



# CORVAN ANTICS

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RAMPSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

Illustration Chevrolet Motor Division

744-5-2



BOSTON : 744-5-2

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MEMBERSHIP -340

Newsletter copy: ANYTHING to do with FCs (prefer text with pictures)  
 Newsletter deadline: First of each odd numbered month  
 Change of address: PLEASE send to Caroline Silvey.  
 Dues, applications and renewals: CORVAN ANTICS is published bimonthly by CORVANATICS, a chapter of CORSA and CORSA membership is required. CORVANATICS dues are \$6 (US) per year and should be sent to Caroline Silvey. CORSA dues are \$14 (US) per year and should be sent to: CORSA, INC 2506 Gross Point Rd Evanston, IL 60201  
 CORVANATICS merchandise available: Window decals \$1 ea; Back issues of CORVAN ANTICS \$1 ea; Complete set of 50; Jacket patch \$2.15 ea; Club stationery & envelopes \$.05 ea. All items can be ordered from Caroline Silvey.

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FROM THE EDITOR'S GLOVEBOX:

Help Wanted - Looking for a multi-talented, creative person who needs an outlet for their talents. Do you need something that will make you feel wanted, needed, loved, and a real sense of accomplishment. Would like to do something that NOONE (and I mean no one) ever finds fault with. How would you like to be Editor of an INTERNATIONAL Newsletter? The job of CORVAN ANTICS Editor will be open in January of 1984. As I said in this column about a year ago, is that I have been doing this Newsletter since 1979 and have published over half of the issues ever done. This is a very special job in that you have complete freedom and if you wish can let your creative talents flow. but after awhile you feel that you have reached a creative plateau. I took on this job as editor after doing the monthly newsletter for the Cincinnati Corvair club and thought I would like doing another so soon but have found that only doing one every other month was OK. I have found that the members contribute quite a bit so it is usually only a job of collecting, editing, typing and trying to decide what to leave out so that it will all fit in 8 pages. As for the multi-talented, creative part I consider being able to type with two fingers and use scissors without cut oneself as multi-talented and pasting in the middle of a sheet of paper pretty creative.

Anyway if you are interested please contact me or Tom Silvey. Thanks

Dave Anderson

FORWARD CONTROLLING WITH THE PRESIDENT:

The 1983 CORSA National Convention is another bit of Corvair history. As usual Caroline and I really enjoyed ourselves and since we combined going to the convention with a vacation, getting there and back was more than half the fun. Along with three other couples from Circle City Corvairs, Indiana, traveling in three motor homes we covered 6,000 miles and enjoyed a host of sights and scenery. Aside from vapor locks for the others and our running out of gas (our gas tank held 35 gallons instead of 40 as we were told) the trip very well.

Three of us flew right into the Mt. St. Helens crater by helicopter. That was the high light of the whole trip for me. The awe inspiring damage caused by the natural explosion is incomprehensible and to fly right up to the smoking, ever building volcanic dome in the crater is an experience never to be forgotten. Published photographs do a fine job of portraying this epic happening but to see it all from the air and to be that close to the result is a fantastic experience.

The overall convention attendance appeared to be smaller than last years convention with a fewer number of concours cars. FCs were adequately represented. Ron Henrich's flat bed FC attracted much attention. He drove it to the convention from Deshler, Ohio. Corvanatics director and Corsa Vice President, Bob Marlow, drove the farthest in an FC with his 1962 Greenbrier which had in excess of 180,000 miles on it. He also auto-crossed it and entered the concours!

The Corvanatics annual convention meeting was attended by seventy-five people. The very mention of the fact that we planned to say very little about FC rear axle bearings brought on a lengthy discussion of them. Each year we get the same questions, give the same answers and receive the same suggestions. Everyone has the same sincere desires concerning this important problem.

A tech presentation on the brake lines and how to properly double flare them was made. Bob Marlow told how to put a 1967 or later dual master cylinder on an FC. Datsun 280Z bucket seats were revealed to be the best bucket seat installation for FCs. Walt Hundermack told about how he drilled a hole through the outer shell of the rear axle bearing for greasing it. This way he only removes a threaded plug to add a grease fitting rather than tearing the bearing apart when he regreases.

The question of where to get FC seat fabric was answered by ex-pres. Ed Gridley. At Ed's recommendation I have used this source also for my '62 wagon. Send a sample of the fabric you desire along with the year and model data to Vaughn Auto Originals, Inc., P.O. Box 450, Greer, South Carolina 29651 (803) 877-8443. The prices are high but not unreasonable; where else can you find the exact original cloth? It's well worth it, believe us.

The meeting finished with a movie called "Agile" concerning a development engineering ramp side shown by Larry Claypool and some additional questions.

The convention, the Northwest, the vacation and all were just great and we enjoyed it all. We wish we could report it better but when you are having fun time goes too fast for taking notes and we seem to have lost what little reporting talent we had.

Tom & Caroline Silvey

## TECH TOPICS:

This section is not technical this issue because there have been no topics showing up in my mailbox from anywhere! I will invent something for the next issue and let this space be used for convention after-thoughts, or whatever. Remember, however, there are resource people available to help you with your FC questions.

## ON THE COVER:

This issue is dedicated to everyone out there who is working (or should be working) on that FC. We have a collection of four different stories on members FC. On the cover on the right is Greg Clemens '61 Greenbrier (before) and on the left is Herb Horn's '64 (finished). We didn't get any pictures from Ken Krol or Wes Goecker but we will print them when we get them.

CLASSIFIED \*\*\*\*\*  
FREE to members; non-members \$3/5 line ad. Commercial rates are available upon request. Approved, furnished 8½x11 inserts free.

SELL: FC rear wheel brg regreasing kit. Includes illustrated instruction original Delco Hyatt brg drawing, new "o-ring" seals and special extreme pressure grease (kit does 2 brgs) \$6.95 Corvair Heaven, 810 Mammoth Rd, Alden, N.Y. 14004

WANT: FC Powerglide trans (with cooler line fittings); FC gas heater; FC bucket seats. Stan Light, 810 Mammoth Rd, Alden, N.Y. 14004

SELL: Large selection of parts at reasonable prices send SASE with your request and you will get a reply. Edwin Upham, PO Box 5343, Abilene, Texas 79605

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## A PRETTY TOUGH OLD RIG

I was looking for a vehicle to make my daily driver. I wanted to give my old faithful but very high mileage '63 Monza Convertible (MY VAIR) a well deserved rest and allow me to start a proper restoration. I needed a vehicle that was economical, had good ground clearance and a short wheelbase for backwoods camping, could move lots of stuff and was still fun to drive - and it had to be a Corvair! Narrows it down, doesn't it?

My search for the Corvan was long and discouraging. I found many good, clean Greenbriers, but the interior customizing I was planning called for a panel van. But good things come to those who wait, and a '64 Corvan soon surfaced. As Corvans go, this one was pretty plain - delivery van grey with only two options, chrome bumpers and dome lights - but it was clean and rust-free and only \$250, less engine.

First came a resealed 80 HP engine, then a rebuilt 4-speed/3.55 transaxle to replace the 3-speed, a new clutch and cable, a complete brake job, HD shocks, then pack all 4 wheel bearings and grease front end. Four new 205/70R14 Steel Radials and a wheel alignment and I was ready to roll.

The first necessary step of the interior work became apparent after the first heavy rain. Resealing the roof rail and upper body seams with clear silicon eliminated the interior puddles. The floor's surface rust was removed with a rotary wire brush and sanding disk, both front and rear, followed by a heavy coat of black epoxy rust paint. Adjusting the door strikers eliminated the rattling doors, and spraying the mechanisms with LPS-3 allowed them to operate like new. A solid steel angle iron battery tray was fabricated to accept an 80 amp-hour group 27 battery. This battery has proven more than adequate for auxiliary 50 watt RV lights and 12 volt cooking appliances. A Radio Shack LED charge indicator monitors its state of charge.

After laying in the 12 volt and speaker wiring I began work on the insulation. Five layers of tar paper was placed against the exterior wall wherever possible, followed by 3½ inch fiberglass. The doors were also filled with fiberglass. The van is now extremely quiet inside, as well as toasty warm in winter and cool in summer. Next two handmade wood in-wall storage units were installed. One has a vertical sliding door, the other door folds down into a handy table. The interior was then panelled with hand stained and finished 3/16" Mahogany door skins. Four coats of Polyurethane was used for a durable, waterproof finish.

A false floor with full-length access door was constructed for storage space to hide away dirty, bulky or valuable items, as well as provide a nearly flat rear floor. The entire front and rear floor and wheel wells were then carpeted and padded. The engine area carpet was made removable by wrapping it around one-inch foam covered ¼ inch plywood and stapling in place. An upholstered five-inch foam slab cut engine noise to a whisper, and when pulled forward onto the false floor, makes a comfortable bed over seven feet long. A "headliner" was fashioned from ½ inch styrofoam panels covered with tan burlap and tucked under the roof rails. A high-power Sanyo stereo with four woofers (8" and 6") and six tweeters rounds out the conversion.

The Van's shakedown trip was a Corvair Club tour to the Grand Canyon, followed by a camping trip into the woods of Northern Arizona. In July I drove it to the CORSA National Convention in Seattle, with a side trip to British Columbia and Vancouver Island, and many National Parks on the way home - a total of 4200 miles. I camped in it 9 out of 14 days of the trip, and loaded to the gills it averaged over 20 MPG. The Corvan has worked out better than I ever imagined and has turned out to be a pretty tough old rig. Hopefully soon I can do the exterior paint and maybe add Greenbrier side doors and an icebox, sink and propane stove.

Ken Krol  
Cactus Corvair Club  
Phoenix, Arizona

## HORN'S DILEMMA

After enjoying my '64 Greenbrier DeLux Camper since '77 it was time to do a 'Restoration'. The trick was not to put out of service at the same time.

The missing lower panels were reconstructed with fiberglass mat with dabs of resin until held in place and additional layers of resin added. Fiberglass cloth was incorporated where strength was needed. By this method all rust holes and voids were eliminated including the camper's splash areas and floor.

The body work was the time consuming part since 'new' dents were discovered when the larger dents were smoothed over. All in all every panel had at least two dings with at least four major rebuilding areas.

A stop for a vacation to New Orleans in May of '83 was made and I traveled over 3500 miles in primer paint (see CORSA article page 2 August '83 "Travel Roster comes through again").

The finished van is done in Laurel green with yellow and orange stripes. The engine (replacement '81) is a 95 (10524RV) with a 4-speed transmission (18W113310) and a 3.55 rear end. The tires are Goodyear Powerstreak II. The body has Id Plate # 4R126S108846.

This combination has turned out to be very good. The present mileage is 145,000 and last weekend we put on 1000 more.

Anyone passing through Pittsburgh, Pa can call me, whether you are in trouble or not, I'll be glad to hear from you!

Herb Horn 200 Orchard Drive Pittsburgh, Pa 15228  
(412) 563-7394

## MY SUMMER PROJECT

The summer of '82 will always hold fond memories for me. Syracuse was perfect for a Corvair lover like myself and back home in the back yard my summer project kept me busy. At the beginning of the summer I had purchased this '61 Greenbrier from another Central Virginia Corvair Club member.

My project took me the entire summer, which included finding a different driver's door, finding a usable dash panel, putting an engine in, rebuilding carburetors and many other details too numerous to mention.

The interesting part of all this work was the fact that I had never even driven an FC before and had no idea if I would even like the way it handled.

Eventually the work was done and my "whale" was on the road. Since then I have added some 2700 miles on it and I have enjoyed every bit of it. By the end of this summer I hope to have it painted, red body and beige trim. Well hope to see you all on the road some day.

Greg Clemens 1818 Franklin Avenue  
Colonial Heights, Va 23834

## CORVANATIC TRIP MATH:

My wife and I have been restoring a '64 Greenbrier since 1981. After a couple of shakedown runs in July and August, we made a camping trip to visit relatives in Iowa. We repainted and carpeted the interior and extended the floor forward of the engine to make a six foot long flat surface for our sleeping area. The space beneath this platform was used for storing suitcases, spare parts, tools, etc. We carried a couple of small folding chairs, a Coleman stove converted to LP gas, an ice chest and of course, sleeping bags.

The Greenbrier has a 4-speed transmission, 3.27:1 gear ratio, a 110 engine and radial tires (Uniroyal P195/75 R 14).

The drive was 2448 miles going to Iowa and used 94.2 gallons of gas. We drove 2221 miles on the return trip and used 92.1 gallons of gas. Finding premium gas was the most difficult problem we encountered. We were always able to find premium leaded or unleaded in the mountain states with a little inquiring and searching. Beyond Rapid City, South Dakota, we could not find any more premium in South Dakota, Nebraska

or Iowa. Even with 92 octane premium we got some ping on hard pulls below 2000 feet. We filled up with 100 octane low lead at Oneill, Neb at \$2.09 a gallon and again at Clarinda, Iowa at \$2.12. On the return we were able to find premium gasoline in Kansas and Colorado and from there west. That 100 octane is aviation gas and it really made that engine purr. In Arizona we checked the odometer against the mileposts of one mile interval along the highway. Over a distance of 100.0 miles the odometer has a 2% error and read 102.0 miles. We ran into 15 to 20 MPH headwinds for three consecutive days on our return trip so that cut our gas mileage down. We tried to maintain a cruising speed of between 50 and 55. We dropped down to 45 in the headwinds. Our mileage was:  
Going 2448/94.2 x 1.00/1.02 = 25.5 MPG  
Return 2221/92.1 x 1.00/1.02 = 23.6 MPG  
Overall 4669/186.3 x 1.00/1.02 = 24.6 MPG.

Total cost for 186.3 gallons was \$274.70 at an average cost of \$1.47 and a cost of \$.058 per mile. We plan to make a similar trip next year with the engine modified to 95 HP and use regular leaded and hope to give a followup report.

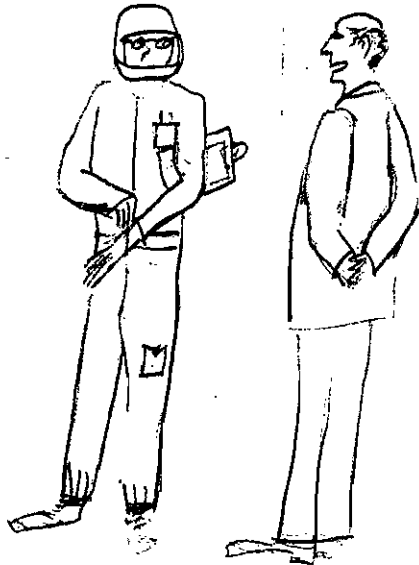
I overhauled the 110 HP engine myself and put about 6500 miles on it in a sedan before transferring it to the Greenbrier. When I put it in the Greenbrier, I put an OTTO pan and OTTO valve covers and a 12 plate oil cooler and a high volume oil pump. I have an oil temperature gauge in the oil pan and cylinder head temperature gauges (thermocouples) under the spark plugs on #1 and #2 cylinders.

On a level highway the oil temperature runs about 190F and the #2 cylinder about 350F. The #1 cylinder runs 25 or more cooler. On a long hard pull (Bighorn Mountains in Wyoming, for example) the oil temperature went to 220F and the #2 cylinder to 390F.

Based on what I had read, I expected to get only 20 or 21 miles per gallon. I was surprised and pleased with the gas mileage that I got. If I can get 21 MPG or better with 95 HP, my gasoline costs will be lower assuming the price differential or ratio stays constant.

Wesley Goecker 5329 Roger Way Sacramento, Ca 95819

Gene Brick  
&  
his buddy "FC"



TRY THE NEW

Excuse me, but  
what we usually mean  
by 'test drive' is  
a little-run-around-  
the-block sort of  
thing!!!

D. Anderson

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