



# CORVAN ANTICS

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RAMPSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

(Courtesy Chevrolet Motor Division)

## CORVANATICS AT DRIVE-IN II



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 NEWSLETTER COPY: ANYTHING to do with 95s (perfer illustrated text)  
 NEWSLETTER DEADLINE:

The first of each odd numbered month (Jan, Mar, May, etc)  
 CHANGE OF ADDRESS: PLEASE SEND TO Caroline Silvey.  
 DUES, APPLICATIONS & RENEWALS: CORVAN ANTICS is published bimonthly  
 by CORVANATICS, a chapter of CORSA and CORSA membership is required  
 CORVANATICS dues are \$5 (US) a year and should be sent to Caroline  
 Silvey. CORSA dues are \$14 (US) and should be sent to:  
 CORSA, INC Box 2488 Pensacola, FL 32503  
 CORVANATICS MERCHANDISE AVAILABLE:  
 Window decal \$1 ea; Club Stationery & envelopes \$.05 ea; Jacket  
 patch \$2.15 ea; Back issues of CORVAN ANTICS \$1 ea; complete set 39  
 All items can be ordered from Caroline Silvey.

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PRESIDENT'S CORNER:

I am glad to report that we have just passed a MILESTONE in the fact that we are now the largest Chapter in CORSA and also the largest Specialty group in CORSA. I want to thank everyone that has helped to make this possible.

Due to changing jobs; my spare time is limited and I feel I am not serving the club justly. I've held the Presidency several years and feel it is time for a change. I have decided to step down as President since the new job has me covered up as well as I think it is time for a change. We have decided each President should move into the Director at Large spot to help out the new president. I intend to stay active as my CORVAIR first love is the FC.

Tom Silvey, our Vice-president, has agreed to accept the Presidency the first of the year. He is quite qualified and has been a tremendous help to me and the club.

Thank you all  
 E.D. Gridley

ON THE COVER:

Forward Controls hold a Drive-In in Indiana's Whitewater State Park (see the story in this issue)

TECH TOPICS by Nico DeJong et al...

Parting Words To All Members:

After serving you as editor for four years, I stepped down because of lack of time and became your technical chairman and editor. But over three and a half years in this position have shown that this, too, doesn't leave enough time for my family, home, regular job and the pursuit of my favorite hobby: Corvairs. So, much as I enjoy this work, I have to - regretfully - resign. As I leave this post, I want to sincerely thank all of you for the privilege of serving the chapter that means so much to me. I tried to contribute, and I hope you feel that I have succeeded in bringing you closer to our common goal: preservation of, and enjoyment from our forward-control Corvairs. I especially want to thank our editor, technical advisers and all contributing members and officers, without whose cooperation and input my job would have been impossible.

I will continue to serve as your index-& binder committee chairman, reporting directly to our president and, with the able assistance of committee coordinator Jack McCullen, we will try to complete that project as soon as possible.

Meanwhile I am turning the wheel over to Bob Kirkman who has so ably served as technical adviser for the Eastern U.S. and Canada for the past year. At the 1981 CORSA Convention in Denver, Colorado, it was announced that CORVANATICS is now one of CORSA's largest chapters - if not THE largest - and I want to leave you with three wishes: (1) Keep paying your dues, (2) Find new members, and (3) Please, give Bob and our editor all the assistance, support and encouragement you can towards improving the quality, appearance and effectiveness of CORVAN ANTICS, our bimonthly and - to many members - the only visible evidence of our chapter. I'm asking this so that, some day soon, the Corvair world will be able to say: "CORVANATICS...? Why, they're the biggest... AND THE BEST!"

NICO

TECH TOPICS is a collection of technical questions, answers and tips. Although this column has been reviewed for technical content and is believed to be both acceptable and workable, RESULTS ARE NOT GUARANTEED, nor is any liability assumed by either CORVANATICS or the authors for any problem re-

sulting from using this information.

All Forward-Control (F.C.) Corvair questions (w/SASE) should be sent to one of our technical advisers (TA'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 TA, but preferably one in his or her own division in order to limit TA workload and match geographical area.

Your tech editor and TA's also welcome technical FC tips, advice, stories, etc. for publication in this column. His address is always on the inside front cover, and those of the TA's, divisions and specialties are listed here every other time.

F.C. CORVAIR QUESTIONS AND ANSWERS:

CORRECTION - July & Aug. '81 C.A. page 30, second column, line 3: writer's name of first question inadvertently omitted. Name: Steve Mamman.

Q: "Our '63 DeLuxe(?) Greenbrier runs like crazy, even when the imports quit - Toyotas, Datsuns and Hondas notwithstanding. Ole "Pootie Pies" (petname for the wife) is an out-and-out camper, used especially for long trips to Florida, in addition to everyday grocery shopping, paying drive-in bills, etc.; see photo." M.G. Douglas

A: "The DeLuxe Greenbriers were equipped with upholstered door and wall panels, chrome windshield trim, and other niceties not found on the Utilities. From the reflections around your windshield it appears that yours is a DeLuxe." NHD

Q: "Heater Air Control Cables under the dash are broken. Where can I find new ones and how do I put them in?" Douglas

A: "GM no longer has the part in their catalog. Clark's Corvair Parts has them in their catalog as #C3340 for "heat" and #C3339 for "air". You also need at least two of #740, star clip, per cable. Oregon Corvair numbers are #U-902 for "heat", #U-905 for "air" and #U-1181A for 5-star clips. There may be other suppliers as well. Cable routing is shown in P&A(Parts and Accessory Catalog) that should be at any dealer's parts window. Cable goes through the front floor up by the defroster distributor, follows the R.H. side of the body under the floor to the rear end and up to the heatermix box. Once you are under the vehicle, it's not difficult to follow the routing. Star clips can be

removed by prying with a screw driver or needle nose pliers. Usually they are destroyed in the process. Re-installation of the cable to the heater mix box in the rear is usually a nasty job. It's a matter of poor access and poor sight line. (It's a cinch after making transmission/starter/heater box cover removable from above; for modification details, see June '74 C.A., page 3 and Spring '79 C.A., p.4; don't you wish that 1972-'80 C.A. Technical Index were ready? - tech ed'r). I get a star clip back on the valve crank by sticking it to one end of a box wrench (such as 5/16" or so) with grease, reaching way up there to center the clip on the crank end, and then push sideways with the box wrench as best as possible."

Bob Kirkman

Q: "Was there ever a Factory Air-Conditioner for Greenbriers?" Malcolm Douglas

A: "No. Some may say the P&A catalog has wordings to indicate A/C was being readied for release. None were produced. I know of no tooling made to accomplish it." (Suggest you write tech adviser Dean Hansen for how to install custom air-conditioning in FC's and request copy of reply for publication in this column - tech ed'r)

Bob Kirkman

Q: "Would Air Scoops on the air intakes be beneficial to engine cooling?" M. Douglas

A: "If the engine can get enough cooling air, the thermostats in the lower shroud stabilize the engine operating temperature at the desired level. Cram in excess air or cold air, and the engine will still use only what it needs. What will happen if any of many things happen so that there is not enough air flow through the engine to do the job? Well, I guess it overheats. Will air scoops help? I don't have any experience with them. I know only that when air flow is concerned what looks good and logical may not really be of any value. Only way I know to find out is to test them. (Recommended reading: "Cooling a Van" in Jan. '73 C.A., pages 4 & 5 - tech ed'r). What might be of more value to you is for me to ask why you want more cooling? Does lack of cooling manifest itself in some way? If so, you may have a "problem" that needs to be cured rather than reach for a scoop."

Bob Kirkman

Q: "Is it true that GM plans to introduce a Revamped Model of the Corvaire in all of



its configurations?" Malcolm Douglas

A: "You would have to ask "GM" that one. Anything leaked or published by GM for quite some time now points to heavy use of FWD. Also published are some sporty exceptions to that." Bob Kirkman

Q: "For a heavily-loaded camper FC, would 8 More HP do anything? Have 102 hp now and am considering 110 hp." Douglas

A: "From the remaining text of the letter you seem quite satisfied with the performance you now have. As far as I know, the 102 hp engine was never produced in the FC series. I think you would have to be more specific on your GOALS as they relate to an engine swap before I could comment. I believe generally the 110-hp engine is not nearly as fussy about high-octane fuel as the 102. Around here we appreciate 80 and 95-hp engines that run on regular fuel. The 95 or 110 has larger displacement than 80 or 102 engines, and that can mean quite a few things in performance. Again, I would have to know what you are looking for - fast off the line? High-speed touring? Passing ability? Load speed lugging? Fuel economy? etc., etc." Bob Kirkman

Q: "Installed "Fire Injectors" (aircraft-type plugs) from J.C. Whitney & Co., and they worked wonders in my engine. Do you have any comments?" Malcolm Douglas

A: "I might ask, when you say J.C. Whitney Fire Injector spark plugs "worked wonders in my engine", just what did they do that

new 44FF plugs did not?" Bob Kirkman

Q: "Eliminated that "stovepipe air intake" from carb to carb, and bought permanent re-usable air intake filters which also enhanced engine performance and reliability. Again, parts from J.C. Whitney & Co. Comments?" Malcolm Douglas

A: "Again, when you removed the Silencer Cross Tube and say that J.C. Whitney re-usable air intake filters "enhanced engine performance and reliability", what did they do in changing performance, and how did they enhance reliability over new AC or Fram or some other modern paper-

element filter?" Bob Kirkman

Q: "FC Interior Door Handles and Window Cranks are becoming scarce. Is there any other vehicle from which we can obtain these parts?" Tom Silvey & others

A1: "Door handle and window crank knobs for F.C.'s are the same as early and mid 60's Chevy (and probably GMC) trucks. Ash trays, steering wheels, arm rests and several other small items are the same, too!" Larry Claypool

A2: For lack of space, Dave Newell's answer will appear in next C.A.

Tech Ed'r

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

### PART IX - BRAKES, WHEELS AND TIRES

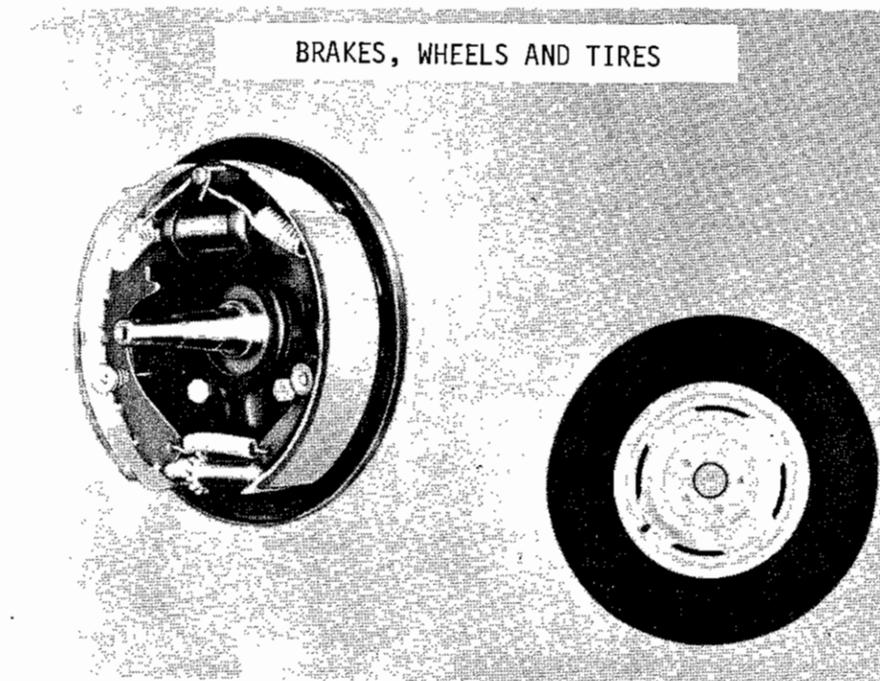


Figure 26

#### Brakes

Four-wheel hydraulic brakes (Fig. 26) of duo-servo design provide effective braking with minimum pedal effort. Brakes are 11 inches in diameter and lining width is 2 inches, resulting in a lining area of 167 square inches. The linings are of molded asbestos composition bonded to the shoes. Brake drums have a pressed steel web

with cast iron drum flange. The brake assemblies are identical to those used on the conventional 1/2 ton truck models.

The master cylinder which has a diameter of one inch is mounted on the underbody below the driver's compartment, and is actuated by a floor-mounted pedal. Wheel cylinder diameters of 1-1/8 inch front and one inch rear are employed. The parking brake utilizes cables and linkage to the rear service

brakes and is applied by pulling a ratcheting, pistol-grip hand lever.

#### Wheels and Tires

Five 14 x 5J wheels, with 7.00-14 S.P. tubeless tires are provided on short-spoke 5 stud disk wheels. The tires were designed specifically for this application and incorporate a very low cord angle and other construction features to eliminate wind steer problems encountered early in the development of these vehicles. This problem is covered in greater detail in another section of this report. The tires carry the special designation, "SP" for special purpose.

All wheel and tire assemblies are factory checked for static unbalance. Weights, if needed, are added to the inside of the wheel rim to keep maximum unbalance to 5 ounce-inches.

Xerox copies of entire report may be ordered from: S.A.E., Inc. 400 Commonwealth Drive Warrendale, PA 15096 (\$4-) NHD

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**CLASSIFIED:** \*\*\*\*\*

FREE to members; Non-members \$3 per 5 line ad. Commercial rates are available upon request. Approved furnished 8½x11 inserts free.

SELL: 1962 Greenbrier, good condition, all components rebuilt, new paint, \$1000. Lloyd Rathke, 1245 N. Hancock, Fremont, Nebraska 68025 402-721-8793

SELL: 1964 Greenbrier body, no powertrain \$175. John Battialo, Indianapolis, Indiana 317-786-8206

SELL: 1961 8-Door window van (?) (by Chevrolet's definition it is a Greenbrier however serial number plate shows model number to be R1205), 3-Speed, driver's seat only, has rust in lower body but generally sound - all exposed rust treated with Rustraint and primed. Bill Dickert, Rt 4, Lovvorn Road, Cedartown, Ga. 30125 404-748-6200 evenings, weekends

SELL: 1964 Truck engine block complete with crank and camshaft, all sheet metal peculiar to truck engine, also generator adaptor \$100 plus transportation. Harold Kittel, 5019 Bonnaside Dr, Hermitage, Tenn 37076 615-883-7516 (after 6 PM)

SELL: 1963 Greenbrier, it has been laid up for 3 years, it developed clutch problem (no forward or reverse motion), it has a 65 car engine, a rear bench seat, some rust developing but not serious Price negotiable. Michael E. Meier, 1024 Bush Street, Red Wing Minn 55066 612-388-6856 (most evenings)

SELL: 1967 Corvair 4-Door sedan, 110HP, auto with factory air, tinted windows, new muffler, tailpipe (chrome), rebuilt Clark's carb, stainless steel inlet valves, undercoating, Viton pushrod seals valve covers, body and interior in mint condition. The car has 48,000 original miles, \$4,000. John Capra, 232 Edgewood Avenue Thornwood, N.Y. 10594 914-769-6662 (after 7PM)

SELL: 1961 Lakewood wagon, white interior, red interior(?), auto, rebuilt engine, never cranked, good glass, no title;  
1961 Rampside, tan exterior, 4-Speed, 95HP, runs title;  
1964 Rampside, deluxe, 4-Speed, no ramp, no running gear, red and white exterior, glass good, no title;  
1962 Monza coupe body, good glass, disassembled, no running gear, title;

Various 61, 62, 63 Motors & transaxles and parts, need to sell too far to pickup. \$850 or best offer 61 Lakewood, rampside and 62 Monza in Chatanooga, Tenn - 64 Rampside in Tennille, Ga L.T.Pair, 108 Hearthiside Dr, Greenville, NC 27834 919-756-6601 after 9 PM

WANT: Black spoiler for 66 CORSA, under front, tailgate & rampdoor for 64 Rampside, rear engine exhaust grill for 63 Monza, blue dash pad for 63 Monza, 2 or 4 knock-offs and wheel adapters for Kelsey-Hayes wire wheels, good 180HP turbo carb, chrome bumper (front or rear) for 64 FC. Send price and condition L.T.Pair, 108 Hearthiside Dr, Greenville, NC 27834 919-756-6601 after 9 PM.

WANT: Early 4-Speed transmission for Greenbrier (or any body style van) with transmission bracket (or plans for building same) Have many spare parts to trade, including several motors or name your price. Al Tirella, Acorn Hill, Olivebridge, NY 12461 914-657-6622

WANT: For 1962 Greenbrier with P.G.; float gauge for gas tank and gasket, cig. lighter, red floor mats (front-center-rear), rear wheel bearings, automatic shift cables, wheel covers 14" with crossed flags. Henry Peabody, 3913 Wisteria Dr., Memphis, Tenn 38116

### CORVANATICS DRIVE-IN II

The CORVANATICS Central division of the Corvair Society of America (CORSA) held it's Drive-in II on October 4 at Whitewater State Park in Liberty, Indiana.

The Corvair Greenbriers, Corvan, Rampside and Loadside produced by Chevrolet from 1961-1965 were designated forward control 95's (the 95 is due to their wheelbase). The 95's in attendance were from Michigan, Indiana and Ohio.

There was a "Name the Part" contest consisting of parts only from Corvair 95s. Don Furnish of Cincinnati won by naming 10 of 11. The long distance award went to Harold Dexter of Fenton, Michigan. He also won the best truck award with his beautiful 1964 Rampside (851 produced) with a camper. The best Greenbrier award was awarded to Paul Henrick of Holgate, Ohio with his 1964 Greenbrier complete with cruise control. The newest 95 belonged to Tom Silvey of McCordsville Indiana with his 1965 Greenbrier #1029 (1528 produced). The story goes that it was the last Greenbrier sold. The reason that the serial number is not 1528 is that it was damaged in the factory and was repaired and sold after production ceased in December of 1964. The oldest 95 award went to Larry Thomas of Goshen, Ohio with his 1961 Loadside (no ramp - 2475 produced) with #1677. This 95 was made in early fall of 1960 and was #1677 of over 127,000 95s produced in 4½ years.

A delicious pot luck lunch was shared by all and an auction of donated items was held to help defray the costs of dash placques and trophies. The usual swapping of parts, tales and lies went on all afternoon in front of a roaring fire in the shelter.

LARRY THOMAS

Trophy winners at the DRIVE-IN II.

Left to right:

Tom Silvey - Newest 95

Larry Thomas - Oldest 95

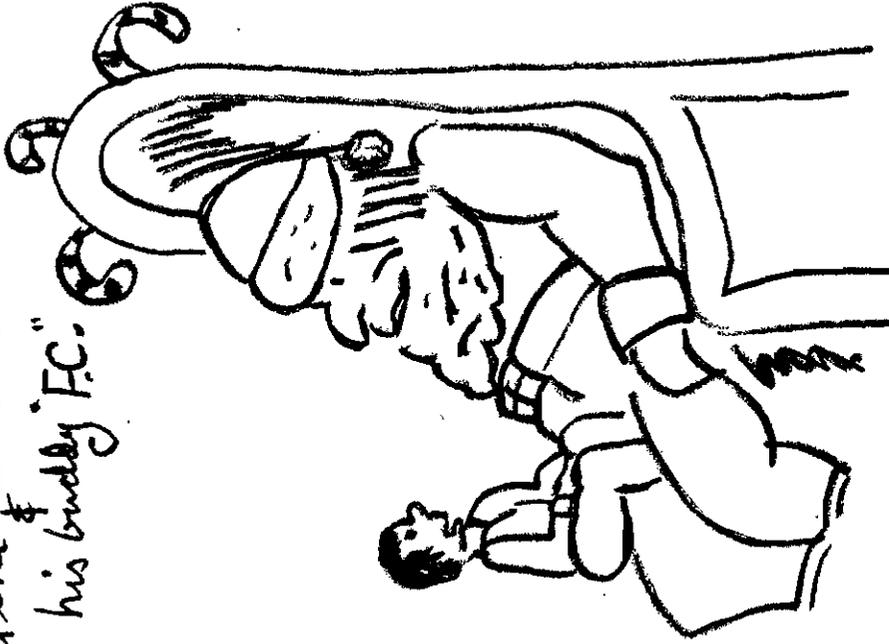
Paul Henrick - Best Greenbrier

Harold Dexter - Long Distance



5.  
*Have a Happy Holiday Dave A.*

Gene Brock  
his buddy "F.C."



.... and a supply of rear  
wheel bearings for the  
GREENBRIER.

*D. Anderson*

CORVAN ANTICS  
423 DAVID LANE  
MASON, OHIO 45040

FIRST CLASS

