

CORVAN ANTICS

VOLUME 8

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SUMMER 1980



RAMPSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



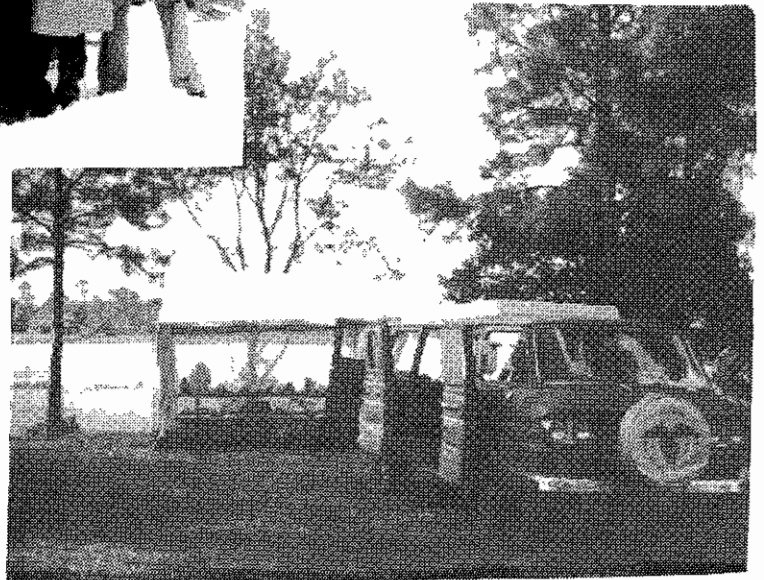
CORVAN

(Courtesy Chevrolet Motor Division)



CORVANATICS ON VACATION ISSUE

Post Card



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MEMBERSHIP - 230

NEWSLETTER COPY DEADLINE

Spring/March 1; Summer/June 1; Fall/September 1; Winter/December 1
NEWSLETTER COPY : Illustrated text please (Photo,drawing,diagram,etc)
CHANGE OF ADDRESS Mail to Sect/tres

DUES,APPLICATION, RENEWALS:

CORVAN ANTICS is published QUATERLY by CORVANATICS, a charter chapter of CORSA AND CORSA membership is required. CORVANATICS dues are \$5.00 (US) a year and should be sent to the Sect/Tres. CORSA dues are \$14 (US) a year and should be sent to: CORSA, INC Box 2488 Pensacola, FL 32503

CLUB MERCHANDISE AVAILABLE:

Window Decals \$1ea; Club stationery and envelopes \$.05ea; Jacket patch \$2.15ea; Back issues of CORVAN ANTICS \$1ea; Complete set of (31) back issues 25% off. All items ordered from sect/tres.

CORVAN SCALE MODEL (AMVAN)

\$6.95ea Dave Sutherland 5003 University Ave Cedar Falls IA 50613

PRESIDENT'S CORNER:

Summer is moving on and the National is just about here. Just got back from a meet in Cincinnati, Ohio (REVIVAL VI), which has always been a fun meet. While there; since it was well attended by CORVANATICS' officers; I got a chance to talk to Dave Anderson, Tom & Caroline Silvey Mike Demeter and Larry Thomas. Don Furnish won the CORVANATIC'S BEST 95 trophy at the meet.

Sounds like Tom has the National under control with the meeting scheduled for Saturday, August 2nd at 10:00 AM.

This will be our second year for the CORVANATIC'S National Trophy for the high point FC. CORVANATIC members only!

I hope for a large CORVANATICS membership attendance and FC's in abundance to let them know we are around. Hope to see you there.

E.D.Gridley

ON THE COVER.....

FCs on vacation??? Of course!!! The Delbert Wulf family are on the upper left with their story on the next page and Herb and Gae Horn with their 64 Greenbrier deLux Factory camper option at Gulf Shores in Alabama on the lower right. Thanks for the photos, folks.

FOR WHOM IT MAY CONCERN:

It seems that in the Winter 1979 newsletter, I was named to the high and honorable post of Asian Correspondant. With sadness in my heart I must refuse. Not that I resent this wonderful distinction, dear me, no! And not that I do not "yen" for such a gracious and powerful political position, but I have this fear in my inner conscience that stems from experiencing a BAD DREAM.

It all started when three orientals drove up in a delapidated 500 coupe and inquired, in badly disguised voices, how to get to Tonowanda. It sounded foreign, so I pointed towards the ocean. In a flash they were gone, their passing marked only by an oil slick on the calm, sun dappled water.

That was just the beginning. Soon the phone began ringing mysteriously and there were things that went bump in the night.

Cautiously peeking out the window one morning I noticed that all the neighbors had bought Toyotas. Before long I was answering the door with a bow and chanting "Helro, helro" into the telephone and saying "Tank yu, prease" at the supermarket. I bought a Siamese cat that said "Mao"

And then, it happened. One night, I saw a flickering light and threw open the door to see two dozen crazed lunatics dancing about while an effigy of a giant folded fin oil cooler burned on the front lawn.

I flashed into action. Tossing forth old AC44FFs and push rod tubes to distract the mob, I dashed hither, hose in hand, and doused the flames. Then all was quiet. As I knelt over the smoldering ruin, faint laughter echoed down the empty street. It turned out the oil cooler was only crepe paper.

This was a shocking blow. I was getting used to all the gibberish, but to loose an oil cooler that big was downright depressing. Truthfully, I believe another loss like that could be darn near fatal. For this reason, people of CORVANATICS, I must relinquish my command of the esteemed position..... Asian Correspondant.

Yours Corvairingly,
C. Brandt

GREENBRIER VACATION

We just completed a 3200 mile trip in a Greenbrier and thought we would give some of our experiences to the members.

We have a '63 Greenbrier standard with 80 horses and a 4 speed. I converted over to an alternator just before we left. We have a platform inside to make a flat bed along as mattress and we slept in the van and also pulled a Nimrod tent trailer for 2 children; 16 year old Amy and 12 year old Jay.

Our Greenbrier has a 3.27 rear axle and it really goes but looses power on the hills. We averaged 19 1/2 MPG as high as 22 and low as 16.on the trip to Florida - Fort Meyers and return. WE went down through Peoria, Paducah, Nashville, Atlanta and on to Florida.

We had 2 problems with the Greenbrier. 200 miles from home going down we lost all battery DC and had to be pulled off the interstate. The problem was the engine harness connection that goes to the front of the van. I should have known but hard to think of everything. While coming home at 10 degrees we had gasoline freeze up 75 miles from home. We had to get some heat and then everything was OK.

\$175 for gasoline for the whole trip. I would recommend you all to take your trips in your Corvairs.....It's FUN.

Delbert L. Wulf

Larry Thomas has resigned as T.A. per se and we want to thank him for his services; we have asked him to stay on as parts finder. Bob Kirkman has graciously agreed to take Larry's place. His background with Chevrolet Motor Division, intimate F.C. knowledge, expert contributions to our chapter in person (Detroit Convention) and in this quarterly, well qualify him for this position. Welcome aboard, Bob!

All Forward-Control (F.C.) Corvair questions (w/SASE) should be sent to one of our technical advisors (T.A.'s) who will then (1) answer inquirer direct and (2) send a copy of question(s) and answer(s) to the technical editor for possible publication in this column. Any member may contact any T.A., but preferably one in his or her own division in order to limit T.A. workload and match geographical area.

T.A.'s also welcome technical F.C. tips, advice, stories, etc., for their review prior to forwarding to the T.T. editor for publication.

T.A.'s, Divisions and Specialties:

Wally Brenneman (Central U.S. & C. Canada), Route 1, Kalona, IA 52247; 319-683-2449: All F.C. Corvair mechanical work; making body repairs; built own Greenbrier camper interior; long-distance travel w/F.C.

Larry Claypool (Central U.S. & C. Canada), The Vair Shop, 80th Ave., Lincoln Est., Frankfort, IL 60243; 815-469-2936 (10am-6pm, closed Wednesdays and Sundays):

All but body work, incl. engine rebl'd., transaxle, suspension, heaters, electr., doors, glass, etc.; own loaded '63 140 Greenbrier and '62 Toronado-Rampside.

Dean Hansen (Western U.S. and W. Canada), 9825 Oso Avenue, Chatsworth, CA 91311; 213-341-2715(8am-5pm), 886-1308(5pm-8pm): F.C.'s and Ultra Van; engines, 3&4-spd. transaxles, brakes, chassis, electr., air cond'g, long-distance F.C. travel.

Bob Kirkman (Eastern U.S. and Ea. Canada), 305 N. Campbell, Royal Oak, MI 48067; ph: 313-545-2302(5pm-10pm, Mon. thru Sat.):

All F.C. items.
Dave Newell, History Consul't(U.S. & Can.) 1481 Hamrick Lane, Hayward, CA 94544; ph: 415-782-4265: Finish color charts; any F.C. OM's, SM's, PC's, SB's, sales lit.

Sorry, no-loan; SASE req'd for reply.
Larry Thomas, Parts Finder, (U.S. & Can.), Box 4, Goshen, OH 45122; 513-625-9219.

F.C. CORVAIR QUESTIONS AND ANSWERS:

Q: (Repeat) "My Greenbrier has a 110-hp engine and Powerglide. For increased performance, is the #3872304 Camshaft a good match-up with the Powerglide? What do you recommend?" Nick Rodillas

A2: "Agree with reply in Spring '80 C.A., page 3, and would like to volunteer following additional comments. A fine article by Bob Helt on factory camshaft use appeared in CORSA COMMUNIQUE Oct. '78, p.13-15; briefly recapping: All '64-'69 95-hp engines used the low performance cam #3839889. All '64-'69 110-hp engines used hi.perf. cam #3839891. All '65-'69 140-hp engines w/MANUAL TRANSM'N ONLY used 3839891. All '65-'69 140-hp engines w/Powerglide used #3839889, with cam timing retarded 4° via different crank gear. This is the only engine that uses the retarded timing. Cam #3872304 is used on '65-'66 Turbo engines, and is (and has been) the Chevrolet replacement cam for all hi.perf. applications.

Generally speaking, the 95-hp cam offers the greater torque values below 2500 rpm; good for Powerglide or heavy loads. The 110-140-hp (stick) cam offers the best power in the 2500-5200 rpm range. Beyond 5200, valve lofting and seat bounce is inevitable. The 180 cam has slightly less torque below 2000 rpm than the 110 cam, but will rev out beyond 5700 without valve train trouble. The 95-hp cam, when retarded 4° with 140 heads, produced more torque than a regular 95 set-up, yet it maintained this torque all the way through 4000 rpm.

In summary, cam selection depends on the weight, use, and transm'n-final gearing of the vehicle. Considering the weight and frontal area of the FC, the 140-hp automatic engine (serial suffix RN ('65-'66), RZ ('68), or AH ('69) would be the ideal choice for power and torque.

If you were rebuilding your present engine, a Powerglide FC would be best of with the 95-hp cam, as would be a heavy FC (camper equipment, heavy loads, one used for towing, etc.) with manual transmission. A manual-trans FC that sees the higher rpm's would be best off with the hi-perf.3872304 cam. Cam #3839891 is no longer available,

and where this cam is worn out, the #3872304 would be the correct replacement. It has only a few ft.lbs. less torque at low speeds, but its ability to rev more offsets the slight loss."

Larry Claypool

Q: "Is there a good cure for Pilot Bearing trouble?" Mr. Corvair Owner

A: "I read in a recent CORSA COMMUNIQUE that a lot of people have been having this problem. I think I've come up with the solution to this problem that has plagued Corvairs for years.

I manufacture a needle roller pilot bearing to replace the soft bronze bushing that fails prematurely under heavy clutch usage. The bearing is used in Mazdas and must have a sleeve machined to fit the Corvair crank; it also incorporates a grease seal to keep lube out of clutch. It has been tested in my 5500-lbs Corvan which ate a bronze bushing in about 1000 miles or so of town driving. The test needle bearing has already over 50,000 miles on it and hasn't made a sound yet.

If anyone is interested, cost is \$20-, complete, and my address is at the beginning of this column. I make no guarantee on the product, but we have made over 100 installations with only one (1) failure, and that was due to "big-hammer" installation by customer. Nevertheless, it lasted three times as long as a bronze one."

Dean Hansen

Q: "Is the FC Powerglide Dash Shifter Ass'y the same as for Corvair cars?"

Nico DeJong

A: "Definitely not." Larry Claypool

Q: "What are the Torque Specs for the four nuts that hold the Brake Backing Plate to the rear frame member on an F.C.? Info not listed in my GM Shop Manual."

Nico DeJong

A: "25-35 ft.lbs.; same as for the cars."

Larry Claypool

Q: "I want to put a 140-hp '65 Engine into my '63 Greenbrier, using a '61 3.55:1 differential and '61 4-speed transm'n. What should I watch out for? Can I remove the two secondary carbs and run with the other two? Is the balance tube OK coming out of one primary carb over to the secondary carb mounting pad on the other side? Also, with my small air cleaners, what should I do

with the crankcase vent tube? Should I use the original '63 tin and just change the rear engine mount? Do you have any transmission mounts for 4-spd vans?"

Delbert Wulf

A: "The basic engine will bolt in with no problems - that is, the bell housing will attach to your differential without difficulty. Here are some general recommendations:

The engine side shrouds from the '61-'64 engine should be used, although you must cut the hole out for the secondary carb mounting. Use the original '65 shroud as a template. The front shroud, as well as the rear damper door assemblies should also be changed to the earlier style.

A '64 rear engine mount plate is best ('65-'69 will not work), however, a '60-'63 plate will work if two flat washers per stud are used to gain necessary clearance between harmonic balancer and plate. Without washers, the '60-'63 plate will make fan installation VERY difficult.

Stick-shift vehicles use a pilot bushing in the end of the crankshaft. Automatics do not. Be sure to add or delete, as required, when changing engines. Be sure also to use clutch parts of the same style; '60-'63 (and early '64) use a throw-out bearing, flywheel, and pressure plate that is different and not interchangeable with later units.

Primary carbs may be substituted for secondary carbs if (a) both replacement carbs are the same, and (b) the accelerator pump well spring from the original secondary carb is used. It is stiffer than a primary carb spring to insure complete closing of throttle plate. Since primary carbs have idle circuits, it is possible that even with all the speed screws backed off, the idle may be higher than specs when using four primary carbs. Factory placement of balance tube is correct, since it goes not to the carbs themselves, but to the intake manifold below them. A piece of linkage, similar to the FC original equipment, must be fabricated and brazed to the 140-hp carb cross shaft to facilitate hook-up of the throttle cable.

Small, chrome individual air cleaner

units with paper elements are about the only things that will fit and still give some filtration; available from IECO, 1431 Broadway, Santa Monica CA 90404, ph. 213-451-1738. These are about \$15/pair. The engine cover support bar must be notched considerably, however.

Crankcase ventilation may be accomplished by using a road draft tube from a '60-'62 model (to install requires removal of upper shroud and cutting a hole in the R.H. cylinder baffle and lower shroud) or a crankcase vent tube, hoses and PCV valve from a '63 Corvair car, '64-'65 car with air cond'g, or a '63-'65 Corvair truck. A hole, drilled in the base of the R.H. primary carb air cleaner, is used to connect the smaller vent hose - just as on a regular '63 model.

4-speed FC transmission brackets are very difficult to obtain. Several years ago, this gentleman reproduced same, as advertised in CORSA. You may

want to contact him with regards to availability and cost: Bob Draut, 5878 Jessup Rd., Cincinnati, OH 45239" Larry Claypool

(T.T. Editor's Note: Bob is listed in 1980 CORVANATICS Membership Roster.)

Q: "In article on LATE-MODEL 4-SPEED INSTALLATION INTO F.C. CORVAIR by Bob Kirkman (Winter '79 C.A., page 29), I question Transmission Crossmember Dimensions #3: 5.89 (left) and 5.81 (right). Please clarify?" Glen Sechen

A: "Rechecking my calculations showed I made a mistake; dimension #3, 5.89 (L) and 5.81 (R) should read 3.89 (L) and 3.81 (R). My apologies and I wish this had come to light in time for publication in the Spring '80 C.A."

Robert Kirkman (T.T. Editor's Note: Thank you, Glen, for bringing this to our attention; we trust no one else was inconvenienced. By the way, how would you like to join CORVANATICS? We also appreciate Bob's correction.)

THE CORVAIR 95 - CHEVROLET'S SPACE-AGE PANEL TRUCK by Alex C. Mair...

PART VI - CHASSIS, FRONT SUSPENSION

The chassis features a fully independent suspension system for matchless ride and handling and truck-engineered components for load capacity and durability. A combination of passenger and load space requirements established a tread width of 58 inches at the rear, based on the maximum tire size of 7.00-14. The front tread was made identical to that of the rear to provide ideal front and rear wheel tracking.

Front Suspension

An independent front suspension system was adopted (Fig. 18). Studies of the imports and experiences with passenger and commercial vehicles had clearly indicated that the most successful designs from a ride, handling, and customer acceptance standpoint were equipped with independent front suspension. The inherent benefits of an independent front

suspension are well known. Early calculations had established that front suspension loading for the new light-duty vehicles would be greater than on the compact cars but lower than on the larger Chevrolet passenger car. Since our full sized station wagons and taxi-cabs had shown excellent reliability in severe service, it was decided to use as many of the heavier front suspension components as possible. The upper and lower control arms, the ball joints, the steering knuckle, and the pivot shaft bushings are taken directly from the large Chevrolet car. However, the front suspension crossmember which is integral with the frames on the passenger car could not be used.

The front crossmember, designed specifically for heavier duty applications, forms a rigid foundation for the front suspension assembly. It is a strong, one-piece hat section stamping with a welded-

on bottom plate. Integral with the crossmember are the upper spring seats, shock absorber mounting towers, and upper control arm mounting brackets. A heavy bracket which serves to attach the suspension unit to the body is also included.

Upper and lower control arms are one-piece stampings formed with embossments and flanges for added strength. The arms are attached to the suspension crossmember through rubber-bushed, forged steel pivot shafts. A system of shims and attaching bolts at the upper control arm is utilized to set front wheel camber and caster.

At the outer extremities of the control arms, forged steel steering knuckles are supported by spherical joints. The upper spherical joint assembly is riveted to the control arms. Since this joint is lightly-loaded, a rubber loading ring is provided to compensate

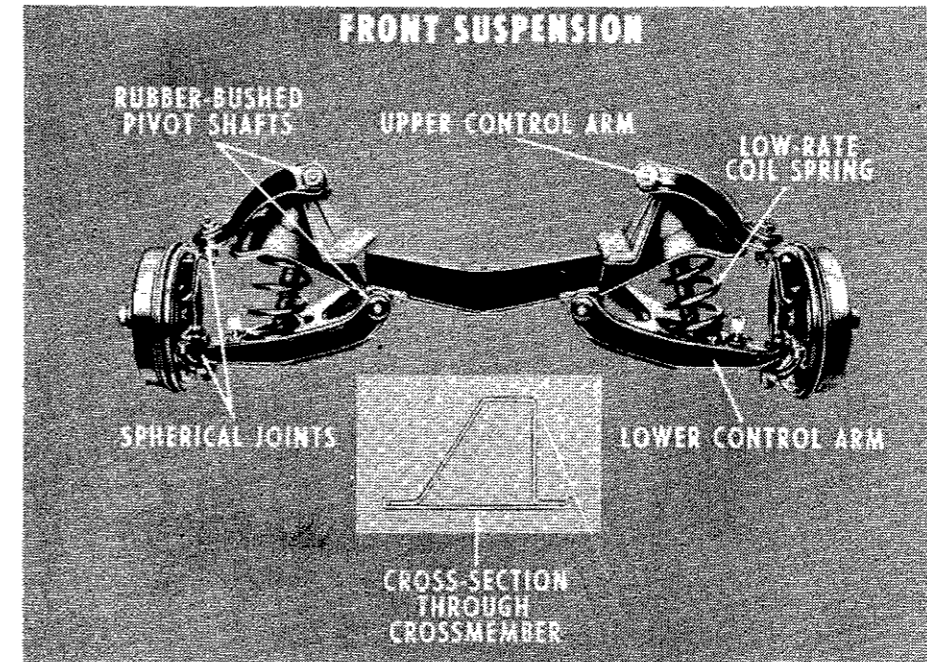


Figure 18

for bearing wear. The lower spherical joint carries the vehicle weight. Both joints are seated in concave bearing surfaces of durable, molded phenolic-impregnated fabric laminations.

The coil springs and shock absorbers are mounted concentrically and inclined toward the center of the vehicle. In this position, the springs and shock absorbers are more nearly tangent to the lower control arm arc of travel, with the result that spring distortion in suspension movement is minimized and the suspension deflection rate is more nearly constant.

A spindle movement of 7-1/2 inches from full jounce to full rebound is provided. Rubber bumpers cushion the extreme wheel motions. The coil spring is made of AISI 5160 steel and is stressed to 139,000 pounds per square inch at the metal stop. Ride and dura-

bility development established a spring rate at the wheel of 175 pounds per inch.

The upper control arm is 9.88 inches long and the lower is 15.5 inches long with ball centers of 9.81 inches. The arms converge inward and intersect at about 274.1 inches. This creates a curve of instantaneous camber as shown in Figure 19. A curve of this shape provides minimum steering wheel fight.

The upper control arm pivot axis is positioned at a 10 degree angle to the lower control arm axis, providing 45 percent dive control upon braking. This creates an instantaneous caster curve as shown.

The curb caster setting is plus 2 degrees and the curb camber setting is 1/4 degree.

During the development of the front suspension, a stress analysis

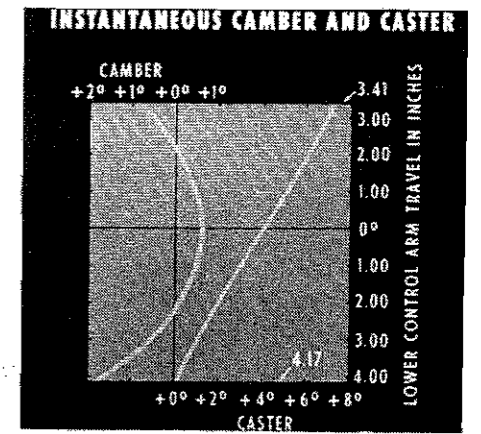


Figure 19

was made and corrections were introduced when the following criteria were not met:

- All components affected by bump loads must be stressed to 1/5 the yield of the material in question, based on the rated design load.
- All components affected by rebound loads must be stressed to 1/2 the yield of the material in question, based on the design load.
- All components affected by braking loads must be stressed to 1/2 the yield of the material in question, based on a vehicle loaded to 112-1/2 percent of the rated GVW making a panic stop with full weight transfer and tire coefficient of 1.0.

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THE CASE FO THE CONVERTED '71 GREENBRIER.....

My 'Brier was motoring along just fine with it's old faithful '64 engine and approximately 130,000 miles on the clock. I had just completed the installation of a Spyder dash and the fun of rowing the 4 speed and watching the Spyder's tach was just too much fun to give up.

All this changed on Thanksgiving Day when the engine developed a severe case of indigestion as a result of trying to swallow a piston and a connecting rod.

The following week I towed the 'Vair home and proceeded to replace the '64 engine and 4-speed with a '71 engine and Powerglide which has been awaiting installation for 11 months. If you will allow me to digress for a few paragraphs, I'll tell you the story of the '71.

Late in '74 as I was leaving the Naval Air Station, where I am a reservist, the "bull" Chief in the squadron came up to my van and struck up a conversation about the greatness of Corvairs and then to tell me about one he had had.

It seems that on New Years Eve of '70 installation of a factory replacement engine for his van was completed and first used on New Years Day of '71 thus making it a '71 engine. That summer he went back to his Chevrolet dealer and had the transaxle and transmission rebuilt in preparation for a long (West Coast I believe) trip. The total bill (engine and trans) was \$965.00.

In the summer of '73, while in Vermont, his son apparently fell asleep at the wheel and gave the van a terminal case of misalignment against the Armco Barrier. With 29,000 miles on the engine the vehicle was scrapped out to a junkyard for \$12.00.

Meanwhile back at the Air Station I asked the Chief to get me the name of the junkyard which he did and I subsequently called.

That call revealed that two such Corvair vans were in the yard still and that one "owned by some folks from down Jersey way" had an engine but of unknown condition. A weekend expedition to Vermont and slogging through 2' deep snow plus the exchanged of \$125 gave me the Chief's pride and joy for my own van. The problems had just begun however!

After getting this '71 engine and trans in place I discovered that those 2½ years of inactivity had seized it up solidly. The whole top side had to be opened up.

Here I rediscovered a trick I learned several years ago as a Marine engineer. The whole crankcase and cylinders were filled to overflowing with a mixture of transmission fluid and diesel oil. Diesel oil, home heating oil, jet fuel and kerosene are all pretty much the same. Any really stubborn parts were treated to a dose of "oil of wintergreen". This "oil of wintergreen" is the basis of most of the commercial penetrants such as "CRC", "Marvel Mystery Transmission Conditioner", etc.

The results? Within a few hours I had the engine running and have put approximately 400 miles on it in the two following weeks and it performs beautifully even if that automatic shift lever does look rather weird protruding from the Spyder dash.

One of the conversions I performed on my old engine, which came factory equipped on the '71 engine, was the installation of an alternator to replace the generator. While performing the amazing feat of mental ineptitude outside of a Philadelphia junkyard on a cold morning a fellow 'Vair lover happened by and disclosed that he was a possessor of no less than 5 'Briers/vans. He further stated as how what I was attempting wasn't possible 'cause he had tried to no avail. Well, we all know that "To the pigheaded goes success". I feel that the conversion is a worthwhile one.

Suggestion for guys living in rust-prone areas of the country. In addition to the normal exterior rust proofing pour a little oil down the insides of your doors once a year, behind the grill, and under the floor mat in the rear well adjacent to the vertical walls of the well. It works wonders.

C. Ed Sundheim

A CLASS BY IT SELF.

I would like to pass on to our members some of my experiences with our Greenbrier which, although a 1963 model, we have owned and used for 15 long years. We also have a 63 Buick Electra which is our town car, the Greenbrier therefore goes only on long vacations. Since I retired 9 years ago this means all summer on 6 month camping vacations.

When we first saw the Greenbrier, used, standing under the roof at a local dealer, it appealed to us since it would pull our Apache Camping Trailer, carry our 14' aluminum boat on carriers on top, two outboard motors, all our camping gear, plus ample supplies, and it was fitted with a full size bed, which converts into a dinette, has curtains, screens, sink and so on. We added a front hitch, a front spare tire, also a winch on the tongue of our Apache, which enables us to let the camper down and winch it out in places where we cannot push the camper in with the front hitch.

I have also owned 14 Aeroplanes and a pilot for many years. I learned early in aviation to be painstakingly careful in checking out my engines and as a consequence I am an old pilot, but not a bold pilot and the word ASSUME does not exist in my dictionary. When it comes to mechanics, I always ask "Friend or Foe", because all too often, while fixing one thing, mechanics cause more damage in other ways.

Among the spare parts which I always carry, are a set of automatic transmission gaskets, gaskets for the rear axle stubs left and right of the rear end housing. We have had six failures of rear axles in 15 years. So, I always carry two complete rear axles with bearings and shields with me. I am physically not able to perform most replacements leaving this to the more (hopefully) knowledgeable mechanics. We had solenoid trouble once, and I had to fight the mechanics a Chevrolet, because they did not think so. Later, again at night, the starter refused to work, and sure enough my diagnosis had been right, but what I resent most is that breakdowns and delays usually happen at night and in distances places away from help. I carry two spare belts always. Accessibility to the engine is a distinct drawback of course. I solved this partly by installing a platform of plywood about 6" above the engine plate. This enables me to pull the plate out at any time and affords access to belt, distributor, carbs, etc and a good check for gas leaks. The space above the platform is filled completely with 2 enormous iceboxes (insulation under and between and above them (2" mineralboard), parts, spare oil, and I carry a huge toolbox in front on the floor - too heavy to lift out for thieves. I carry a complete speedometer cable with shieldhousing, an emergency brake cable

The body of our Greenbrier has kept in pretty good shape, it is six months under a carport and six months out in the weather. We have had the rocker panels replaced and painted twice, also had the doors rust spots taken out and partly painted last year. The engine was out 6 years ago the oil seals replaced and ground the valves at the same time. No work has ever been done to the inside of the engine. The oil I use is 20/50 Valvoline Racing oil.

We also replaced the rear springs, which had sagged due to the great load which we carried for years, but reduced lately, with the Apache and the 14' boat. The Greenbrier had Monroe overload springs when we got it. We replaced these with heavy duty springs as we could not get any other at the time. About two years ago we replaced the front shocks again with Monroe overload springs with outside coils which we

happened to be able to get. Remember we always exceeded the load capacity by far - an inherent fault of the vehicle, because it is so roomy. The Greenbrier is a well engineered and built vehicle, it was ahead of its time, looking at the newer larger Vans it stills compares well. It handles like a car, it steers well and its brakes are more than sufficient. There is no engine noise in front, even though the engine is not particularly quiet. I am amazed at the noise and heat in the front, which impedes, if not makes conversation impossible and to me the noise of the new vans is very tiring and offensive. The Corvair drive train is a most efficient unit and there is no need for power steering. On the minus side is the lack of power which necessitates a different way of driving, especially in rolling country and mountainous country. The lack of versatility of the Powerglide makes me wish for a 4-speed manual but my wife doesn't drive a stick shift so I had to get the automatic.

Road dust has a tendency to seep into the engine compartment and every year I need at least one pair of air filters. I have tried to get the optional Heavy-Duty Oilbath air filter unit, but have not been able to. I would like to have that. I installed a set of guages when I got the 'brier; Oil pressure, ampmeter, vacuum, cylinder head and oil temperature. I would not want to be without them ever; as we always have them in aircooled engines of aircraft. It was expensive, to say the least.

The availability of parts is now of the greatest concern to those who wish to maintain their Corvairs in driveable condition. A backlog of spare parts should be established, gaskets should be stockpiled too. A list of the most needed items should be published.

We keep a complete itemized record of all expenses of our cars, going way back. After an annual trip, gas and mileage are totaled and for the last four years the average gas mileage has been close to 18 miles per gallon with the car heavily loaded and towing the Apache (total weight around 6,640 lbs) half the mileage was without the Apache and other equipment. We have had over 20 miles per gallon at times.

As you can see our Greenbrier is a workhorse and not a showpiece. It looks quite well, at that, and we are proud of it. The Greenbrier is in a class by itself but there is nothing like it however. We hope it will serve us a long time - any suggestions are welcome. No car is troublefree but the Greenbrier needs a bit more care and alertness than the average car. But it is also more than an average vehicle. It is a good vehicle to study and learn automotive engineering on. If a new one were obtainable, we would have bought one a long time ago.

Kurt E. Gaida
Clearwater, Fl 33515

TO ALL CORVANATICS.....

Camp FREE in your "95" at:
Watts Bar Lake KOA
Kampground and Marina
Rt. 4, Box 88
Kingston, Tennessee 37763
Phone 1-615-376-5880
CR Channel 14, Kil 8767
Write for free pass - J.H.Tulley

CLASSIFIED
Free to members; non members
\$3/5 line ad. Commercial rates
upon request. Approved inserts
free.

SELL: 1963 Rampside Completely
restored excellent condition
Red with white stripe \$2200 or
best offer C.E. Anderson
806 Park Road Anderson, IN
46011 317-643-5932

WANT: Silver or grey sun visor,
jacking instruction decal, tail
gate latch, 2 tailpipes, 1 left
door weatherstrip protector trim
SELL: 14" Chevy wire spoke covers
\$13 each. Rick Sandberg
48 Allendale Ave Jamestown NY
14301 716-488-9714

- 1961 -

CORVAIR 95
INTERIOR COLORS AND MATERIALS

ITEM		MATERIAL	DELUXE	CUSTOM
Body and Door Panels		Painted Metal	Silver	
Front Door Panel Upper Embossment			(None)	Charcoal
Firewall			Black	
Instrument Panel			Charcoal	
Instrument Panel Front Face			(None)	Silver
Dispatch Box Door			Silver	
Dispatch Box Door Insert		Embossed Aluminum	(None)	Bright
Instrument Cluster Bezel		Painted Metal	Silver	
Instrument Cluster Insert		Embossed Aluminum	Bright	
Instrument Cluster Knobs		Metal	Bright	
Choke and Air Vent Knobs		Plastic	Black	
Roof Panel Insert		Vinyl-Covered Jute	Silver	
Sunshade, L.H.*		Textured Fiberboard	Silver	
Dome Lamp Housing		Plastic	Silver (Base)	
Armrest, L.H.	Upper	Textured Vinyl	(None)	Silver
	Lower	Plastic		Black
Seat Trim**	Coverings	Pattern Cloth	Silver and Charcoal	
	Facings, Bolsters	Textured Vinyl	Charcoal	
Driver Compartment Floor		Ribbed Rubber	Silver	
Load Compartment Floor	Center	Painted Metal	Black	
	Rear		Black	
Steering Column			Charcoal	
Steering Wheel and Hub		Hard Rubber	Silver	
Horn Button		Brush-Finished Metal	Bright with Red and Black Decoration	
Parking Brake and Clutch Pedals		Painted Metal	Black	
Parking Brake and Gearshift Lever			Black	

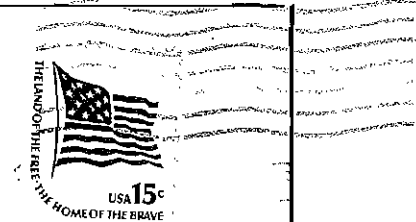
*Included with Custom Equipment option (RPO 431)
**Trim design different for Custom models.

Gene Brewer
&
his buddy "F.C."



OH, OH I WISH I HADN'T DONE THAT.

CORVAN ANTICS
423 DAVID LANE
MASON, OHIO 45040



FIRST CLASS



1980 CORSA CONVENTION
Atlanta, July 30 - Aug. 2