



CORVAN ANTICS

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MARCH & APRIL 1985



RAMPSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

Illustrations Chevrolet Motor Division



CORVAN ANTICS

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

Membership **325**

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

Wil Herman's beautiful show-winning customized 1965 Greenbrier is the subject of this issue's feature article. Wil lets us in on what it takes to build a prize winning, yet very practical, Greenbrier camping van. Photo taken at the 1984 Palm Springs Fan Belt Toss by the Editor.

From The Editor's Glovebox

Spring has sprung! - at least here in our neck of the woods - and Spring Fever is running rampant! These great sunny days have got me thinking about dusting off the camping equipment for another summer. Which brings up the Western Region Campout. Last year it just plain didn't get organized, but the year before it was successful. At this early date I think it would be appropriate to take a quick straw pole to see if there is any interest in having an FC campout this year. If you would be interested in getting together for a camping trip, most likely somewhere in Southern California, please let us know. Write to me or Western Director Jim Craig.

Believe it or not, the National Convention is only four months away. Yes. Sure sneaks up on you, doesn't it? I am planning on driving to Houston and I hope you are too. I hope to be able to meet as many of you as I can!

Forward Controlling With The President



SERIOUS FC REAR WHEEL BEARING BUSINESS SURVEY - PLEASE READ AND RESPOND!

Clark's Corvair Parts of Shelbourne Falls, Mass. has been doing an excellent job over the years of reproducing Corvair parts as they become unavailable from GM. Many of us, including all of the large Corvair parts vendors, have vigorously pursued a bearing source, but with no success. However Cal Clark, Jr. has found a bearing manufacturer which has the tooling for both the FC and the car rear wheel bearings. (Clark's latest 1984-85 Blue Catalog supplement has car bearings for sale.) Bob Kirkman and I have had some conversation with Cal Clark who tells us that the manufacturer with the tooling has automated equipment that requires a rather large minimum number of bearings for a production run. This requires a rather large sum of money to purchase this minimum production run.

Bob Kirkman has suggested and Cal Clark has agreed that a survey of FC owners and CORVANATICS members be made to determine how many bearings could be sold in the very near future. This is to help Cal determine if it is worth investing a large sum of money for our much needed rear wheel bearings. Remember that Cal must look forward to some profit on that investment - profit is what makes our free society work!

Before you make a decision let me remind you of some facts. If you own an FC that only cost you a few hundred dollars it is no doubt difficult to decide to buy one or two wheel bearings at \$100 to \$120 each. If you own a very good FC the decision is much easier but either way it is sure nice to have a spare for those trips beyond the point where we cannot afford to have it towed home or have to sell it to a salvage yard because noone has a bearing. I read over sixty club newsletters and antique car publications per month, and in the Corvair parts advertising FC rear wheel bearings that are available are selling for from \$135 to \$175 each. These are low prices to keep an FC going when you compare them to the cost of a new van. I was just quoted a Chevrolet three seat window van at the local Chevrolet dealer - over \$18,000. If we value the future use of our FC's, now is the time to step up and be counted so that Cal Clark can decide if this bearing project is worth investing in.

Please fill out the enclosed post card and return it indicating how many FC rear wheel bearings you could seriously consider buying in the near future at a price of \$100 to \$120 each.

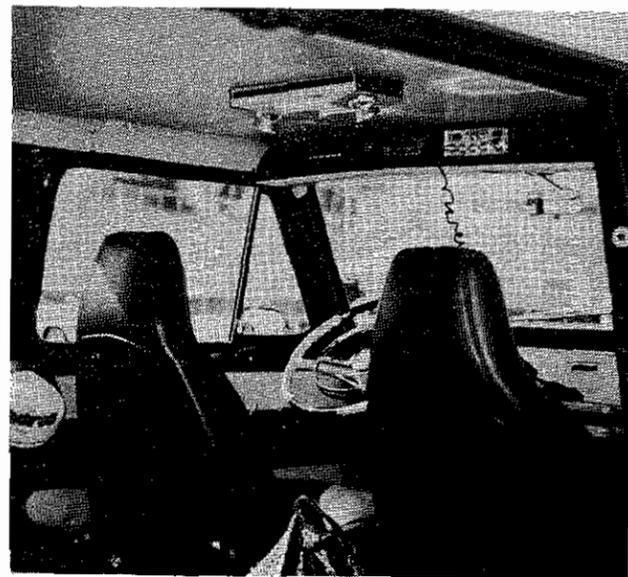
I intend to buy two bearings as soon as they become available. If each CORVANATICS member could buy one bearing, the initial sales would be over 325. These bearings would be sold by Clark's Corvair Parts (CORVANATICS will NOT be selling bearings). CONSIDER IT, PLEASE, IT IS SERIOUS BUSINESS CONCERNING OUR FUTURE. Return the enclosed card even if the answer is "none".

Almost a year ago I indicated that we would include a new price list for back issues of CORVAN ANTICS newsletters. I failed to do so. Please note the new price list elsewhere in this issue. Prices of some of the first issues have been lowered because the issues had a small number of pages. Later full issues are now lower in cost due to having a larger

WIL'S '65 BRIER



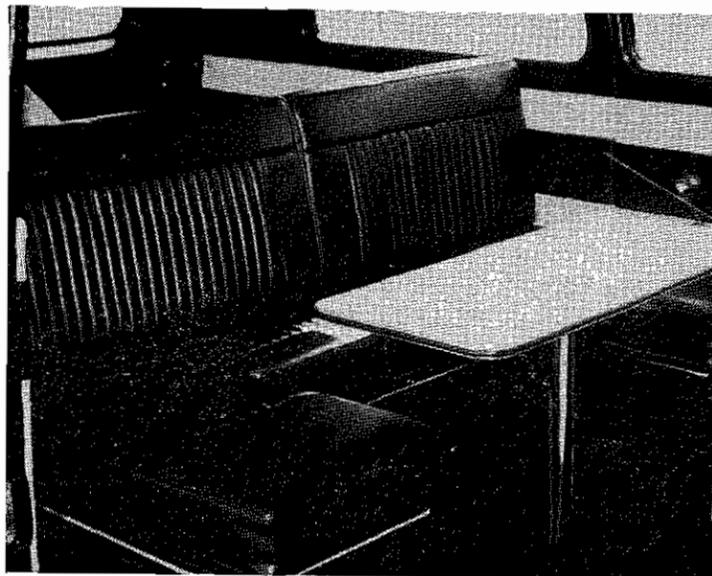
I purchased my 1965 deluxe Greenbrier in March 1981, and by the time I had driven it about 20 miles home I had decided it was going to be a fun vehicle to drive. Now started the fun part, what to do first, as there seemed like a million and one things that were going to have to be done. Well, the most important thing first, what color to paint. Etta, my wife, knowing what I like made the decision, Madera Maroon and Cameo Beige. Now what to do next. My choice was to start working on some of the dents first. The problem - I had never watched anyone do any body work, much less do any myself. Well I got on the phone and found one of our Club members that was willing to show me how. The following Saturday we - me and my Greenbrier - headed north to Escondido with no equipment and only the desire to start pounding and filling dents. The day proved very fruitful and set my course for the next two years. It seemed like every night and every weekend I was in the garage pounding dents, stripping old paint, removing all glass, instruments, upholstery and just about everything that wasn't welded to the body. Everything but the suspension finally came off. After all paint was stripped, off to the store I went to get some paint that wouldn't look like rust. I couldn't wait to get home to paint something. Was really fun to see some maroon going on. At this time I was ready to admit that all that had gone on before might have been worth it, and as each day passed I was sure that it was.



As for the insides of this maroon and beige shell, I was still not sure. The only thing I knew for sure, it was not going to be stock, even though it was one of only 1528 1965's. I had previously located a Spyder instrument cluster so I modified the under-dash wiring harness (I recommend that anyone doing this find the Spyder harness). I wanted bucket seats in the front, so after looking and talking, Triumph Spitfire seats were selected, so off to the junk yards. As for the rest of the interior, no decision. The only thing was it had to look like it could have come from the factory. By this time we (Etta and I) had purchased some maroon and beige vinyl and had the Triumph seats reupholstered. I had already beat and modified the front wheel wells so the seats would fit and they

were ready to install. Etta had already started to sew vinyl together for recovering the deluxe door and side trim panels.

In the meantime I had completely disassembled the trusty 110 HP engine and had the crankshaft turned, purchased a new cam (one for a 95 so I could get the low end torque), had the cylinders over-bored .030, purchased TRW forged pistons, new rings and bearings and all required gaskets and other assorted stuff I thought I might need to put that thing back together. I might add at this point that I had never torn one of these things down before, so therefore I had never put one back together either. Well I



did it, and from this point on you can imagine how I felt seeing this new looking engine ready to install and not knowing whether it would run and if so, how long.

At this time it was near the end of Summer 1982 and the San Diego Corvair Club was host for the annual Fan Belt Toss at Palm Springs. I needed the van to haul all the good stuff up there, so I really had to get moving. The engine went in with no problems and ran like a top, almost. Sounded great, but was missing on one cylinder. It seems that about three months before I had installed plugs right out of the box just to fill the holes so nothing would fall in, and #5 had zero gap. First test drive around the block - by now I felt I was 10 feet tall, driving this thing that I had worked on all by myself.

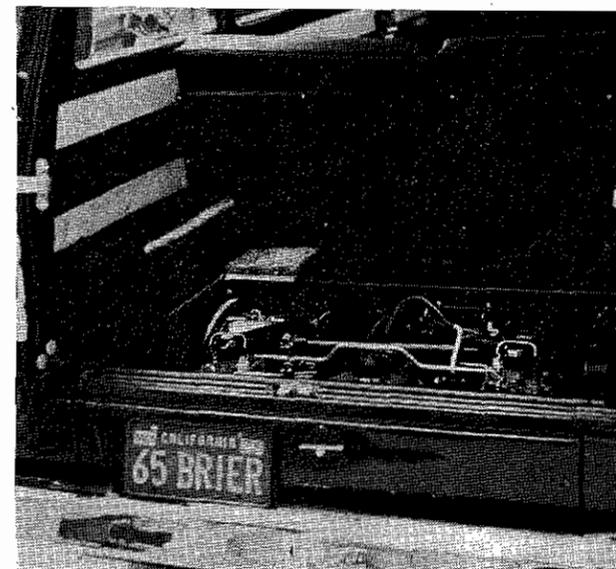
The second weekend in November it was off to Palm Springs with exactly 125 miles on the brand new engine. The only thing inside was the front seats, front door panels and the back full of hot dog buns, hot dogs, 2 liter bottles of soda (about 10 dozen), and I don't know what else, except Etta and I. Got a lot of looks and thumbs up signals that weekend. Really felt good when we drove into the driveway Sunday night still sounding like a million dollars.

Now the big decision of what to do on the insides. Went to several van conversion places looking for ideas. No one wanted to talk about anything for a 20 year old Nader Special. Found one place, and we spent several hours drawing pictures. Wound up with a "U" shaped rear seat

with a table that would drop down and convert the whole thing into a bed. A headliner was installed and to top everything off, an overhead console was installed to hold the CB and my new AM-FM tape radio. All the upholstery looked so good that I had the same guy completely redo my front seats - much better.

To get ready for the National in Seattle, I had two dry runs with shows at Inland Empire of Riverside and Vintage CORSA in LA. Did right well with two first place trophies in Modified.

Off to Seattle in Caravan with the Evans family and their Rampside with a camper shell. We camped all the way and really had a ball. Made Seattle in typical fashion, in the rain. Camped by a lake and tried to clean between the rain. Moved into the Hotel and put the baby under the shed and started to finish up and hope for a dry day tomorrow for the show. It dried up and the sun came out on about 50 Corvairs. Well the Banquet on Saturday night brought me another first place trophy. I accomplished what I had set out to do a little over two years ago - 1st place at the National.



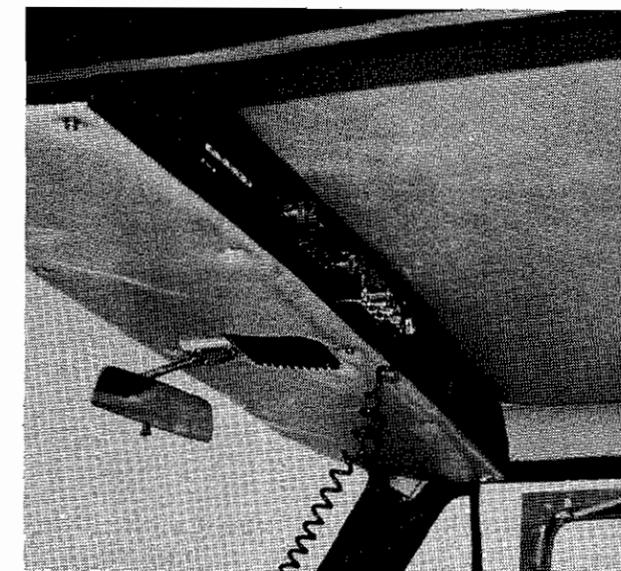
Fun and games from now on. Into Canada, back to the Olympic Rain Forest and down the Oregon Coast for the rest of the vacation. 22 days later - back to good old San Diego. We camped every night except for four days. Was really a good shakedown cruise of about 4000 miles and not any troubles at all.

Next came a few more refinements like a cruise control and a computer that were installed in the console. One more show at CORSA West in LA with a first in Senior Division. Time to retire. Have been in two more shows for display only, and low and behold, a Peoples' Choice at both of them.

I must thank several people who gave me lots of encouragement, technical advice, parts looking, and just good old "why don't you do it this way". All these guys are Jerry Richards, Ron Tomei, Marsh Hesler, Dick Hartje, John Johnson, Lew Rishel and Jim Craig. Last, but not least by any means, is my wife Etta who did all the sewing for the side panels and was so patient and understanding during those two years. Now on to a 1964 Monza Convertible that is in the garage getting the same treatment as the van, this one for Etta,

who has already picked out the color, Mercedes Manganese Brown.

CORVAIRS FOREVER,
WIL HERMAN



(PREZ - con'd from page 11)

number of them printed in the original printing. The price of a full set has been reduced in order to encourage new members to order all back issues.

Our Index Committee Chairman, Nico DeJong, is proceeding with the printing of the updated index. Since the cost of printing has risen we will be charging for copies (see next issue). Nico also says that the previously available binders are still available. Order binders and index from the Sect/Tres.

National Convention plans are being made. It appears that we will have a two hour session. Two FC movies have already been offered for our meeting. The complete meeting will be video taped for future use. The attendance at the National Convention CORVANATICS meetings for the last two years has tapered off. Most of the quality of these meetings depends on the contributions of a few members. The more of you that contribute the better our meetings can be. Contact Vice Prez Ed Gridley if you have any questions that we can find answers for, technical information that you have to offer, any movies, slides or video tapes that we can use.

In addition to video taping the meeting, it is planned to video tape all FC's and the owners at the convention. Start making your plans now to attend the Convention.

Tom Silvey

Club Boutique

CORVANATICS merchandise available through Caroline Silvey: Window decals - \$1.00 eaac. Jacket patches - \$2.15 each. Club stationary and envelopes - \$.05 each. Back issues of CORVAN ANTICS - fifty-eight - all volumes up to and including vol.2 #3 60¢ each (nine issues) Vol.2 #4 thru present issue \$1.00 each. Complete set is only \$50.00. FC Paint Mfg. codes, Paint combinations, prices and options (21 pp.) \$4.50 Binders with index dividers - 1972-80 - \$8.50 1981-1990 - \$9.50. Without index dividers - \$8.

Tech Topics



EXHAUST VALVES & ROTATORS

Tom Silvey suggested I pass on to the membership an answer I had supplied to his technical-type question. So, I will. There are references to indicate that FC exhaust valve rotators are used only with single groove exhaust valves. Personally, I had used rotators with multi-bead valves years ago because they fit. The engine engineers left over from Corvair days said the multi-bead valves were a "poor man's rotator" in themselves. As long as the dimensions stacked up the same, there should be no reason why rotators and multi-bead valves could not be used together. They do stack up the same. The only thing I had noticed was the installation or removal of keepers was more difficult because they are down in the rotator hole. You may wonder about the multi-bead system being a poor man's rotator. I can't prove it, but I do know that the multi-bead keepers tend to pound up a burr on the valve stem right at the edges of the grooves, especially the groove near tip end of the valve. Often, you have to take a small file and dress off the burr all the way around before the valve can be pushed back through the guide for removal. I have never seen that on single groove valves. If a burr got pounded up there had to be movement. If there was movement, maybe there was rotation, like the engineer said.

OIL TEMPERATURE

Ron Sunday made contact concerning oil temperature. I don't remember any articles in CORVAN ANTICS the last couple years, and nothing is found via the Tech Index through 1982.

With oil temperature measured on the oil filter and generator adapter, that gets it before going through the cooler, so it will read about as hot there as it can get.

I have oil engineer advice that, with modern oils, a preferred operating temperature is 100°C to 125°C, or 212°F to 257°F. While this is the preferred range, I also have cooling engineer advice that under severe conditions, the oil should not exceed 140°C or 285°F. Larry Claypool says 1960 Corvairs had a temperature light that came on at 280°F. How do you keep your cool?

Early folded fin cooler - Various writings say it cools better, but they usually don't show any data. Guess we should believe it, and also believe it is easier to plug air flow via junk on top.

End baffles on 8 and 12 plate cooler - Engineers did release these in certain cases so we should believe they help oil cooling.

Engine blower (fan) - From what I see quoted on CFM, there is no advantage of magnesium fan over the 1961-63 steel fan.

Black pans and rocker covers - A thin coating of black promotes heat transfer.

Finned pans - From what I read, they work if there are also some sort of fins inside.

Damper doors not stuck shut.

External oil coolers - Should not be such as to restrict oil

flow (long thin hoses, etc.)

Engine cooling air not blocked.

Don't get carried away with oil cooling. It should run above 212°F to get rid of water condensate.

FC BOOMERANG STEERING ARM

If you recieved a Clark's Corvair Parts supplement catalog, you may have noticed a statement that they are about ready to provide rebuild service for the boomerang steering arm. This event was instigated by CORVANATICS and will proceed if the rebuild is judged to be safe and acceptable. I get a big vote on that issue.

R.A. KIRKMAN

FC Classified Ads

FREE! 1964 Greenbrier van. NO drivetrain, axles or windshield. Straight body, all good glass except windshield and front seat only.

WANTED: Bumper guards for 95. NOS, used, chrome or painted. State price and condition. Byron Eaton, R.2 Box 190-E, Round Rock, TX 78664. Call (512) 255-2285.

CORVANATICS GETS FIRST PRIORITY on my 1962 Greenbrier Deluxe. 1984 National Seniors FC Modified Class champion, 1979 FC Modified champion and Corvanatics Trophy winner. Tan with dark brown inset, full carpets, re-covered seats and interior panels with matching headliner. Spyder dash, glovebox and clutch assembly with welded plate. 80HP, 4-speed, 3.89/positions, new Delco battery. Picture appeared Sept/Oct 1984 CA, Fall 1979 CA, July 1980 CORSA Communique. Accepting offers. Waly Matenkosky, 702 Spring St., Latrobe, PA 15601. (412)537-8922 evenings.

Whatzit?

This month's "WHATZIT?" certainly qualifies for that descriptive interrogative pronoun. Spotted and photographed at Palm Springs and seen cruising the town here in Phoenix, this unique FC mutation features an oversize diamond plate flat bed covered with attractive green astro-turf (plenty of room for Granny and her rocking chair), removable solid rock maple side stakes, deluxe chrome step bumper, chrome reverse wheels with baby moons and a lifetime supply of rear axle bearings. Other unique features include fancy decorative wrought iron scroll work in the "ramp" area (look closely), vertical side-pipe "stacks", handy PVC pipe storage tubes behind the cab for that pesky loose broom or spare welding rod or your favorite putter. She no doubt sports a J.C. Whitney Super Fuel Ionizer under the hood.

The owner even qualifies for his very own "WHATZIT". He shall, of course, remain nameless, but he prefers to be called "MR." and his assumed surname is one near and dear to all of our hearts.



Gene Brier
&
his buddy "FC"

D Anderson



Of course my
my mechanic is good.
Why do you think I
go back each week?

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FIRST CLASS



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