



CORVAN ANTICS

VOLUME 14

NUMBER 3

MAY & JUNE 1986



RAMPSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

Illustration Chevrolet Motor Division



OLD CHINESE PHILOSOPHER ONCE SAY: "IF YOU CAN'T FIND A CREE CAMPER FOR YOUR HONORABLE RAMPSIDE PICKUP, YOU DO-IT-YOURSELF!"

CORVAN ANTICS

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

Membership **326**

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.

FOUNDER	Ken Wilhite	3025 N. Meridan #503	Indianapolis, IN 46208
PRESIDENT	Tom Silvey	Box 68	McCordsville, IN 46055
VICE-PREZ	Ed Gridley	Box 158	Franklin, IN 46131
SECT/TRES	Caroline Silvey	Box 68	McCordsville, IN 46055
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AT LARGE	Cecil Miller	2034 Storm Canyon Rd.	Winston-Salem NC 27106
HISTORIAN	Dave Newell	PO Box 588	Orinda, CA 94563
EDITOR	Ken Krol	17433 N. 16th Ln.	Phoenix, AZ 85023
TECH ED.	Robert Kirkman	1820 Moffat Dr.	Leonard, MI 48038
HUMOR ED.	Dave Anderson	423 David Ln.	Mason, OH 45040

On The Cover

If you can't find one of the very rare Cree camper shells then there's only one thing left to do! Head down to your local lumber yard, pick up a few boards and some siding and build your own. That's exactly what the unidentified owner of this sharp Rampside attending the 1985 Great Western Fanbelt Toss and Swap Meet in Palm Springs did. The Rampside is a dark Bronze/Brown color and the shell is a, well, uh, I guess you could call it a dark wood color. At any rate the effect is very pleasing. Access to the inside is provided by a door directly above the rampgate and a similar door over the rear tailgate. If the owner would like to come forward we'll be glad to publish your name. By the way, Palm Springs promises to be even bigger and better this year. Do any CORVANATICS members have any interest in having a Western Region meeting or get-together of some kind at this event this year? There were quite a few CA members there this year - why not get together and talk shop? Are you listening out there, Jim Craig???

In This Issue

'64 Brier saved by Donald Richmond, some precision engineering in Tech Topics, "One Lap of America", and build-it-yourself Rampside model reprinted from Scale Auto Enthusiast.

'64 BRIER Saved

This might just be another dull story about a Greenbrier, but this one was saved. My wife found it - sitting in front of a junkyard. She took a detour one day on a side road to avoid a traffic back-up and, as fate would have it, she spotted it. I had been wanting a Greenbrier, preferably a 1965, but we all know how easy they are to find (ha-ha!). She came home from work that night and couldn't hardly wait to tell me about it. "It's red and has a white stripe", she exclaimed, "It's just sitting in front of a junkyard!" So when Saturday morning arrived I got in my car (a 1960 700, 4 door sedan) and went out to look. When I got there I couldn't believe it. It was red, just the color I wanted. I got out to take a closer look. It had a four-speed, and the deluxe interior with the padded panels and all three seats! I went around to the back of the van and looked inside. Well the engine that was in it was in pieces in boxes and scattered all over the back of the van. I saw the block and quickly determined that it was not the original engine, no dip stick/filler tube hole. OH WELL.

I walked around to the passenger side and saw that the side door window had been knocked out and the offending rocks still on the floor. The floor! What about the floor?! The original mat was still there. But how much metal? I looked underneath the van and the floor was in very good condition, very repairable. All in all, not bad, and after looking for the ID plate I found that it was a 1964, and that was close enough to a 1965.

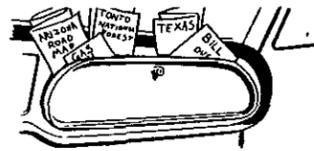
Around front on the cracked windshield it said "MAKE OFFER". Well, I arrived before the junkyard opened so I helped the owner open that day. I WANTED THAT VAN!" Now down to the meat of the day. I asked the owner what was the bottom line on the price. I knew what I was willing to pay for it and I wasn't going to budge. He started out with "well I got \$650 in it, but I'll take a reasonable offer". I told him I would give him \$400 for it, cash, today! Well, I don't know if I can let it go for that. Someone else wanted it. Let me make a call. So I waited, listening in on the call. He said "how about \$600?" "Nope! \$400 is all", I said. Eventually he got down to \$500 and I still said no. Then, before he had a chance to say anything else, I put one of my Corvair Club cards down on the counter and told him, "when you want to sell that van to me for \$400 call me at this number and I'll come and get it". I walked to the door and opened it to leave, then he said, "wait, you got cash?" I replied with, "if I didn't I would not be here talking to you about it". I guess in a last attempt to get more than I offered he asked, "how about \$450?" "No, \$400," I said, standing my ground. "Alright, \$400 cash", was his reluctant reply. "Fine, I'll be back in about an hour with the money and I'll come tomorrow to pick it up, so have the title ready for me."

Later, when I returned with the money, he offered to tow the van to my house, AND he had another complete 'Vair engine he gave me in the deal! I felt pretty good about the deal, the van is in very good condition and I am presently rebuilding it to become my daily transportation. I am very happy to finally have a Greenbrier worth rebuilding, and even before I started rebuilding it had several offers to buy it!

Donald M. Richmond

GREENBRIER OWNERS: Have your favorite vehicle on your Summer cap. Red & white and green & white, with a Greenbrier picture in black. \$7.50 including postage and handling. City Car Club Corvairs, 23 Ash street, Fairhaven, MASS, 02719.

From The Editor's Glovebox



Hello CORVANATICS! Hope your Summer is going great! First I must apologize for the lateness of the last issue and the semi-lateness of this issue. I was ready, but there just wasn't anything coming in to edit, and a mis-understanding with the check for the printers. I did not receive anything from our PREZ so I can only assume he had nothing to say. We'd love to hear from you next time, Tom...

We also need to hear from you... I guess you are probably getting tired of hearing it but WE NEED YOUR INPUT IF THIS NEWSLETTER AND THE CLUB ARE TO CONTINUE TO EXIST! Please sit down and write up that article you've been meaning to write. We need good photos, too. We could have another nice vacation issue too - it's all up to you!!!

Sometimes I wonder if, aside from providing a nice and informative newsletter to our members, we are really accomplishing anything as a club. Maybe the newsletter in itself is enough. I sat down and tried to remember exactly what the Club's purpose is and I came up with this: To promote the preservation and enjoyment of the FC Corvair. Now this obviously means different things to different people and even in different areas of the country. Back East I assume it means finding ways to keep your FC from disappearing before your very eyes (to rust) so that you CAN drive it and enjoy it. In the West we just keep them tuned up and figure ways to make them run cool enough and keep the dusty air on the outside of the engine. Then, of course, the real Achilles' heel - parts availability of a relatively limited production, not-very-popular-in-their-day vehicle. True, many parts are common to the rest of the Corvair line and even full size GM products, but the ones that are unique to the FC can be a bear. If you think it's tough now just wait another ten years. This is when we'll really be dependant on people like Clark's - support them now so they'll be here in the future! I think in ten or twenty years all but the most die-hard FC owners will have their FC's out of daily service and into "occasional use" service the way a 45 year old car might be used today.

So what is our Club accomplishing? Our devoted Tech Editor, Bob Kirkman, is still hard at work providing tech articles to help solve those unique FC problems and give us an insider's look at how GM Engineering works (or worked...) The newsletter provides articles of "inspiration" to keep your enthusiasm for your own project from disappearing before your very eyes. Reports on local events and the annual CA Meeting are benefits, as well as keeping up on the above mentioned parts availability. On this subject again your Club has been involved recently in several reproduction projects, notably the reproduction of the steering boomerang rod and the survey on the FC rear wheel bearing project. If any of our members have any other ideas on anything else the Club can help in please write and let us know! Many worthwhile projects started as an idea in the back of someone's brain. Any of our officers would love to hear your ideas.

So back to serious business... Think it over - do you want our Chapter - CORSA's largest and nearly as old as CORSA itself - to survive? Obviously, in light of our parent organization's falling membership and our stable membership numbers, you do enjoy our Club. Because of our wide geographical spacing and impossibility of having events, our newsletter IS our Club. It would sadden me deeply to see such a fine and old organization die from a lack of member support. Pretty strong words - but it doesn't have to happen. All it would take would be ONE HOUR from each member to write up an article and/or send in a good photo. Then we would be set for years. Think about it. I sincerely hope there will be a next issue for me to report back to you in.



1961 Corvair Rampside Pickup

I have always been intrigued by the original Chevy van and pickup series based on the Corvair line and so it would follow that I have always been interested in having an example of one of these little beauties in 1/25 scale for my collection. After trying in vain for several years to obtain the PREMIER version. (which, after hearing reports from fellow modelers, would probably not have been up to my standards of accuracy and detail, anyway) I decided the only way I was going to see one on my shelf was to scratch-build it.

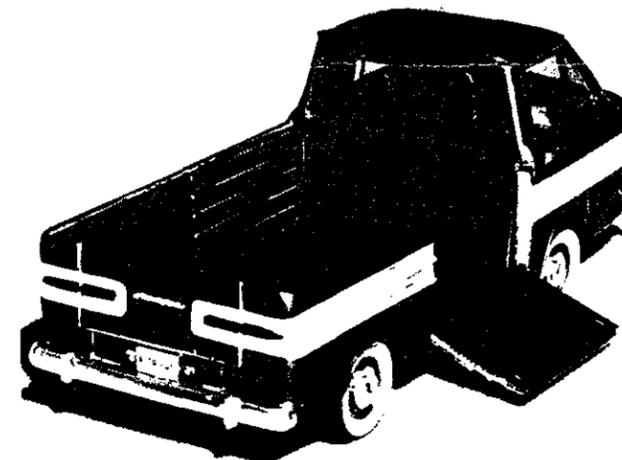
I opted to build the rampside pickup simply because of its uniqueness as well as its interesting body style. After a false start with a current Ford Econoline van kit, Bob Hoover suggested I use the REVELL VW Vanagon as a base. Sure enough, after some basic measuring, the wheelbase and



STILL CAN'T FIND THAT ELUSIVE PREMIER RAMPSIDE MODEL? MAKE YOUR OWN!!!

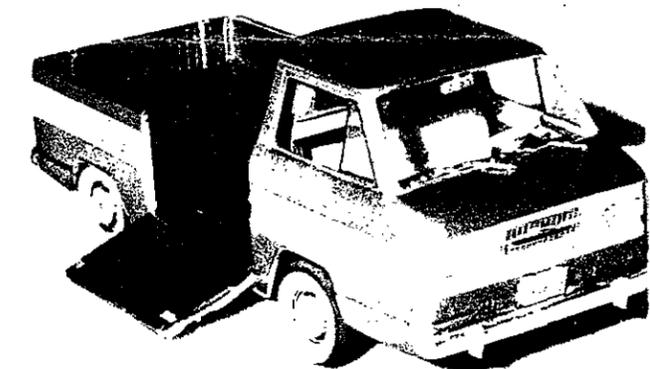
other dimensions appeared fairly close to that of the Corvair. Actually, once the model is completed, only a very small portion of the Vanagon body can be seen.

The main ingredients in a model such as this are WALTHERS sheet plastic, EVERGREEN strip styrene, and



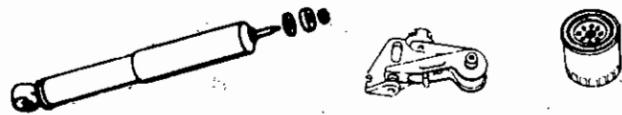
plenty of body putty. I use aluminum putty for major areas and Squadron Shop green stuff for filling pinholes, etc.

Pieces from approximately 28 different kits were used to construct this model, including a body panel from the old AMT silhouette and an inverted fender skirt from a '63 Pontiac.



The important thing to remember is that by laying down sheet plastic, etc., and using body putty in the right places, you can form almost any curve and contour you want, it just takes a good eye and a lot of patience.

Tech Topics



Engineers live and breath precision (at least at the office). None of that measure it by a yo-yo and throw-a-cat-through-it clearances for them!

SUBJECT #1. F.C. SHIFT TUBE SUPPORT 1961-62-63

As initially designed, the shifter tube ran in a rather precision sliding bearing mounted beneath the front crossmember. The bearing had brass, mechanical wipers or scrapers to clean off the tube as it moved fore and aft during shifting. Don't want grit in the bearing sliding surfaces, you know!

Our Production Engineer, Sam Smith as I recall, spent many hours debating/arguing with the design engineer that the mechanism was too delicate to live in the environment down there. The clincher was that the bottom surface of the crossmember was not well controlled for angle. Therefore the shift tube would bind on some vehicles and be of unsatisfactory operation.

Solution??? The loose loop that you have on your early FC is what was released for production. The fit to the shifter was quite loose so that it would "eat" dirt and grit without binding. Both the loop bracket and the shifter were heat treated to cut down on abrasive wear.

SUBJECT #2. FC THROUGH-THE-TANK-SHIFTER 1964-65

As I recall, we had the same two engineers. The design engineer figured maybe 1/8 inch clearance would be enough to get the shifter tube all the way through there without rubbing. No way, said the production engineer. He wanted a sewer pipe through the tank. In the end, a study was made of the current production tank position in many vehicles to get the "production variation". Then drawing dimension limits for the tank tube, shifter mechanism, and body floor were studied and a statistical probable worst case was developed. This established the tank tube diameter somewhere between the original extremes. The final job looked right, and to my knowledge no shifter ever rubbed. Of course we had the tire carcass "steady rest" to help keep in alignment.

SUBJECT #3. CLUTCH CABLE

You have seen well done electrical circuits where wires run exactly north/south, east/west, and have neat bends. The clutch cable had some of that characteristic as it went from left-front to right-rear of the vehicle. Production vehicles were experiencing some sticky cable problems. Push on the pedal, then push harder, then some more, and the system then moved. Probably too much. Release the pedal and you may have had clutch chatter. Now every degree of bend in such a cable adds take-up slack and a bit of friction. Two changes were made in the cable for, I believe, late 1961. The cable route was shortened by some cutting across on a diagonal to reduce the total degrees of bend, and shorten the length. Maybe was 3 or 4 inches. The plastic liner in the cable was changed from Nylon to Delrin. Why? Nylon has an affinity for water. It takes on moisture (humidity) and swells up to some extent. While relatively low in friction, Nylon has a bit of a stick-slip characteristic. Sort of a stat-

ic vs. dynamic friction deal. Delrin does not absorb water and has a smoother, less obvious friction.

Change from static to dynamic (moving). The service cables that you buy from GM are all the shorter, Delrin lined type.

R.A. Kirkman

"One Lap Of America"

This is a letter to CORVANATICS members at large. Many of you know about the big rally called One Lap of America. It's an eight-day, 8000 plus mile rally that started and ended this year in Detroit. Would there be a CORVANATICS member that would prepare for and run the rally in 1989 in a Greenbrier?

Why run? Because it's there. Because few run it in older vehicles. What a feeling to enter and complete!

Why 1989? That's twenty years after the last Corvair was produced and thirty years from the year assembly started. If a 1964 Greenbrier was entered, it would be a 25 year old vehicle.

Why a Greenbrier? This rally runs 24 hours a day. Requires at least three people (drivers, navigators, relief). The Greenbrier has a comfortable room for one member to sleep, to carry food, etc.

Who will pick up the challenge? Then how could our members at large assist in the project? At least we could share in the entry fee. What would be recommended to make the vehicle break-proof? Can we talk it up?

R.A. Kirkman

FC Classified Ads

1961 Greenbrier, 4-spd, 60,000 miles, refrigerator, closet, cabinets, bed, curtains, dual batteries, alcohol stove, some rust, good mechanically. \$650. Bill Wood, 202 Kingsberry Dr., Easley, SC 29640. (803) 859-3964.

1964 Greenbrier Deluxe. Good shape, all door parts. 3 seats, 110HP. Radials fairly new. Call evenings - (301)374-4006.

Club Boutique

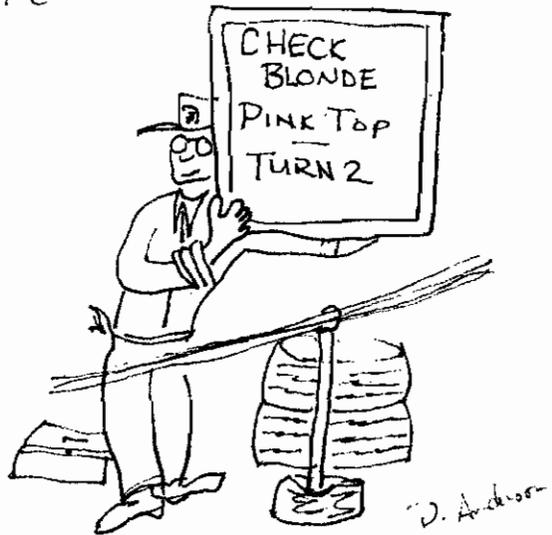
CORVANATICS MERCHANDISE AVAILABLE THROUGH CAROLINE SILVEY:

Window decals - \$1.00 each. Jacket patches - \$2.15 each. Club stationary and envelopes - \$.05 each. Back issues of CORVAN ANTICS - over sixty issues - all volumes up to and including vol.2 #3 are 60¢ each (nine issues). Vol.2 #4 through present issue are \$1.00 each. Complete set is only \$50.00.

FC Paint Mfg. codes, paint combinations, prices and options (21 pp.) is \$4.50.

CORVAN ANTICS Technical Index - Complete listing of technical published between 1972 and 1984. 8½ x 11 bound - \$1.50 ppd.

Gene Brier
his buddy "FC"



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17433 N. 16th LN
Phoenix, AZ 85023

FIRST CLASS



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