



# CORVAN ANTICS

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RAMPSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

Illustration Chevrolet Motor Division



CUSTOM GREENBRIER

OFFICERS, STAFF AND STATS:

FOUNDER Ken Wilhite 4620 Georgetown Ct Indianapolis IN 46222  
PRESIDENT Tom Silvey Box 68 McCordsville IN 46055  
VICE-PRES -open-  
SECT/TRES Caroline Silvey Box 68 McCordsville IN 46055  
DIRECTORS  
EAST Robert Marlow 161 Hill Street Midland Park NJ 07432  
CENTRAL Mike Demeter 7108 Ravenwood Dr West Chester OH 45069  
WEST Jim Craig 7731 Peacock Dr San Diego CA 92123  
AT LARGE Ed Gridley Box 158 Franklin IN 46131  
HISTORY CONSULTANT  
Dave Newell 1481 Hamrick Ln Hayward CA 94544  
EDITOR Dave Anderson 423 David Lane Mason OH 45040  
TECH ED. Robert Kirkman 1820 Moffat Road Leonard MI 48038  
HUMOR ED. Dave Anderson Out there somewhere  
AMBASSADOR (SOUTH EAST U.S.)  
Kurt E. Gaida 129 Green Acres Park Clearwater FL 33515  
MEMBERSHIP 315  
NEWSLETTER COPY: Anything to do with FCs (prefer illustrated text)  
NEWSLETTER DEADLINE: First of each ODD month (Jan, Mar, May, etc)  
CHANGE OF ADDRESS: Please send them to Caroline Silvey  
DUES, APPLICATIONS AND RENEWALS: CORVAN ATICS is published bimonthly  
by CORVANATICS, a chapter of CORSA and CORSA membership is required  
CORVANATICS dues are \$6 (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; Back issues  
of CORVAN ANTICS \$1 ea; Complete set 42; Jacket patch \$2.15 ea;  
Club stationery & envelopes \$.05 ea. All items can be ordered from  
Caroline Silvey

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ON THE COVER:

I know that customizing of cars is making a comeback and that trick vans seem to be on the decline but I would like to see if we have any of these super trick vans in our club! Sometimes they are really done up with paint or extra body work like this one by Neil Nelson in Appleton, Wisc. This is one of a series given to me by Paul Henrich last fall. I have written to Neil trying to get some more information on this neat ride. I would also like to request that anyone else out there who has done some custom work on their FC to take some pictures (all returnable) and jot down some details of the work done and we will take care of the rest. I personally think this kind of work is super and would like to see some more. This is not to say we don't like stock or "concours" 95s we will take all the pictures and info on YOUR FC to publish. Thanks.

\$\$\$\$\$\$ PLEASE NOTE \$\$\$\$\$\$

A short note from our sect/tres: Caroline Silvey. It seems that there are some problems with checks or money-orders coming from Canada. Caroline asks that you please note the amount is in US dollars. Dealing with small amount the exchange and handling charges can eat into our small dues. Thank you for your cooperation in this matter.

WIRE WHEEL COVERS AND FCs

I have a '63 Corvan and I have been collecting literature about FCs. I have two different sales catalogs and in one it claims that wire wheel covers are not available and in another it shows a picture of wire wheels covers as an option! So what would you do if you had two different views?? That's right I wrote a letter to my Corvanatic tech rep to get the real scoop. I thought Dave Newell's answer was good enough to expand into an article for this issue.....

I received your letter re wire wheel covers and this subject has surfaced over the years many times. Actually, both brochures that you sent copies of are correct - it's just that they are talking about two different things!

The '63 Corvair car/Greenbrier sales catalog lists factory options only - that is, they could only be ordered with the car and installed at the assembly plant. These are RPOs, or regular production options. Wire wheel covers were RPOs for Corvair cars 1962-1969, but were not for Corvair 95s in any year. However, full wheel covers were an RPO for 95s in 1961-1965, the same as used on Impalas.

On the other side of the coin, the truck Custom Feature Accessory catalog which you sent a copy of only shows dealer-installed accessories, and these had part numbers. They were stocked in the dealer's parts departments or could be ordered from Chevrolet for a customer's car. They were then installed by the dealer. Both RPOs and dealer-installed accessories are stock, providing the later are correct for a given year. There are some cases when an item (such as Corvair car wire wheel covers, 95 heaters, west coast mirrors, etc) could be either RPOs or accessories, and in the earlier years these were called FOAs (Factory Ordered Accessory) when installed at the assembly plant.

Ok, so, while car wire wheel covers could be RPOs or Dealer installed accessories, Corvair 95 wire wheel covers were dealer-installed only. They were of course 14" Impala wire wheel covers and nothing more, and carried the same part number, naturally.

Now, as I'm sure you'll remember, there are two styles of 95 wire wheel covers and car wire wheel covers in the years 1962-1965. There were no wire wheel covers at all in 1961. In 1962, 13" wire wheel covers were available for Corvairs and Chevy IIs, but there were no 14" in 1962 for Impalas or 95s. These were the two-bar cheaper style cover as shown in the '63 truck accessory catalog.

In 1963, 14" wire wheel covers became available for the Impala. They were not officially listed in the dealer's price schedules for accessories as being applicable to 95s, but the sales boys did show them in the catalogs for 95s and they worked fine. I'm sure that many were installed on 95s and there is no question that they are stock for 1963.

In 1964-1965, the new 3-bar 14" wire wheel cover (and 13" on cars) was officially listed as applying to the 95s as an accessory. So the wire wheel covers are "stock" for 95s for 1963-1965 only.

I hope I've made this clear. You see, accessory merchandising in Chevrolet is entirely separate from factory options, sometimes their do cross, though.

Dave Newell

## TECH TOPICS:

(Please note the new address for Bob Kirkman  
1820 Moffat Road  
Leonard, Mich 48038

I never expected the response that came for Eastern Area Technical Advisor volunteers! After thankfully installing Bob Marlow, several men contacted me and I decided to double up the Eastern Area. That required picking and choosing based on area of FC expertise. Allow me to introduce you to a team of Gary Segal and Julius Berky. Contact them as you need, especially in their knowledgeable area of preventive maintenance and gas heaters. Address as noted below. I called to thank those volunteers that I could not add to the group at this time.

Some of you may be muttering about too many words lately on rear axle bearings. You may not realize how close we are to doomsday, when we can LOOK at our FCs, but cannot drive them! We'll back off a bit in print, but the work goes on!

I did not correctly condense Larry Claypool's notes for the March April '82 column. The 140 HP engine when used with manual 4-speed transmission is A-OK according to Larry if it has the 95 HP camshaft (3839889) retarded 4°. A 140 HP engine originally used with a manual transmission is not equipped with that cam nor the 4° retard and has to be changed over to give the low end torque and punch at mid-range RPM that the FCs appreciate.

If you start with a 140 HP engine originally used with an automatic transmission, then it has the stuff you want for any transmission you hook up to it.

I would recommend anyone planning to get into this to contact Larry, as there are probably some more details, such as carburetors and distributors to be considered.

TECH TOPICS is a collection of technical questions, answers, tips and opinions. All questions, comments, etc., you have should be sent to a Technical Advisor in your area or with a specialty that matches your needs. Those of general interest will be included in some future issue of CORVAN ANTICS.

### Technical Advisors, Locations & Specialty (more next issue)

- Gary Segal & Julius Berky (Eastern US & Canada)  
4644 York Rd, Baltimore, MD 21212 Preventive maintenance & Gas Heaters
- Dean Hansen (Western US & Canada)  
9825 Oso Ave, Chatsworth, CA 91311
- Wally Brenneman (Central US & Canada)  
Rt # 1, Kalona, Iowa 52247

Q: What SHOCKS do you recommend for my '64 Greenbrier? Is there a cross-reference list available such as the one published for cars in the Feb '80 CORSA COMMUNIQUE?

Bill Wood

A: There is nothing like GM HD 1-3/8" dia. front shocks. What a difference! They really control front-end ride motions and are not harsh. They were an option, available from the factory and barely fit in. Sometimes the springs would contact on very large dips with a "boing-boing". Just ignore it. Rears were not all that critical, but I would recommend something listed as Heavy Duty. The rear had a tendency to reverse power hop, going uphill in reverse in loose sand, and I believe shock control will help that. The rear control arm will not take a larger dia. shock absorber. I don't see the GM HDs listed anymore and Clarks doesn't show them. Probably gone now. It's getting so that you'd better just buy whatever you can find in any NAME BRAND. Anything is better than nothing. For an interchangeability chart see Byron Eaton's chart in Jan-Feb '82 CORVAN ANTICS. Bob Kirkman

Q: I have a Rampside that is partly restored and would you have any information on Customizing Corvair Pickups? I am interested in modifying the body, putting in a V-8 engine, etc.

Ricky Lowry

A: Am sending you a Xerox of an article that appeared in Spring '78 CORVAN ANTICS by Ken Young on his beautifully done "Super Truck" a V-8 '63 Rampside. The midship-mounted, 355-HP 327 drives a '69 Vette 4:11 rear end. When he wrote his story for us he lived in California. Since then he moved to Oklahoma, but he is not listed in the '80 CORSA Roster, nor in the '81 CORVANATICS Roster. Maybe CORSA headquarters can help you determine his current address. You may also want to contact our Tech Advisor Larry Claypool who put an Oldsmobile Toronado engine and powertrain in his '62 Rampside. His unit is roadworthy too because he drove it to the '80 National convention in Georgia - and back. Nico DeJong

### FORWARD CONTROLLING WITH THE PRESIDENT:

Our Corvan is still in the garage (since January '82). For a vehicle with such a good body it sure was a dog mechanically. The previous owners obviously knew nothing about Corvairs. As soon as I rebuild the shifter I can take it for a test drive. Then the front underside will get refurbished.

Many people have said that it takes about a year of one's spare time to restore a Corvair - those people are certainly right - I'm not half done after five months.

We have been getting many letters from renewals and new members saying how much they enjoy the CORVAN ANTICS newsletter and how much they appreciate the CORVANATICS Club. So I must pass the compliments on to the people that do the hard work. The president doesn't do much compared to the three hard workers who do such a good job - so the compliments go to the secretary/treasurer, the technical editor and the newsletter editor (Gee, thanks...ED) - these people are really doing an excellent job.

Tom Silvey

PART X - POWERTRAIN: INTRODUCTION

The Powerplant assembly is a heavier duty version of the Corvair passenger car engine. This Powerplant has been adequately covered in a previous SAE paper; thus, the discussion here will be confined mainly to the differences that exist.

The engine, transmission and rear axle are all assembled as a unit and located under the rear load floor. The engine (Fig. 27) is a horizontally-opposed powerplant with a 145 cubic inch displacement. It is air-cooled and features extensive use of aluminum in many of its components. Since truck engines are subjected to more severe service, the main and connecting rod bearings are of steel-backed sintered copper lead in place of the lighter-duty bearings used in the Corvair passenger car. A heavier duty 9-1/8 inch diameter clutch is also used.

The Corvair 95 engine and transaxle are fully accessible through two removable panels at the rear of the underbody assembly (Fig. 28). The panel immediately adjacent to the rear door opening (rearmost panel) gives access to the engine, while the panel beyond it (foremost panel) gives access to the transaxle. Effective sealing is assured with closed-cell sponge rubber seals around the periphery of the panels. Rattle-free panel retention is provided with screw fasteners.

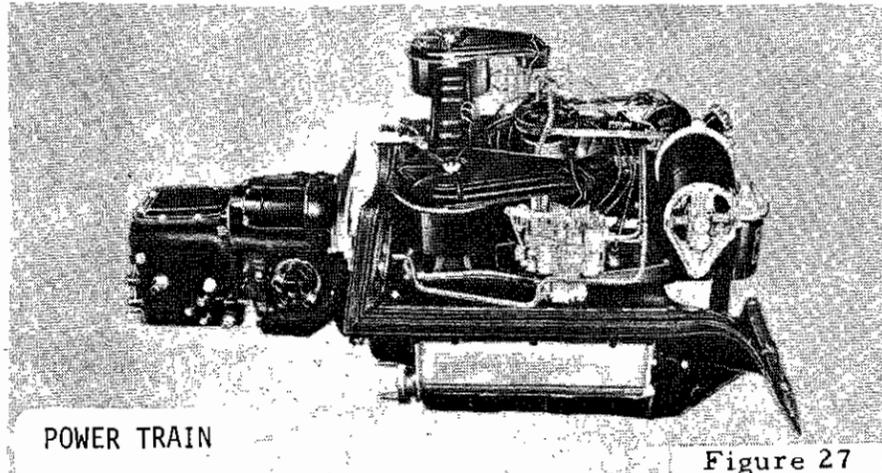
On panel and station wagon models, the vehicle interior is insulated from engine heat and noise by employing double-wall construction for the rearmost removable panel and adding to its undersurface a 5/8-inch thick blanket of fiber glass over a 1/8-inch thick layer of undercoating. To eliminate the possibility of any loose particles of fiber glass being

drawn into the engine air cleaner, the first 1/8-inch of the fiber glass blanket is of higher density than the remainder of the blanket. The foremost removable panel of panel and station wagon models also carries a fiber glass blanket, providing additional insulation from heat and noise.

Above the rear bumper, a door affords access to the engine oil filler tube and dipstick as well as other components such as the dis-

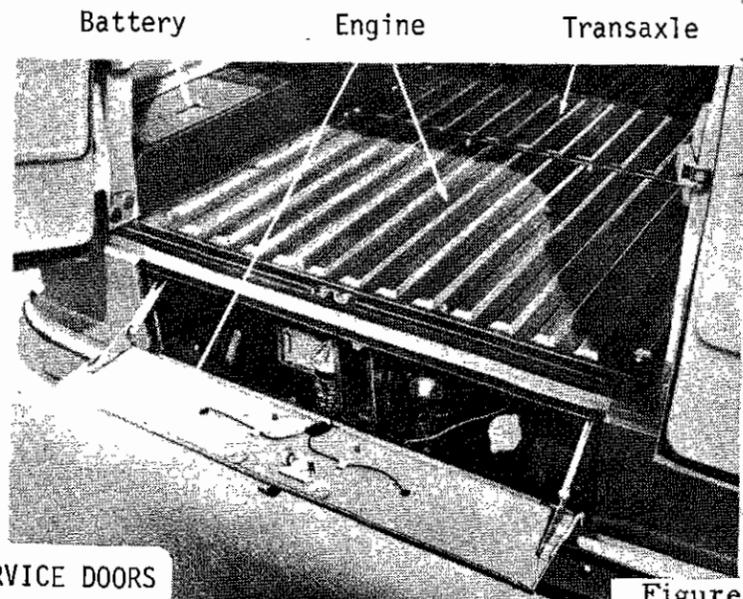
tributor, coil, generator, and oil filter. The door is hinged at the bottom with a roll-type hinge, and supported in the open position with slotted links. Retention of the door is through a slam-type lock, which is opened with a lift handle located above the license plate.

A flat closed-cell sponge rubber seal around the door opening assures rattle-free retention of the door and a positive seal against road dirt and moisture.



POWER TRAIN

Figure 27



SERVICE DOORS

Figure 28

(C) S.A.E., Inc. Reprinted w/permission. Layout:

DeJong.

(to be cont'd)

NATIONAL CONVENTION:

The National Convention annual Corvanatics meeting will be held from 4:00 to 6:00 PM on Friday just before the CORSA business meeting.  
Tom Silvey

FROM THE EDITOR'S GLOVEBOX:

I would like to say that I'm sorry about the last two issues being a little late but this has been a very hectic spring for me this year I will be trying to get us back on track with the next issue! As far as work on my Corvan goes I have collected all the parts to put the engine back together and have gotten the old engine apart. I need to start putting things together because I am running out of room in the garage (but then I suppose none of you out there have that problem) Keep those cards and letters coming in folks and send us some pictures of your FC (finished or "in progress"). One more favor, step in front of the camera and show the club that there are really over 300 members of CORVANATICS. Thank you, hope to hear from you

Dave Anderson

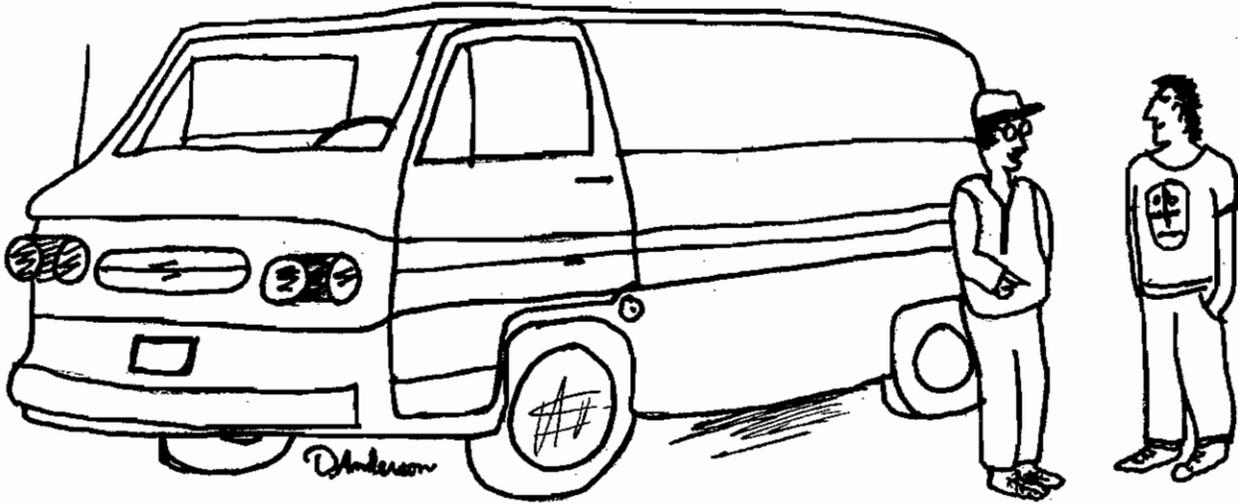
CLASSIFIED: \*\*\*\*\*  
FREE to members; non-members \$3/5 line ad. Commercial rates are available upon request. Approved furnished 8 1/2 x 11 inserts free.

SELL: NEW Corvair truck parts; left front rocker panel complete with wheel well arch (GR. 16.603, p/n 3777857), \$135. Right front rocker panel only, (p/n 3769946), \$50. Front door outer weatherstrip, small piece that glues to door (GR. 16.225, p/n 3769319) matched pair left and right, \$12. Steering box with column (GR 6.508), weathered from storage in barn but N.O.S., \$65. Many other used FC parts, plus many new and used car parts, FREE list if you send a LARGE SASE. Bob Marlow 161 Hill St, Midland Park, NJ 07432 (201) 444-1859 home, (201) 4456900 office.

SELL: Parting out 1965 Greenbrier DeLuxe many used parts available and some NOS parts inc rear wheel bearings and reflectors. John Conaway, 255 Andrew Way, Collierville, TN 38017 (901)853-1566

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, \$4000 John Capra, 232 Edgewood Avenue, Thornwood, NY 10594 (914) 769-6662 (after 7PM)

Gene Brick  
#  
his buddy "FC"



"IS IT TRUE THEY USE TO MEASURE  $\frac{1}{4}$  MILE  
TIMES WITH A CALENDAR?"

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425 DAVID LANE  
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FIRST CLASS

