open door will tend to suck the hot exhaust air from under the bumper, right back up into the engine. The cooling fan also creates quite a vacuum, so be sure all the engine shrouds and seals are in place, again to prevent overheating. If you are strictly motoring around town, this isn't so much of a problem, but can quickly become one on the road... For easy identification of the model year, check the serial number located on the driver's door post, above the gas filler; the first number indicates the model year. For example, 4R125S104238 translates into a 1964 Corvan.

**A**N AUTOMOTIVE STYLIST once admitted, half-jokingly, half-seriously, that the most efficient shape for the automobile was that of an oblong box—it offered more usable interior space for any given amount of exterior. The big switch to station wagons a few years ago seemed to bear out the fact that car buyers appreciated this dividend of space. Station wagons were, after all, little more than squared-off sedans and that large, convertible extra space meant larger and larger loads. But, if station wagons became the style, then style became station wagons. Rooflines dropped, rear overhang grew excessive and sweeps and swoops and fins cluttered up that functional shape; wagons became even more sleek than sedans. Now, fortunately for those who prize utility over baroque décor, there is an entirely new breed of station wagon on our highways and its shape resembles nothing more than that rectangular box.

If you've never driven a vehicle of this sort, you've got an unexpected pleasure coming. True, the Chevrolet Greenbrier is not over-powerful, with only an 80-hhp engine, and acceleration is somewhat tedious. But the first time you cruise down a highway, like a ship's captain at the helm, you'll discover that hidden charm.

The front seat is high and forward, over and in front of the front wheels. This gives you an uncluttered view of

# ROAD TEST CORVAIR GREENBRIER

**There are Surprises Galore  
Awaiting in the Sports Wagon**

the road (no hood to sight over) through nearly vertical and only slightly curved glass. Visibility suffers only to the rear, but a pair of truck-type vertical mirrors solves this problem nicely.

Surprisingly enough, the Greenbrier is just as easy to park as it is to drive—if you've equipped it with mirrors. It is extremely maneuverable, thanks to its short (95-in.) wheelbase, a nearly horizontal steering wheel and a reasonable steering gear ratio; the good visibility lets you "skin" into tight spots. Then, too, the Greenbrier is shorter overall than a full-sized wagon, based as it is on compact components.

Cargo-carrying space is fantastic for a passenger vehicle of this size, but the amount of it is in reverse proportion to the number of seats in use. The Greenbrier can be used as a van, with only the front seat installed, or as a bus (we gave nine kids a ride to school, just to see if they all would fit

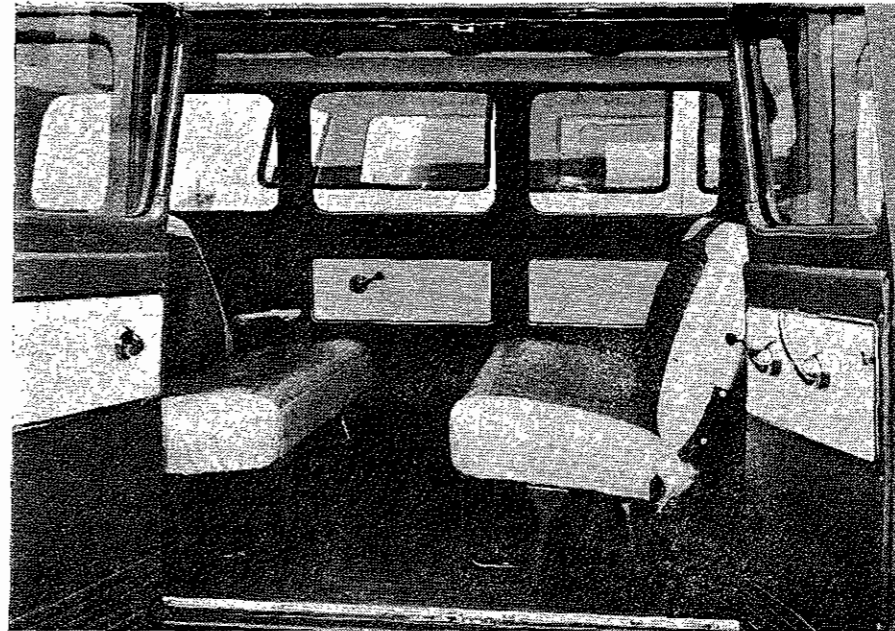
in comfortably—they did) with all three seats in place.

Capitalizing on the sporting influence of its Corvair series, Chevrolet gaily and wisely decorated the Greenbrier with a wide contrasting stripe around its middle—introducing enough flair to prevent it from looking like a converted bread truck. This, together with more nimbleness than you'll find in the Chevy station wagon, almost carries it off.

Unfortunately, however, the engine just doesn't have enough push to do the job. The same unit as is installed in the standard Corvair, it puts out 80 bhp at 4400 rpm from 145 cu. in. (2377 cc) arranged in six flat, air-cooled cylinders. This unit is in the rear and drives the rear wheels through swing axles.

Front suspension is by unequal length A-arms and coil springs, completing a fully independent suspension. It is this which contributes more than anything to the Greenbrier's really excellent, albeit a bit soft, riding qualities. Handling, too, is good, except in cross winds or in the draft of a truck-trailer. Steering is fairly quick and light (no power needed) and the flat wheel position helps even more. Parking and maneuvering the Greenbrier are much easier than one would imagine from looking at its overall bulk.

The Greenbrier is the only one of the similar "station buses" (Volks-



wagen, Ford) now on the market which can be equipped with an automatic transmission and, while we don't particularly like the 2-speed Powerglide (the engine is usually either over-revving or over-lugging), the torque converter helps make it a good combination for about-town traffic driving. It's a little limiting for freeway or highway driving because peak speed in first is 45-48 mph and it takes more than 30 sec. to accelerate

to 60 mph—we never did quite reach 70, as our test strip doesn't have a long enough run, although we did reach a higher indicated speed on the open highway. Our choice would have been the excellent 4-speed transmission that's optional for the Corvair Monza and we understand the bus can now be ordered with it. Even the 3-speed would have given us better acceleration figures, but don't knock the automatic for creep-and-crawl traffic.

Interior appointments for the Greenbrier were in keeping with the brilliant red-and-white exterior and the upholstery was done in a seemingly durable fabric. Three seats were available, the third coming as one of the optional extras. The front seat is adjustable, while No. 2 and 3 can be removed to open up the cargo cavern. In addition seat No. 2 can be reversed so that passengers ride facing backward, facing No. 3's passengers—dandy for gin rummy games while commuting. We tried riding some distance this way, found it not the least bit uncomfortable or queasy (after all, acceleration isn't going to throw you out of the seat), although leg space becomes a bit entangled. Facing in the normal direction, leg room is completely adequate, almost luxurious—something unheard of in a vehicle with only 95-in. wheelbase.

Passengers load from the side, which involves stepping up 16 in. from ground to floor level, while driver or co-driver find it considerably more difficult to enter the higher front compartment, 20.5 in. off the ground. Once inside and under way, however, we found the Greenbrier quite comfortable and quiet to drive.

In conclusion, we feel that the Greenbrier will fill a particular set of needs very well. Try one, if you're thinking of buying a conventional station wagon.



\* Try a 110 or 140 horsepower mill and you'll FEEL the difference!

(C.A. editor)

## 1961 CORVAIR Greenbrier

SPECIFICATIONS		DIMENSIONS	
List price.....	\$2651	Wheelbase, in.....	95.0
Price, as tested.....	3130	Tread, f and r.....	58.0/58.0
Curb weight, lb.....	3040	Overall length, in.....	179.7
Test weight.....	3650	width.....	70.0
distribution, %.....	45.7/54.3	height.....	68.5
Tire size.....	7.00-14	equivalent vol, cu ft.....	499
Tire capacity, lb.....	4025	Frontal area, sq ft.....	30.0
Brake lining area.....	168	Ground clearance, in.....	6.6
Engine type.....	flat 6, ohv	Steering ratio, o/a.....	23.0
Bore & stroke.....	3.438 x 2.6	turns, lock to lock.....	5.0
Displacement, cc.....	2377	turning circle, ft.....	39.3
cu in.....	145	Hip room, front.....	61.4
Compression ratio.....	8.0	middle.....	59.6
Bhp @ 4400.....	80	rear.....	61.6
equivalent mph.....	85.4	Pedal to seat back, max.....	38.5
Torque, lb-ft.....	128 @ 2300	Floor to ground.....	20.5
equivalent mph.....	44.6	Luggage vol, cu ft.....	222
EXTRA-COST OPTIONS		GEAR RATIOS	
Radio, 3rd seat, wsw tires, outside mirrors.....		2nd (1.80).....	3.89
		1st (1.82).....	7.08
		1st (1.82 x 2.60).....	18.42
CALCULATED DATA		FUEL CONSUMPTION	
Lb/hp test wt.....	44.5	Normal range, mpg.....	15-19
Cu ft/ton mile.....	76.7	ACCELERATION	
Mph/1000 rpm.....	19.4	0-30 mph, sec.....	7.6
Engine revs/mile.....	3095	0-40.....	11.9
Piston travel, ft/mile.....	1340	0-50.....	19.6
Car Life wear index.....	41.4	0-60.....	32.2
PULLING POWER		0-70.....	
2nd lb/ton @ mph.....	130 @ 42	0-80.....	
1st.....	385 @ 15	0-100.....	
Total drag at 60 mph, lb.....	135	Standing 1/4 mile.....	25.0
		speed at end.....	55.0

**ACCELERATION & COASTING**

MPH vs ELAPSED TIME IN SECONDS

PERFORMANCE		SPEEDOMETER ERROR	
Top speed (est), mph.....	70.0	30 mph, actual.....	27.0
Shifts, rpm-mph auto.....		45 mph.....	41.5
3rd ( ).....		60 mph.....	55.0
2nd ( ).....		75 mph.....	69.5
1st (4500).....	.48	90 mph.....	

(Courtesy: CBS Consumer Publishing/West and Petersen Publishing Co.)

BACKFIRE (READERS RESPOND)...

"... Mark Ellis, CORSA Secretary, gave me your address when I asked him if there is an association of "95" Series and Greenbrier owners. Fortunately there is! I'd like to know the address of Kenneth G. Brooks, formerly of Sioux Falls, SD; now lives on the West Coast. Attached is the story of my '63 Greenbrier."

KURT E. GAIDA  
Clearwater, Florida  
EDITOR

"... You can put me down as a "95" owner. Just bought my first one -- a '64 Greenbrier with 4-speed and custom interior! Knew I'd end up owning one sooner or later, but this was very sudden -- on one day's notice."

MARK CORBIN, president, CORSA  
Galion, Ohio

"... here's my new address; we just moved from North Dakota, hauling my '64 Greenbrier inside a U-Haul and towing my '63 Rampside 1687 miles; will send pictures. Thank you for all the work you are putting forth on behalf of CORVANATICS. If ever I can be of help, please let me know."

CECIL C. MILLER, JR.  
Winston-Salem, North Carolina

"... saw a fantastic Greenbrier in Dallas this past weekend. Belongs to Louis Guion. If he is not a member, please send him a copy of CORVAN ANTICS. Am asking him to join."

H.V. MORRIS  
Louisville, Kentucky

(Thanks, H.V.; if all members will do what you did, we'll double our size in no time!)

EDITOR

"... attached you will find my check for a year's membership, application form and what may be a useful article on my Greenbrier for the newsletter. All of this at the urging of H.V. Morris of Louisville, Kentucky; he's great!"

LOUIS I. GUION  
Dallas, Texas

(Welcome aboard, Louis! Please send us one or more prints - preferably black-&-white - and we'll print your article. H.V. didn't exaggerate -- your Greenbrier is fantastic!)

EDITOR

"... how do I go about installing semi-bucket seats in the front of my Corvan?"

JIM LEWIS  
Waterloo, Iowa

(My suggestion would be to use a couple out of a Greenbrier or "95" unit, if you can find them, or use '66-'67 Mustang seats as explained in CORVAN ANTICS of July/Aug. '73, of which you'll find a copy in the mail. The application form is free-gratis!)

EDITOR

"... have a '64 "Brier" with '71 engine and would like to hear from you.

ED SUNDHEIM  
Bronx, New York

(That '71 engine intrigues me, Ed and your Spring Issue is in the mail.)

EDITOR

"... keep up the good work, and if you need my services, please let me know!

LON WALL  
Newberg, Oregon

(Thanks, Lon! Separate letter tries to explain our needs.)

EDITOR

"... have '61 Rampside and '63 Greenbrier w/140 and might join CORVANATICS. How much are back issues?"

DON FURNISH, President, Cincinnati Corvair Club  
Cincinnati, Ohio

(Would be delighted to have you join us, Don. By separate mail you should have received by now a copy of our Spring Issue, complete with application form and prices of back issues.)

EDITOR

MEMBERSHIP DRIVE

Since your club's financial problems continue -- especially now that we're temporarily without a secretary-treasurer -- we ask that you (1) pay up your dues when due by sending a check to your friendly editor, and (2) try just a little harder to find new members. Again you'll find an application form blank inserted in this issue for your convenience. Why not xerox a bunch and give them to your friends and/or put them under the windshield wipers of any Corvan, Greenbrier, Loadside or Rampside in sight?

1975 NATIONAL CONVENTION



Last call for what promises to be another fabulous convention with a rally, slalom, concours, banquet, swap meet, Corvair-powered helicopter and who knows what else. Bob Benzinger, co-designer of the famous Corvair engine, will be there too. You'll be able to hear him speak on his favorite subject at the banquet, 8 pm Saturday!!

Incidentally, your editor is also planning on going and he is taking his camera and notepad. But whether he is going to make it or not, he'll very much welcome letters with impressions and pictures (preferably good black-&-whites) from those of you who are lucky enough to be able to go. It'll help him do a better job of reporting in the next issue to all who can't go for one reason or another. Scan the '74 Convention Issue for ideas and we're looking forward to your reports and pictures.

FROM THE EDITOR'S DESK...

Two new members have joined our ranks, and we'd like to welcome and introduce to you: - Lon Wall, 200 South Grant Street, Newberg, OR 97132, ph. 538-9573, is a man of many talents. To mention a few, he is a machinist, part-time printer, editor of OREGON CORVAIR UNDERGROUND and an incurable lover-of-Corvairs. Owns a '61 3-speed Corvan and a '62 4-speed Rampside. - Louis I. Guion, III, 11923 Quincy Lane, Dallas, TX 75230, ph. 239-6829, is general manager of Com-Supply, Inc., a Subsidiary of Communications Ind., Inc. and owns a '61 8-door Deluxe Greenbrier that is simply beyond description... 140 hp engine, air conditioning -- you name it, it's got it!

Help Wanted! As announced in the Spring Issue, the four quarterly issues this year are highlighting the four models of the "95" and Greenbrier Series. The Spring Issue was devoted mainly to the Rampside, this Summer Issue is emphasizing the Greenbrier, and the Fall and Winter Issues will - hopefully - cover the Loadside and the Corvan respectively. We said "hopefully" because we're very low on material on these two models, and we'd like to borrow or buy anything that is usable for publication in our newsletter, including printed copies (no xeroxes) of sales folders, GM or dealer ads, good photos (any size, preferably black-&-white, but printable color is acceptable), stories, trip accounts, personal experiences, technical articles on design, maintenance, modifications, road tests, etc. Greenbrier and Rampside material is welcome too because we'll be able to use that in future issues. If you cannot help but know of someone who can, please write us. Our readers will appreciate your cooperation!

NICO

CLASSIFIED

No charge to CORVANATICS members. Non-members: \$3- per ad. Approved furnished flyer inserts free up to 10 ¢ postage limit. Commercial rates upon request. Ads labeled (CC) taken from June issue of CORSA COMMUNIQES. Next deadline (Fall Issue): 1 September.

FOR SALE:

WANTED:

'61 GREENBRIER SPORTSWAGON, window van. 18500 miles; 7 wheels, 5 tires, 2 snow studs. Mint cond'n. Used as inner plant ambulance. \$1400-. L.H. Kahrs, 608 South-lawn Cir., Ankeny, IA 50021. (CC)

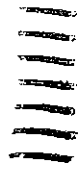
'61 RAMPSIDE PICKUP. Orig., tight, clean, mech. excel., factory 4-spd., no rust, no dents, new Vitons, ready for anywhere. \$1000-. Fred Moeller, 9317 Dorrington Pl., Pacoima, CA 91331. 213-984-5628 (CC)

Set of MUFFLERS AND RESONATORS for '60-'64 Greenbrier, Corvan or pickups. Was a special order for use with a 1-5/8" flange 140 HP. Only one set left. \$70.36. Solar Automotive, Inc. 124B Fulton St., Princeton, WI 54968. 414-295-3871.

'61-'65 GREENBRIER, 3- or 4-spd., w/seats. Body in excel. cond'n w/little rust. Drivetrain unimportant. W.H. Tipsword, 6100 Walton Ave., Camp Springs, MD 20023. (CC)

Optional AUXILIARY RIGHT FRT. SEAT for '64 Corvan. Jim Van Lenten, 15 Hilton St., Pequannock, NJ 07440. 201-696-3980. (CC)

VINYL DOOR PANELS for front doors of Greenbrier Deluxe interior, fawn color, in presentable condition. Russ Long, 6798 North Maple, Fresno, CA 93710. 209-299-8075.



Old Corvairs never fade away... with a little TLC they just keep on running!

CORVAN ANTICS  
Nico H. DeJong, editor  
3422 Veralta Drive  
Cedar Falls, IA 50613



ADDRESS CORRECTION FORM 3547 OR 3579 REQUESTED

FIRST CLASS MAIL

CORVANATICS\*

Formed in 1972  
by and for those who still appreciate the Corvair Automobile,  
particularly the Corvair "95" Series pickups, vans and wagons.

\* a branch of the Corvair Society of America (CORSA), Inc.