



# CORVAN ANTICS

VOLUME 13

NUMBER 1

JAN & FEB 1985



RAMPSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

Illustration Chevrolet Motor Division



**Two Of A Kind**

# CORVAN ANTICS

The official Bi-monthly publication of CORVANATICS,  
a chartered chapter of CORSA. Established Sept. 1972.

Membership **300**

Stories, articles, photos or anything of interest to CORVANATICS members may be submitted to the Editor. Deadline is the first of each odd numbered month.

Membership in CORVANATICS is open to any CORSA member with an interest in Forward Control Corvairs. Annual dues are \$6 (US) and should be sent to Caroline Silvey.

Changes of address should be sent to Caroline Silvey as soon as possible.

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## On The Cover

In 1939 this beautiful Spartan aircraft was considered the finest single engine airplane money could buy. Throughout the Sixties the Greenbrier shared the same honor - the best of its kind - and proving this point is Corvanatic Harry Bennett's fine Greenbrier. The paint and upholstery are new, and with 205,000 miles on the clock the engine still runs great - on our recent 600 mile round trip to Palm Springs, California the engine consumed NO oil. The van still drives like new. The key to this longevity? The eight inch thick stack of maintenance receipts that came with the van could have had something to do with it - over 100 oil changes and very little else required! Harry and Lynn acquired the Greenbrier three years ago from the original owners - whom he happened to know since they purchased it new. Harry considers the Greenbrier one of his favorite vehicles, and from a man who has owned dozens of exotic and classic cars this is quite a compliment. The photo was taken by the editor at the Scottsdale Air Park on the recent Cactus Corvair Club Photo Tour, and the photo at the right at McCormick Railroad Park.



## Forward Controlling With The President



1984 is now old news. 1984 was a good year. Let's hope 1985 is as good or better.

It has been requested by our newsletter editor Ken Krol that if you expect your ads or articles to be in the next newsletter be sure to have the material to him before the first of each odd numbered month. Let's all try to meet this deadline.

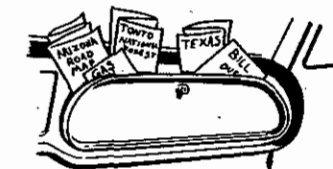
Also related to this deadline problem is the fact that many ads or articles are mailed to the president or secretary/treasurer, who in turn must mail them to the editor. To save time and postage PLEASE mail your ads and articles directly to the editor.

In addition, many change of address notices have been going to the editor. PLEASE, instead send them to the secretary/treasurer since she makes the address labels for the newsletters, and needs your new address for her records.

Since I am not very fond of winter weather, I think I will spend the winter months rebuilding some engines, getting Caroline's convertible ready for Summer and looking forward to Spring.

Tom

## From The Editor's Glovebox



Late again! But this time I have to accept most of the blame, as I have just bought a home and spent the better part of the month moving, cleaning, painting, etc. Incidentally, I moved everything I own in only four well-packed Corvan loads. Take that! - Japanese pickups and VW Micro-buses... All of which brings us around to the NEW MAILING ADDRESS, as coincidentally the CORVAN ANTICS general offices moved also.

NEW ADDRESS: CORVAN ANTICS PHONE: (602)866-2786  
17433 N. 16th Lane  
Phoenix, AZ 85023

Everything else remains the same. Dues, changes of address and merchandise orders will still go to Caroline Silvey in Indiana.

It seems that all our members need is a little urging to really produce. After Bob Kirkman's fantastic "Mystery in Plaster" was published, the outstanding article "Corvair 95 Styling" featured in this issue appeared in the CA mailbox from none other than CA Historian Dave Newell. The result of much exhaustive research, this article nicely completes the picture of early FC development. After the mention that Ma Bell was a big user of Corvans in the last issue "More Ma Bell" and the genuine training manual page surfaced. Then coming next issue is Will Herman's story behind the beautiful maroon '65 Brier you may have seen in the winner's circle at Seattle, Palm Springs and numerous other shows and events along the West Coast. Plus much more! Probably the most IMPORTANT thing in this issue is in Tech Topics. Before you do anything else turn to it and read and heed Bob's warning against the use of these ball-type replacement wheel bearings!

# Corvair 95 Styling

Bob Kirkman's wonderful plaster Corvair truck model opens up an area of Corvair development on which I think I can shed some light. The design of our 95's paralleled that of the Corvair passenger cars right from the very beginning.

Work on the XP-76 "Suburban", or "Holden Suburban" began in Ned Nickle's styling studio early in 1957 at the same time that the earliest sketches of the cars were being made. Originally the vehicle was intended to be more car-like and primarily function as a station wagon, using sedan-type bumpers, lights and trim.

Harley Earl, then GM's Vice President of Styling, had been greatly impressed by the earlier GMC L'Universelle show truck, and was primarily responsible for pushing the Corvair truck design to fruition. Early renderings done by Carl Renner, of Nomad wagon design fame, were even less like the final production design than the early full-size clay models that first appeared in October of 1957. The particular "buck" that Ken Krol keenly spotted in Special Interest Autos went through several facelifts, and photos #1 and #2 are of the model as it appeared in December.



PHOTO #1 12-19-57

The truck we know didn't take form until the Fall of 1958, and it would be

from that period that Bob's model comes.

Photos #3 and #4 are of the fiberglass mock-up at the final management presentation of the Corvair line. The sedan in one photo was actually much closer to production than the van, which you can see is half Greenbrier and half Corvan, like Bob's model, and which still had more design changes to be made: the rear bumper; separate taillight housings; air scoops and the rear door and windows.



PHOTO #2 12-19-57

This last feature was intended to be a swing-up wagon-type door from the very beginning, but it was a much taller gate than the VW's, and not as practical on a commercial van as two conventional doors. Ford's English import, the Thames van, had swing-out doors in the rear, and if you look close, you can see a Thames sitting behind the Corvair mock-up. There was also a VW in the same room for comparison.

The air inlets were originally conceived as scoops, but Chevy's Engineering Department had no trouble proving that better cooling could be had with flush louvers. As Bob says, they were tried in every location, and the lower position shown in the 1959 photos seemed to have favor. Even the Lakewood prototypes, built in near-final form by July of that

year, carried similar louvers just behind and above the rear wheel well openings. But engineers working on engine development found that too much dirt entered this way, and insisted that the openings be raised. A much more aesthetic design resulted!

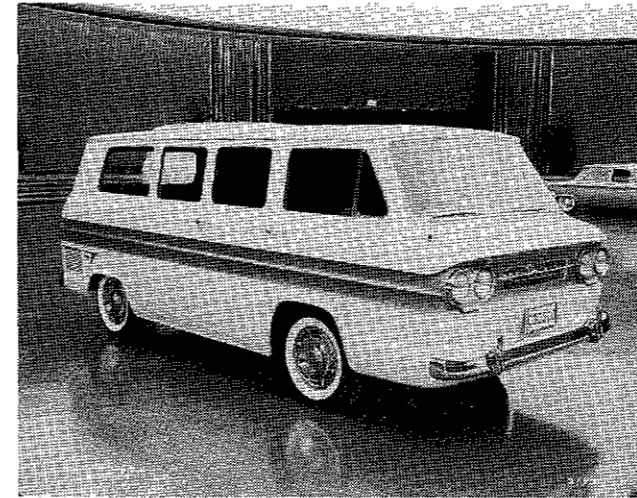


PHOTO #3 2-19-59

I know of no "second generation" Corvair truck work either. There were some hideous facelifts proposed for 1962 and 1963 95's, so that they would parallel the "look" of the conventional truck line's styling theme, but no major redesigns.

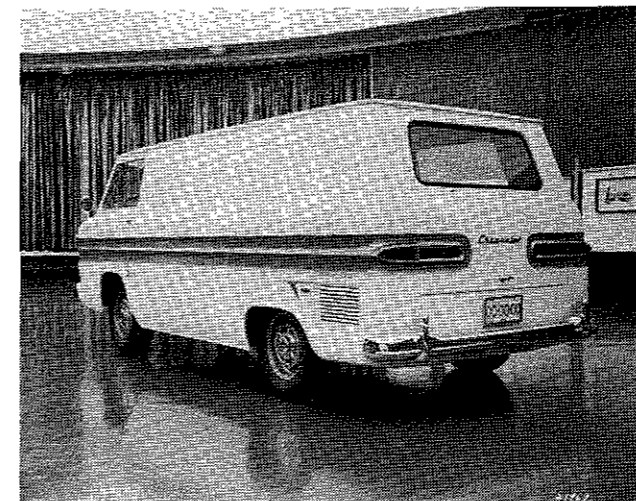


PHOTO #4 2-19-59

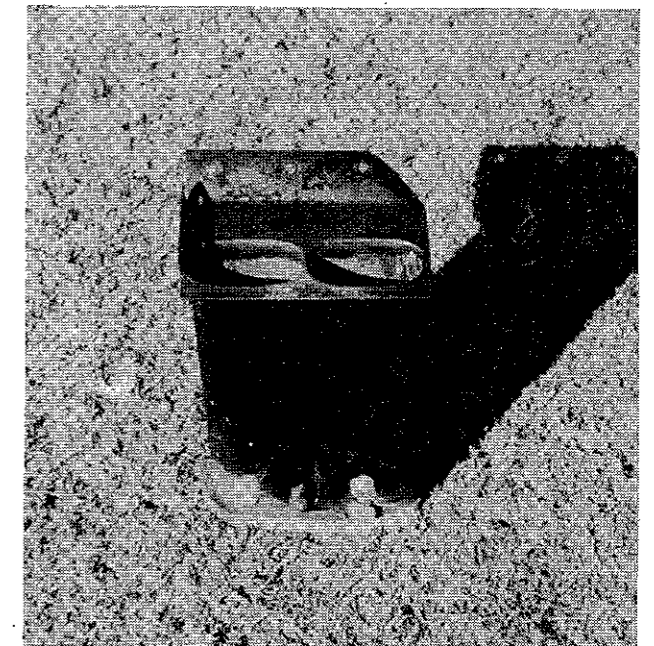
Chevy needed a more conventional, cheaper van using more standard parts and the Chevy Van resulted, just as had the Chevy II been a re-

turn to cold, economical reality at Chevrolet in the face of the Falcon car. But this time the about face was brought on by the dull-witted but very successful Econoline.

The Corvair Van was probably the most ingenious truck of its type ever built, and probably no other manufacturer could have afforded to risk such an expensive design on a new market. The history of its development is as fascinating as the truck itself.

DAVE NEWELL  
CORVANATICS HISTORIAN

## Whatzit?



The item pictured above is a genuine Forward Control option. It was spotted at the Palm Springs Fan Belt Toss Swap Meet by Corvanatic Curt "Eagle Eye" Stanley. After picking the brains of our entire group he finally let us in on what this odd item was. Give up??? The mystery item was a part of a very obscure safety option and was used to store four spare road flares! It mounted behind the front seat.

# Tech Topics



## REAR AXLE WHEEL BEARINGS

The representative from Penn Ball Bearing Company has been in written contact to several Corvair Chapters with a survey concerning use of ball bearings on Corvairs and FC's. The pages of CORVAN ANTICS have been used a number of times in the past 4-5 years to reinforce the point that an FC requires a bearing with the capability to change axle axis angulation. Call it whatever you wish: swivel, coning, give, spherical capability, off-axis running, self aligning, articulating, flexible, etc. I here refer you to back issues of CORVAN ANTICS: Fall 1980, p.25; May-June 1981, pp.21-22, Fig. 23; March-April 1982, p.13.

The ball bearing which Penn says is made by Green Ball Bearing would run dead-true and tight. No self-aligning. The bearing, in effect, tries to put the suspension in one position and resist any of its modes of movement. Something has to give, and it will!

Contacts are still being made by CORVANATICS with bearing companies for a substitute spherical unit to do the job. Enough said.  
R.A. Kirkman

## FC Classified Ads

1964 Greenbrier, 3 seat window van, 110 HP, PG. Mags, spoiler, Front and rear stabilizer bars, AM/FM stereo, 400 miles on rebuilt engine, many other new parts. \$1800/OBO.

Gas heater \$50, good used boomerangs \$45 ea., new rear springs \$40/PR., FC "W" block with crank \$75. Tom Hession, 24 Pennacook Rd., Tewksbury, MA 01876. (617) 851-6784.

\*\*\*\*\*

WANT: Two Premier Rampside models - reasonable price. Send letter with price, name and address to: Sue Okragley, 10609 St. Mark Ave., Cleveland, OH 44111.

\*\*\*\*\*

Parting 1964 8-door Greenbrier, very rusty - not much there. Good running FC engine \$250, 3:55/PG transaxle \$100, \$300 for complete powertrain. Rare optional turquoise/white interior complete. Everything negotiable. Bare 164 FC block, degreased, \$100. Two sets 14" 3-bar wire wheel covers. Better than stock set \$150, stock set \$100. SASE & \$1 for photo, refund with purchase. Reconditioned 14"x6" Chevy steel wheels, perfect FC replacements, white, 4/\$150 incl/shpg. Colors \$15 extra. Ben Brown, 8 Marvo St., North Aurora, IL 60542, (312)897-1222.

\*\*\*\*\*

FC rear wheel brg. regrease kit: includes special grease, new "O"-ring seals, copy of the original GM diagram, complete instructions with sketches \$11.95. Vitons (36) \$7. Wrapped fan belts \$7.50. PF-4 filters (blue) \$5.50. LSASE for complete details. Add 5% for shipping. WANTED FC front suspension parts (NOS ONLY). Corvair Heaven, 810 Mammoth, Alden, NY 14004. (716)547-2273

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VAIR TIPS Technical booklets w/glossy covers. Proven tech tips for Corvair lovers. Ten booklets, 1974-83 and index, all books are \$3 each, or \$30/all. San Diego Corvair Club, c/o Evans, 3296 Via Bartola, San Diego, CA 92111.

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# More Ma Bell

Corvanatics:

One of our Club members, Joe Darinsig, works for a local telephone company(GTE) and found this picture of a fleet unit. Joe commented that GTE often updates their manuals, but probably felt that the Corvan dimensions still closely match their current vans. Did I somewhere read that these telephone vans were special order 95's with Greenbrier windows on the right side only?  
-Jesse J. Wright, Central PA Corvair Club.

SECTION 075-225-106  
ISSUE 2

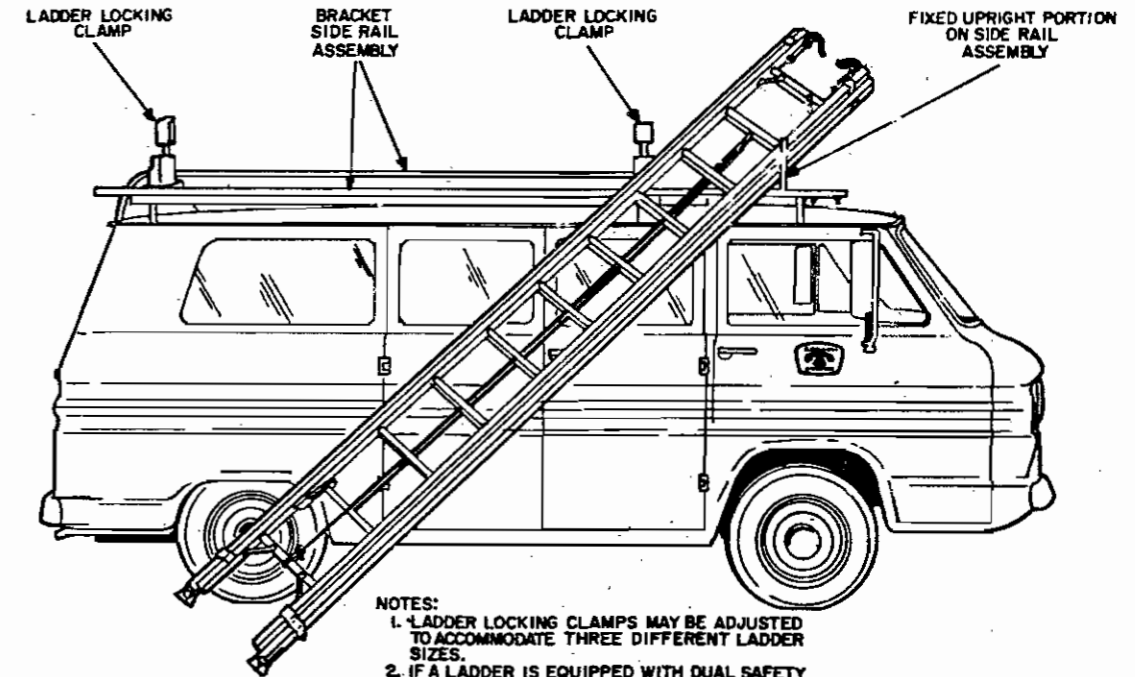


Figure 22. Placing Ladder on Roof-Mounted Ladder Bracket.

Recently I spent a week in Erie, PA attending school at the General Telephone Training Center, and found this Corvan picture in a thick book while we were covering some safety practices, "Station Installation and Maintenance Handbook". It was dated 9/80, but this particular page was dated June 1968. It is unusual!

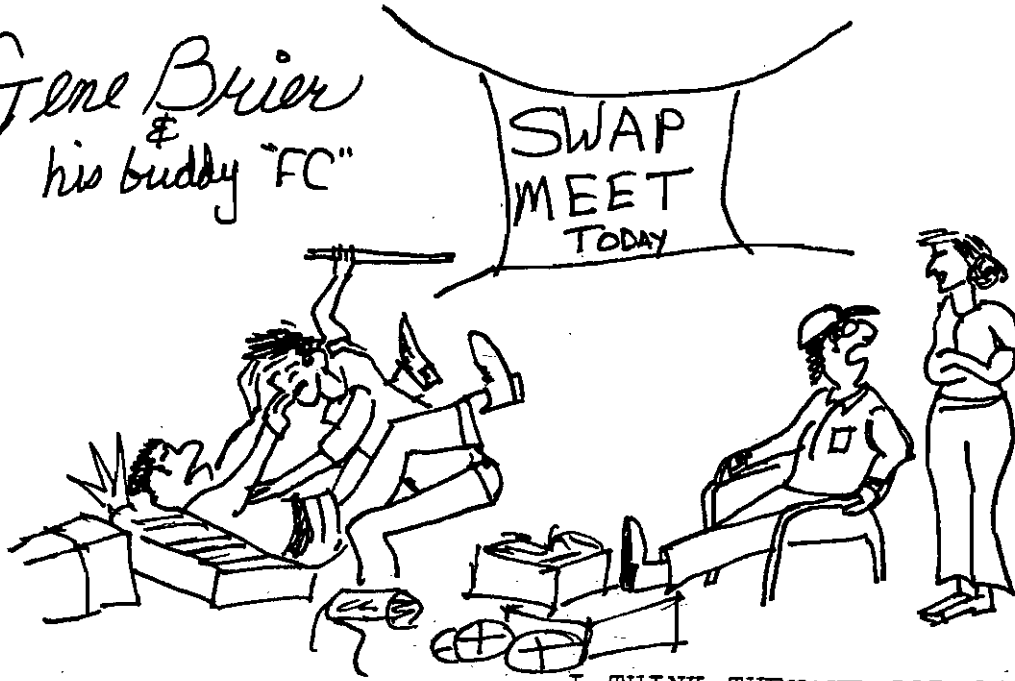
After three days, I saw one Corvair driving around town, and there weren't any advertized for sale in the local paper. Hopefully, they are all put away for the Winter, as Erie does get a lot of snow and c-o-l-d weather.

A nice place to visit but...  
-Joe Darinsig, Central PA Corvair Club

## Club Boutique

CORVANATICS merchandise available through Caroline Silvey: Window decals \$1.00 each, Jacket patches - \$2.15 each, Club stationary and envelopes - \$.05 each. Back issues of CORVAN ANTICS - \$1.00 each, complete set is available.

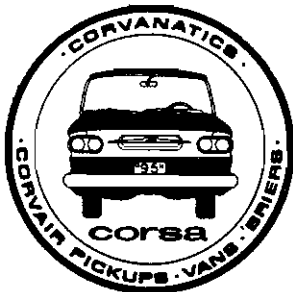
Gene Brier  
&  
his buddy "FC"



I THINK THEY'VE GOT THE PRICE  
ABOUT WORKED OUT!

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**FIRST CLASS**



**CORVANATICS**

THE FORWARD CONTROL CORVAIR PEOPLE