



# CORVAN ANTICS

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RAMPSIDE/LOADSIDE

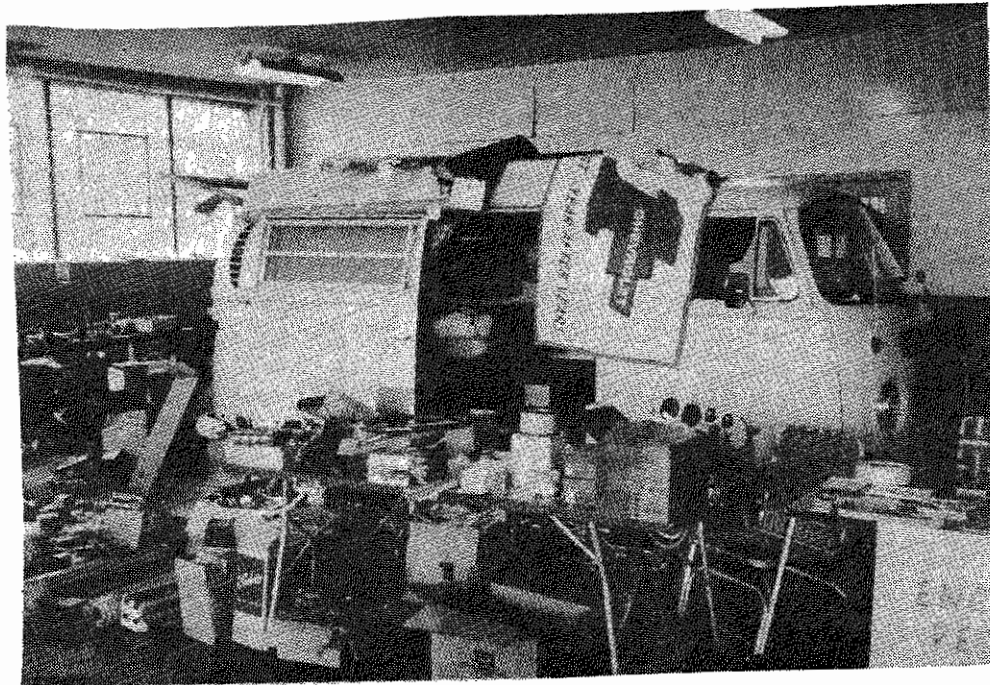


GREENBRIER SPORTSWAGON



CORVAN

(Illustrations: Chevrolet Motor Division)



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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 ANTICS is published bimonth  
 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 43; 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: A VW on the cover of CORVAN ANTICS? Well, there  
 are a lot of people who say that the VW bus was the original  
 concept for the Corvair 95 series. This one was photographed in  
 Bryan, Ohio with it's owner Bob Witchey selling Corvair parts  
 out of it (Shades of Larry Thomas). Anyway I have had a story  
 from Bob for a while and have been trying to shorten it or find  
 the space to fit it in and finally did. So enjoy and thanks Bob!

HIGH BACK SEATS:

If you will notice in the picture of Huey Huether's Greenbrier  
 interior that there is bench seat with that "high back" look and  
 arm rest. Well he hails from down in Ft Rucker, AL and sent me  
 this picture and an explanation for all of us to share. Thanks.

I bought the front seat from a '71 Plymouth Fury for \$25 (that's  
 seat, belts, retractors and case). The seat is 3" shorter across  
 than the stock seat and the bottom of the seat is too thick to fit  
 under the steering wheel. Solution: take the stock seat bottom and  
 attach the Fury back to it! It takes two small angle braces (one  
 for each end and two pieces welded in the middle to hinge the arm  
 rest. Then I just stretched the Fury seat material over the  
 stock seat bottom and bolted the back on. The total time involved  
 was about 3 hours.



The results are a  
 bench with that "high"  
 back look. There are  
 3 stock sets of  
 seatbelts so the wife  
 and kid can join you  
 up front.

I found this Green-  
 brier in a junk yard  
 rust free, paid \$125  
 for it, replaced a bad  
 U-joint and drove it  
 home. I've owned it  
 since '75 and joined  
 CORVANATICS shortly  
 after that.

Huey Huether

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

FREE to MEMBERS: non members \$3/5line ad. Commerical rates are  
 available upon request. Approved, furnished, 8 1/2 x 11 inserts free.

SELL: 1967 Corvair 4-door sedan, 100HP, auto, factory air in good  
 working order, tinted windows, new brakes, new muffler,  
 electronic ignition(Clarks/Allison), rebuilt (Clarks) carb,  
 stainless steel ball inlet fuel valves, undercoating, Viton  
 pushrod seals and valve cover gaskets. Trans and engine run  
 like a Swiss clock, body and interior in mint condition. the  
 car is all original (54,000 miles), first owner "little ol  
 lady". I have all original purchase papers (pedigree), good  
 steel radials, spare parts and more. Asking \$4000 or trade  
 for mint condition station wagon or van. John Capra, 232  
 Edgewood Avenue, Thornwood, NY 10594 (914) 769-6662

SELL: 1961 Lakewood 700 Wagon - red, one family owned, excellent  
 interior, body satisfactory, maintained by CORSA member (Dave  
 Sutherland) H.R. Corson, 3397 Mount Vernon Dr. Waterloo Iowa  
 50701 (319) 233-0448

WANT: Factory built camper for a 1964 Rampside. Good restorable  
 to excellent condition preferred. Must be in North Central  
 states. Write to Ulysses Desrochers, 78 Lamond Blvd, Winnipeg,  
 Manitoba, Canada r2j 1y2

WANT: 1962 Greenbrier Deluxe parts (NOS or excellent used) 2nd or  
 3rd seat (charcoal material/red & white vinyl trim), clock  
 #985329, emblem #3785051, white right hand visor #3789434,  
 front valence assy #3815408, table assy #985107, gas heater  
 #985648 Charlie Doerge, 46 Castle Ave, Jackson, NJ 08527  
 (201) 928-2864.

Corvair parts for sale?

## SAGA of the BROWN DERBY:

Bob Witchey

I always enjoy Corvair stories, especially when I can learn from them. I like to hear about what is done to improve, alter or repair the Corvair to get better performance or restore a car. Since I like to hear stories, I feel I am obligated to share my stories too, and hope others may benefit from my experience.

It all began in April 1980 when Glen Davis and I were checking out junk yards for parts down near Portland, Indiana. One person we talked to said there were lots of Corvairs in all stages and forms at Marion. He even gave us directions to the area. When we got there, we found about 6 cars scattered around a corn field and when we asked the owner about the cars, he told us he had just sent 19 to the crusher last week and had kept the 6 to fix up and sell. After looking around we found a '65 Greengriner in a barn. The owner said he stored it for over 4 years and hoped to someday to fix it up and run it. He said, all it needed was a clutch plate and it would run (Caution!). The engine had not run since it was stored, and would not turn over (Caution!). However the body was sound (no rust) and I decided the van was worth negotiating and it was mine, that all blue beauty with "Marion Band Co" painted on both sides, front and back. Glen Davis and I towed the van home and repairs began. It was a '65 with a 110 engine.

The first thing was to drop the engine. Everst Sauders and Glen Davis went over the engine and found the throw out bearing sleeve was cracked. This was replaced by a new differential. The clutch was too thin and worn. A better one was installed (not new --- Mistake), carbon was cleaned out. New "O" rings, gaskets, filters points and plugs were installed, and the engine was put back together and in the van. It ran and except for clutch chatter in low gear it ran good. The chatter remained all during the use of the van till the engine was dropped again. Then came new tires (radials), some patch work and a paint job. Since the inside smelled of must, we painted the interior Beige enamel and to get rid of the blue and white we painted a metallic brown with a beige side stripe. We missed a few areas which we discovered later (the lower door and the belly pan). These still show some blue. We went to a material salvage yard and picked out a plaid material that looked good. John Ackerman loan us a pattern for seat covers and advice on how best to fit them. John had just done his van. I cut all the patterns to best line up the plaid and my wife, Terry, sewed everything together. I hog-ringed them in then Terry made curtains, John Ackerman gave me a table and it was finished in time to display in our club annual display at Glenbrook Mall. (We took a second place in Special Area).

The Greenbrier ran fine on short trips around Fort Wayne, etc, and when the Atlanta Corvair Convention came up, Gary Lambert, myself, John Ackerman and Karl Clark decided to take the 2 Greenbriers and go. I set up a water vapor injection unit I saw in CORSA as an experiment. By the time we were a few miles down the road the CB calls were Brown Derby and Green Van. The 1200 miles trip went smooth except for a broken belt on the Brown Derby in Atlanta and a broken belt on the Green Van on the way back. Mileage was 22-23 mpg but I used 2 quarts of oil on the trip down and 2 quarts on the way back. (Caution point).

A long trip, Ft Wayne to Cincinnati, to a ball game, was another good trip but I used a quart of oil each way. Still the engine was running good and I saw no reason to take it out of service. I was getting pretty brave and on Labor Day week my 2 boys, a friend, Dick Erdman and myself set out on a camping/fishing trip to Chapleau Ontario in the Brown Derby. We had gone north to Canada about 6 previous times in a Ford van and I felt we could do fine in the Brown Derby. The trip from Ft Wayne to WaWa went good. We still had chatter in first gear and used 2 quarts of oil. Gas Mileage was still 22-23 mpg. We filled the tank in WaWa and only had about 100 miles to get to Chapleau. Just outside WaWa a long stream of blue smoke and a lot of noise came out of the engine and the trip was over. We were towed to a camp ground near WaWa where we spent two days trying to find help. All the garages were full and no one knew what to do or where to get parts.

I took out the plugs. Number 4 cylinder plug was flattened out. I dropped the oil pan cover and found lots of ring sections in the oil so I figured a piston head blew off. Later on this was confirmed. I checked several junk yards for parts and couldn't find anything suitable. I tried to rent a car and a tow bar to pull us back home but no one wanted to rent a car and I couldn't find a tow bar in Canada or Michigan as far south as Mackinac. We finally decided to take a bus to Sou St Marie and drove home from there in a rented car. (A Camero from Hertz) The Camero broke down at Lansing and Hertz gave us a new car to complete the trip. Hertz also dropped all charges from Sou St Marie to Lansing, a big break for us. The Canadians that ran the camp ground in WaWa said they would watch out for our equipment and van. They were extremely helpful while we were in Canada, taking us to town and to junk yards and anything else they could do. We sure thanked them for their help.

About a week later I talked to Gary Lambert into going to WaWa with me to tow the van home. We discussed whether we should try to put in a new piston, a new motor, in Canada and to drive the van back or to tow it back. After talking to Fred Koester, John Ackerman, Gary and others we felt it would be best to tow it back.

Gary and I took some tools and a tow bar and started for Canada in my 72 Ford wagon and six hundred miles later we found ourselves in WaWa. The camping gear, canoe and van were all there and no one had touched them. We hooked up and started home. We knew the hardest part would be from WaWa to Sou because of the mountains. We were lucky, we had to pull in low gear over quite a few mountains (for about 50 miles). We had an extra transmission fluid radiator installed before we left Ft Wayne and outside of the slow pulling everything went A-OK. The Ford did not heat up, thank goodness. From the Sou to Ft Wayne there were only a few small hills and we had no troubles. At 50 mph the Greenbrier did sway so we had to watch our speed.

When we dropped the engine and disassembled it, No 4 piston had cracked and the top had blown off at the ring area. After a few consultations with club members I decided to replace only the one piston and cylinder, not all of them. So an order went out to Clarks

With the help of Gary we replaced the piston, cylinder, all the seals and gaskets, and the valve seals. The heads were reworked and the valves ground. A Vega clutch palte was installed after resurfacing the flywheel and pressure plate. One mistake - in

putting the oil pump back on, we used the old gasket and we had a BIG oil leak. We put a new gasket on and everything worked fine. (Advice - use all new gaskets on the rebuild).

Although I don't have many miles on the engine at this writing it appears to be OK and runs good. It was always a very peppy engine and still is. Compression is good and the chatter from the clutch is gone.

PS I plan to take the Greenbrier to Canada again.

Bob Withey

#### TECH TOPICS:

R. A. Kirkman

Tom Silvey noted in the March-April, 1982 issue a problem of excessive wear of the rear axle differential pinion gear shaft internal splines. You can inspect this only when the transmission is removed from the axle housing. If wear progresses to the point where splines "strip" then you go no further unless you happen to be coasting.

I have a write-up describing the condition that you will not find in the Chevrolet Shop Manual and maybe not in any other repair manual. Except for exchanging the whole complete rear axle differential for another one, the "fixin'-yer-own" is to me a heavy repair that not everyone is willing to do or interested in reading. Therefore, I am not planning a publication; but it is available via a self-addressed envelope and a stamp to me. Larry Claypool reviewed the material, made some suggestions and corrections and those will be included in the write-up. A copy is going to each T.A. for their own use.

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)

Larry Claypool (Central US and Canada) 80th Ave, Lincoln Est, Frankfort, IL 60243 (815) 469-2936 10AM to 6PM except Wed & Sun  
Engine, chassis, mechanical and electrical

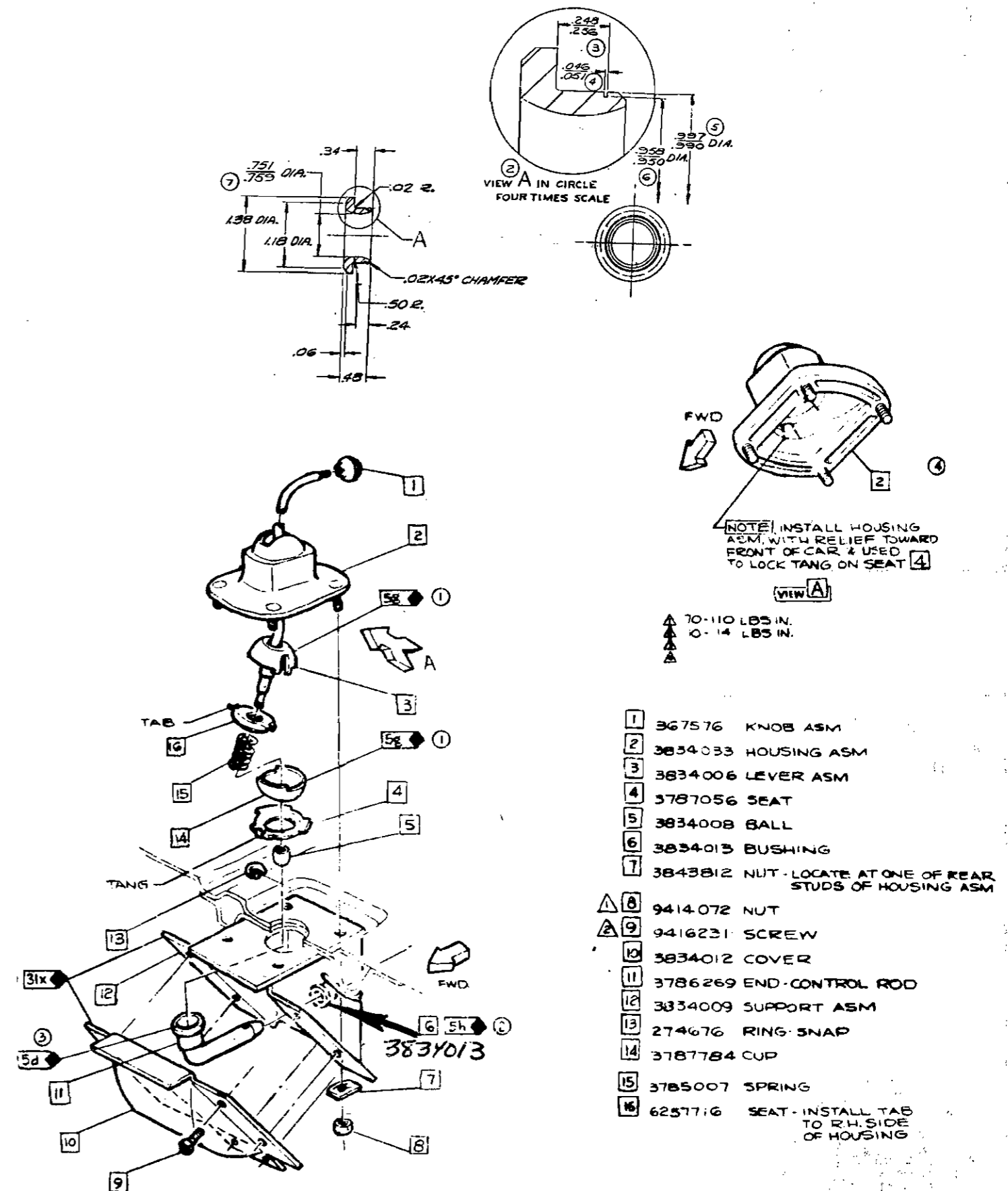
Bob Marlow (Eastern US and Canada) 161 Hill St, Midland Park, NJ 07432 (201) 444-1859

Larry Thomas (Parts Finder) Box 4, Goshen, OH 45122 (513) 722-2871

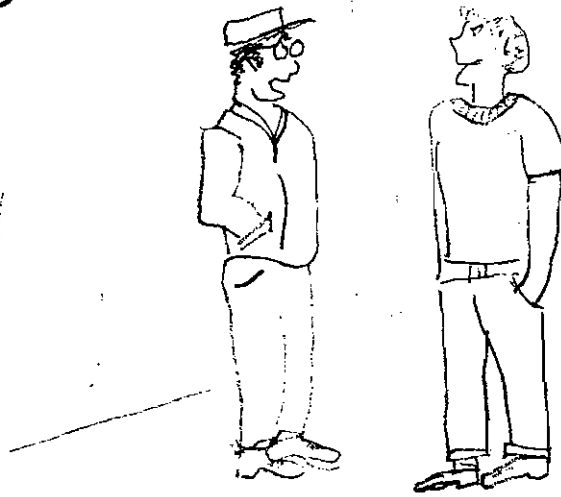
Member Garry Parsley found that the shift tube front rod end was supported by and rubbing on the underfloor shifter housing. Plastic bushing for the rod end was worn through. A new bushing (3834013) could not be found, so he machined one out of brass. Smooth shifting once more.

Bushing 3834013 is no longer available through G.M. For those interested now or later, a drawing of the part is being published here. The original material was Orthane, a solid urethane which was quite abrasion resistant material. You won't find this material to machine a bushing, but brass would seem to be OK, though somewhat noisier substitute.

R A Kirkman



Gene Brier  
&  
his buddy "FC"



THIS MORNING I DROVE INTO A FILLING STATION  
AND IT WAS DISCOURAGING. THE FELLOW PUMPING  
GAS DIDN'T CHECK THE OIL, DIDN'T CLEAN THE  
WINDSHIELD AND LOST THE GAS CAP. AND THE  
WORST PART WAS, IT WAS SELF-SERVICE !

*D. Anderson*

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FIRST CLASS

