



# CORVAN ANTICS

VOLUME 18

NUMBER 1

JAN & FEB 1990



RAMPSIDE/LOADSIDE

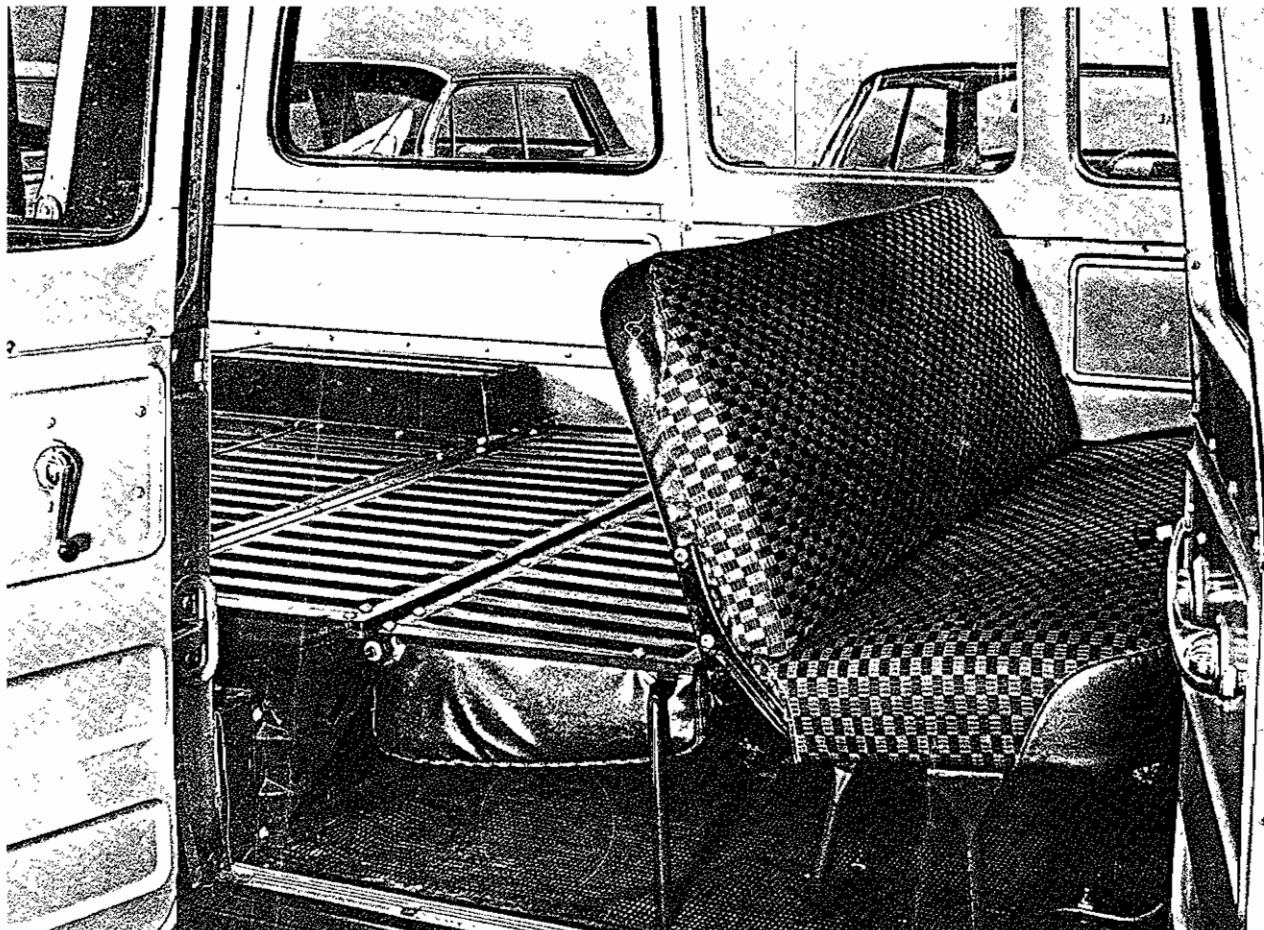


GREENBRIER SPORTSWAGON



CORVAN

Illustration: Chevrolet Motor Division



# 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.

FOUNDER	Ken Wilhite	3025 N. Meridan #503	Indianapolis,	IN 46208
PRESIDENT	Clark Hartzel	16911 Anita	Fraser,	MI 48026
VICE-PRES	Pete Koehler	27446 Beacon Square	Farmington Hills,	MI 48018
SECT/TRES	Caroline Silvey	Box 68	McCordsville,	IN 46055
BOARD OF DIRECTORS:				
EAST	Robert Marlow	161 Hill Street	Midland Park,	NJ 07432
WEST	Jim Craig	7011 Sunny Vista Rd	Joshua Tree,	CA 92252
CENTRAL	Mike Demeter	7108 Ravenwood Dr.	West Chester,	OH 45069
AT LARGE	Ed Gridley	Box 158	Franklin,	IN 46131
HISTORIAN	Dave Newell	PO Box 588	Orinda,	CA 94563
EDITOR	Ken Krol	17433 N. 16th Lane	Phoenix,	AZ 85023
TECH ED.	Bob Kirkman	1820 Moffat Dr.	Leonard,	MI 48038

## On The Cover

From the files of CORVANATICS Historian Dave Newell comes this very rare photo of the one and only prototype Greenbrier folding rear seat. A photo that was never intended for the eyes of anyone outside of GM but, after 29 years...

## In This Issue

By popular request Dan Brizendine explains some of the tricks he used on his "High Tech" Greenbrier, as well as a superior rear engine mount. (We will have more next issue, too). More on the story of the folding rear seat we never had, Presidential Prose and "What's it Worth?".

## Club Boutique

CORVANATICS MERCHANDISE AVAILABLE THROUGH CAROLINE SILVEY

Window decals - \$1 each. Jacket patches - \$2.15 each. Club stationary & envelopes - 5¢ each. Back issues of CORVAN ANTICS: All Volumes up to & including vol.2 #3 are 60¢ each (9 issues). Vol.2 #4 through current issue are \$1 each. Complete set up to vol. 17 #1 for only \$75 (a bargain!)

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

## Forward Controlling With The President



CORVANATICS DRIVE-IN TO FRANKENMUTH &  
HOUGHTON LAKE, MICHIGAN

Saturday, October 21st, loomed cold and wet after an all-day rain on Friday. A few hardy souls met at Oakland Mall in Troy at 8:00 AM. My 1961 Greenbrier, Dave & Agnes Gould's 1964 Greenbrier and Pete Koehler's 1963 Rampside joined the other cars from the Detroit Area Corvair Club for our annual trek to Frankenmuth.

We joined up with Ken and Linda Hand's 1963 Corvan at Waterford and continued the drive up to Davison for a coffee break at Hank Graff Chevrolet. After looking over the new Chevies, we caravanned up to Frankenmuth and the Bavarian Inn. We met John and Brent Ackerman's 1962 Corvan and John and Karen Miller's 1964 Corvan in the parking lot.

After feasting on chicken dinners and roaming the gift shops for an hour, we left for Houghton Lake and "Mr. Chevy" Pinky Randall's house.

Pinky has five Corvairs: a 1969 Monza Convertible with only 28 miles on the odometer; a 1964 Monza Convertible that he uses as a "tour car"; a 1964 convertible parts car; a 1963 convertible parts car and a 1962 Monza coupe parts car. When I say parts cars I'm being nice as they are laying out in the weeds with the tops down and bushes growing right through the floor! The 1962 coupe has a bush growing through the floor and out through a one-inch hole in the windshield!

Pinky has some rare old Chevies like a 1927 Mercury body (Mercury the coachbuilder, not the car manufacturer. Mercury was not organized until 1939. ed.) boat-tail speedster; a Cosworth Vega (the first one in Michigan); a 1975 Impala Convertible with about 400 miles on the odometer; a 1923 Copper-Cooled Chevy engine on a stand; a nice 1932 Roadster that he started and drove out of the barn so we could get in to see the two 1932 Phaetons (very rare); a 1917 V-8 touring car (Pinky knows of only two others); a 1914 Baby Grand; a 1914 Royal Mail roadster; and the list goes on!

Pinky has some 1940's and '50's cars but he admits they don't interest him as much as the 1932 and older iron. Pinky has a wood-working shop where he builds the wood framing for the older cars and sells kits to fellow hobbyists who are restoring old Chevies.

I recently had the pleasure of spending four days with Pinky and other members of the Vintage Chevy Club on a tour around Lake Michigan. I drove my 'Brier and he and wife Joyce drove the 1964 Monza Convertible. The

man definitely has lots of stories to tell and I was more than willing to listen.

I'm going to try another Drive-In this year and hopefully the weather will cooperate!

### HEATER TECH TIP

Now that cold weather is upon all us "Yankees" in the North, heater/defroster smells have returned. My daughter is now driving my '63 Monza to high school and said the heater "stinks".

I had resealed the engine recently, including a late model top cover with larger bearing and altering the tin baffle to screw into the top cover. I "glued" to top cover to the block with blue silicon eliminating both paper gaskets.

A quick check underneath showed no oil leaks and looking into the heat doors showed dry push-rod tubes. Opening the deck lid showed both carburetors wet with gasoline. After removing the spare tire and air cleaners, I proceeded to tighten all the carb to head nuts and top carb cover screws all of which were loose! I then found the real problem - loose filter nuts (the one-inch hex). Apparently the paper gaskets compress, the fuel line tries to "unscrew" itself from vibration and the whole thing comes loose.

Holding the one-inch nut with an open end wrench and using a 7/16" line wrench to undo the fuel line frees everything from "preload". Tighten the one-inch nut with "gusto". If gusto doesn't work, rap the wrench with a rubber mallet. Now tighten the 7/16" nut and watch the fuel line try to twist in the same direction as the nut. This twist then works against you by trying to unscrew itself.

The solution is to twist the fuel line in the opposite direction when you tighten the 7/16" nut. It may turn slightly as you seat the nut, but at least it's back to "zero" instead of the wrong way.

Now, daughter has dry carbs, a "no-smell" heater and all is well in Corvairland again!



## Improved "Vibration Isolation"

### FC Rear Engine Mount

Many Forward Controls with powerglide transmissions have a tendency to "drum" or vibrate the body panels at certain RPM levels. This is worse if you have a 110 HP or 140 HP engine with the high performance cam and usually occurs at idle in gear, in neutral or just off-idle on take-off. Engineers call this vibration "body boom".

The main reason this happens in FC's is because the engine "hangs" on the body at the very rear and the rubber mount is too small to adequately insulate engine vibration from the body.

Of course newer unit body cars have engines mounted to the body, but the mounts used now are much larger and elaborate. Some even have a hydraulic damper inside the mount and cost over \$100. In comparison, the FC's little rubber "puck" is really not enough. As always, this is assuming the engine, mounts,

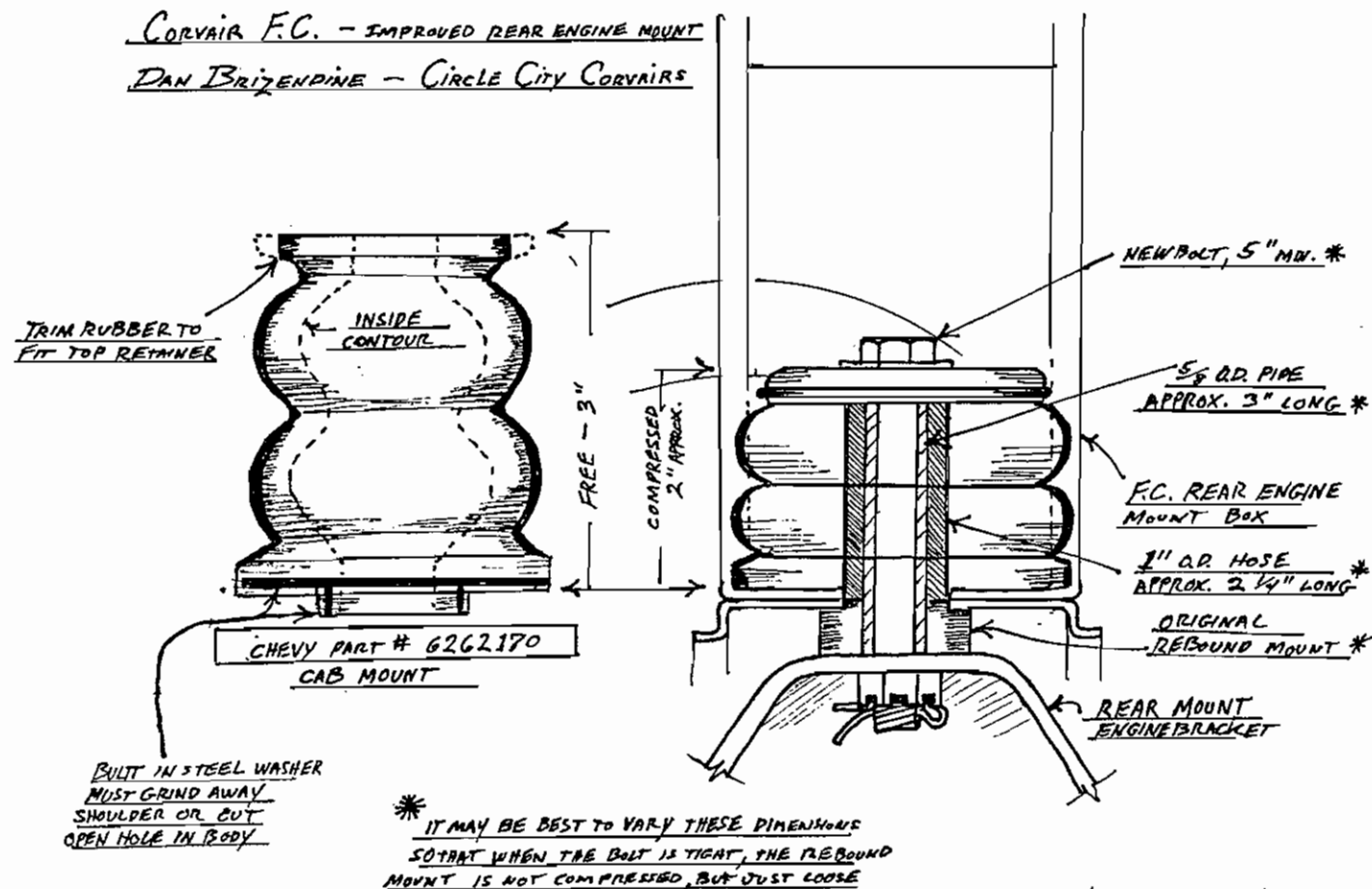
etc. are in good and proper condition.

Attempts to adjust the vibration away may work; or leave side effects; or just move it to a different RPM band.

I have found a relatively simple way to greatly improve the "vibration isolation" ability of the FC rear engine mount by replacing it with a GM truck cab mount that is made of a softer rubber. It folds, bellows-like, under the engine weight, down into a soft pod that just fits into the mount box.

No alterations to the body metal are needed and it doesn't take long. You might be able to come up with an even better mount, but it would probably require a lot of down-time and reworking of the mount box area.

Dan Brizendine  
Indianapolis, IN



## Advanced Turbo Cam

As you probably know, GM stopped using the high performance "304" camshaft in 140's with a powerglide transmission because of complaints about poor take-off power and rough idle on 1965 models. They improved this by using the 95HP cam in 140's with powerglide in 1966 and later cars and tried to regain the lost high RPM power by retarding the cam four degrees.

I decided to approach the problem from the opposite direction in the 140HP engine for my Greenbrier. I wanted to keep the "304" cam for its horsepower potential and then advanced it to improve the low speed torque. My particular combination of parts just happened to be one degree advanced already, plus I used a two degree offset key at the cam. (Cam timing is measured at the crank.) There is a good article on cam timing and its effects in the September 1989 issue of Hot Rod magazine.

The Greenbrier runs great with a take-off more like a 140HP car than a 140HP Greenbrier and on trips it averages 26-27 MPG loaded.

If you are wondering about drawbacks to this set-up, there are two: The increased lowspeed torque comes from increased cylinder pressure which means a greater tendency to spark knock. This was no problem three years ago, but as gasoline octane has declined it has become a big problem. I recently installed a Caspro (formerly "Carter") control system with a detonation sensor in both cylinder heads. I'm running an initial advance of 13-14 degrees with a maximum retard of 10 degrees and it works great!

The other drawback is that after three years of off-and-on experimenting, I cannot make this engine idle "perfectly" when started cold and then dropped into gear. It tends to be "lumpy" and slow for about 1 1/2 to two minutes, then it smooths out to "normal". However I attribute this to the "304" cam and other mods rather than cam timing.

Dan Brizendine

## 16 Plate Oil Cooler

As you have probably guessed this is two 8-plate coolers stacked up. Drill 3/8 inch holes in the top of the first cooler to align with the holes of the second, and use two viton rocker stud O-rings for seals. Trim off the side flanges so they fit together flush and find a longer bolt to fit. If the "bolt tube" of the second cooler does not touch the top of the first when stacked up without O-rings, take up the space with a thin washer. Install the cooler on your engine and check for leaks. Then fabricate new sheet metal to enclose it all.

16 plates is as big as you can go or you can't get the belt off and you would have to relocate the oil filter or relocate the cooler.

A single 8- or 12-plate cooler is probably adequate but this is easy, and in a loaded Greenbrier, on a 90 degree day in hilly country - what could it hurt?

Dan Brizendine

## Recalibrated Modulator

Another side effect of high performance cams with Powerglide is lower than "normal" engine vacuum. This lower vacuum level prevents the vacuum shift modulator from controlling the throttle pressure properly. This results in a hard downshift "bump" as your car rolls to a stop. Assuming all other aspects of the transmission are correct, the hard downshift cannot be adjusted away without causing other problems.

The modulator contains a spring and a diaphragm, and the lower vacuum can't pull the diaphragm in far enough to move the throttle valve for a soft downshift. The cure is simply to make the diaphragm easier to move by cutting the spring!

The modulator can must be cut open about 1/4" from the top, all the way around except for a 1/2" "hinge" area on one side to bend the top up and remove the spring.

The vacuum required to move the diaphragm varies from one to another, but I've found that if you cut one coil from the spring it will require about three inches less vacuum to move the diaphragm. As a guide, check the vacuum of a stock engine at idle and compare it with your engine. If your engine is five inches less, then cut your spring until it takes five inches less vacuum to move the diaphragm.

The most critical part of the operation is spot welding or brazing the top back into place in at least two places equally spaced from the "hinge". The remaining cut area can be sealed with epoxy. Weld the spots very quickly after wrapping the lower portion with a wet rag to keep high heat away from the diaphragm.

Another way to compensate for a high shift point or a rough up- or down-shift, after normal linkage and idle speed adjustment do not help, is to shim the modulator with extra gaskets or washers.

Dan Brizendine

## Tech Guide For FC?

I hear rumblings from Prez Hartzel of deep consideration of an FC Tech Guide compiled from all past CORVAN ANTICS issues. Sometimes FC stuff is published in the CORSA Communique. I will suggest that such items be included also. Yea, I will even volunteer to glean them from the Communique for Hartzel!

Bob Kirkman



## Summer 1990 Drive-In

I have just received confirmation from Clark Hartzel and from Pro Chevrolet of Clinton, New Jersey, that an Eastern Division Drive-In for CORVANATICS will be held as part of the fourth annual All-Corvair Show and Swap Meet at Pro Chevrolet on Sunday June 24, 1990.

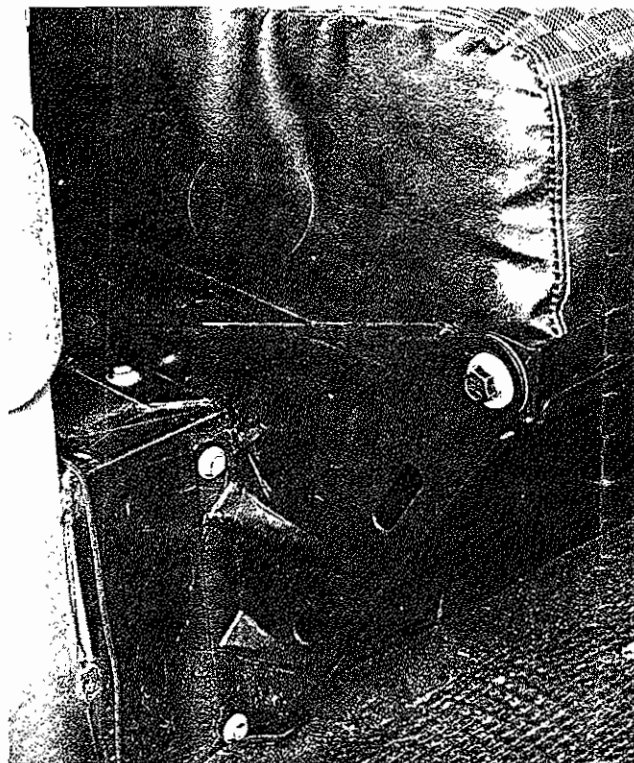
This is a one-day affair, conducted by the New Jersey Association of Corvair Enthusiasts in cooperation with Pro Chevrolet. The location - on NJ route 31 just off I-78 - helps draw Corvair owners from New Jersey, New York, Pennsylvania and Maryland. This year we look forward to expanding the FC classes with CORVANATICS members from those and other Eastern states.

We haven't yet finalized all the details. But as soon as we do the information will be published in the next issue of CORVAN ANTICS.

Bob Marlow  
Eastern Director,  
CORVANATICS

PHOTO BELOW (HOPEFULLY IT WILL PRINT CLEARLY) SHOWS METAL BRACKET DETAIL IN CASE YOU WOULD LIKE TO TRY TO DUPLICATE IT IN YOUR OWN SHOP.

WHY DIDN'T THIS HANDY SEAT EVER GO INTO REGULAR PRODUCTION? COST? COMPETITION WITH GM'S OWN CAMPER CONVERSION? SAFETY FACTORS?



## FC Classified Ads

FOR SALE: Pair of GM-original individual front seats for Corvan, left and right, professionally restuffed and reupholstered in black vinyl, with all mounting pieces for installation in any FC. \$195 for the pair. Bob Marlow, P.O. Box 87, Midland Park, NJ 07432. (201)444-1859.

\*\*\*\*\*

### Larry's Corvair → Cars & Parts

GO SEE LARRY for the best in rust-free FC sheet metal. Parting out many clean FC's: glass, mechanical, body parts, axle bearing, etc. Come to the 3rd Annual Corvair Swap Meet, February 17th, Phoenix, AZ - call or write for details. Larry Aldrich, 912 N. 86th Way, Scottsdale, AZ 85257. (602)947-9353. Let's Deal!

## Prototype Seat

Thanks to Dave Newell, we now have photos of the rare, one-of-a-kind, never-got-beyond-the-prototype-stage FC fold-down rear seat. Is there any piece of Corvair literature this man doesn't have??? Not likely! As shown on the cover and to the left the seat would have been good enough to go into production. Why didn't it? I guess no one will ever know...

The vehicle that got the original installation was the "company car" of Bud Olander, who was Engineering Staff Engineer for the FC body. This was the only seat made and was trimmed with 1961 material. My recollection was that the seat could be folded only if the second seat was facing rearward. The photo illustrates just how inaccurate my memory can be! The rear support brackets here are, of course, the original ones. As I recall again, when the seat was "salvaged" from the crusher, the brackets could not be removed from the body. Therefore a second set of brackets were bootlegged from the metal shop, and it is the second set that are with the seat now in the St. Louis area. The seat was also re-trimmed in 1979.

Bob Kirkman

## Wanted!

Does anybody have a cassette tape of the CORVANATICS meeting at the 1979 Detroit National Convention? Please contact Bob Kirkman



## What's It Worth?

For years the "bible" of old car values has been the Old Cars Weekly Price Value Guide. In spite of their totally opposite philosophies toward old cars, both car enthusiasts and car collectors rely on this guide. And let's face it, it's because of this guide, and its perpetuating effect on collector car price increases, that the values of our Corvairs have doubled and tripled in the past 10-15 years. Those of us who are car enthusiasts really don't care how much our cars are worth, we just enjoy them (although it's nice to know if we ever had to sell one we could get our money back out of it!). As to those of us who are car collectors value is everything, and if a car does not turn out to be a good investment with a good annual return on investment, the collector will drop it and buy one that is. If old cars ceased to be a good investment in general, this type of person would move on to something else. This general trend toward increases in price can work both for and against us. It is nice to be able to sell a car after several years of enjoyment at a profit, but it works the other way, too. I could not afford to buy the Monza convertible that I have owned for 14 years! The point of all this rambling and editorializing is that the real car enthusiast that loves and appreciates old cars has been priced out of his own market and can no longer afford to buy the cars he loves. Just what makes a 1958 Impala Convertible worth \$45,000? I guess the same thing that makes a 1965 Greenbrier worth \$6800.

I am publishing the Forward Control values directly from the February 1990 Price Guide. I am also listing the condition descriptions in case you're not familiar with them. Of special note is the new #6 category for "parts cars". I'll bet you didn't know your old beat parts-FC was worth that much! If you carefully study these descriptions you can get a pretty good idea where your FC stands and about what it's worth. Most people, out of ignorance or maybe optimism, tend to place the vehicle way too high in the condition categories. There are some #2 cars winning shows. By the same token there are a lot of #4 and #5 cars being driven daily, my Corvan for example! What about the future? I don't think there is any doubt that, at the present rate of increase, we will see a \$10,000 FC before too long!

### CONDITION CODES

#1 EXCELLENT: "Restored to current maximum professional standards of quality in every area, or perfect original with components operating and appearing as new. A 95-plus point show car that is not driven."

#2 FINE: "Well-restored, or a combination of superior restoration and excellent original. Also, an extremely well-maintained original showing very minimal wear."

#3 VERY GOOD: "Completely operable original or 'older restoration' showing wear. Also, a

good amateur restoration, all presentable and serviceable, inside and out. Plus combinations of well-done restoration and good operable components or a partially restored car with a parts necessary to complete and/or valuable NOS parts."

#4 GOOD: "A driveable vehicle needing no or only minor work to be functional. Also, a deteriorated restoration or a very poor amateur restoration. All components may need restoration to be "excellent", but the car is mostly useable "as is".

#5 RESTORABLE: "Needs complete restoration of body, chassis and interior. May or may not be running, but isn't weathered, wrecked or stripped to the point of being useful primarily for parts."

#6 PARTS CAR: "May or may not be running but is weathered, wrecked and/or stripped to the point of being useful primarily for parts."

### THE PRICES

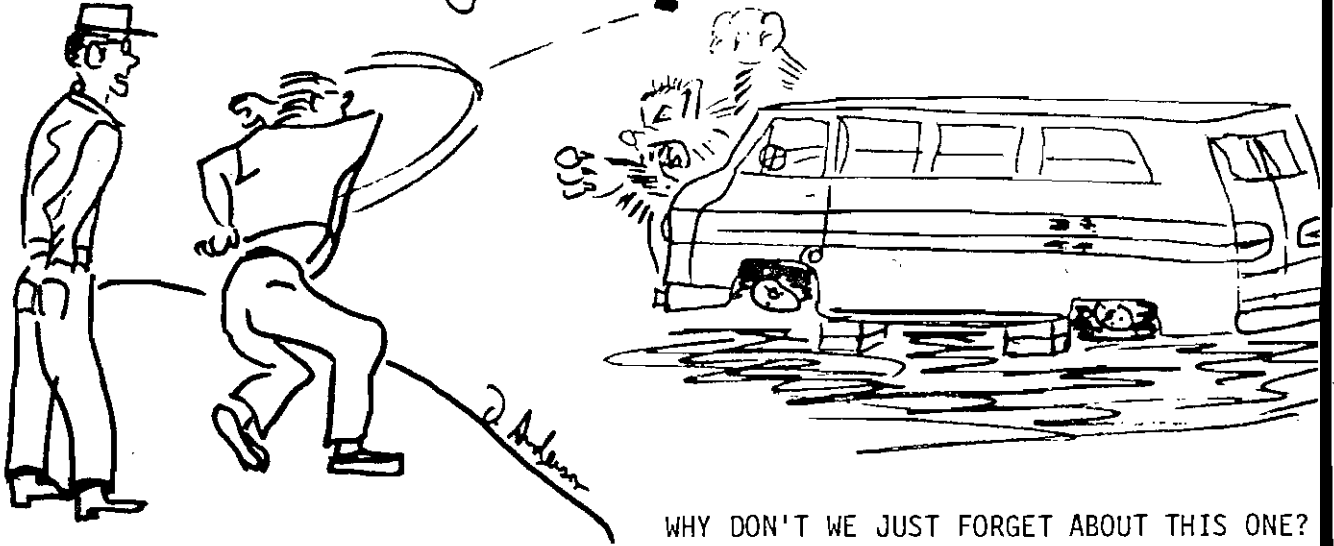
	#6	#5	#4	#3	#2	#1
1961						
Loadside	200	650	1200	2300	4100	5800
Rampside	200	675	1300	2500	4300	6100
Corvan	200	650	1250	2400	4200	6000
Greenbrier	350	700	1350	2800	4550	6500
1962						
Loadside	200	650	1200	2300	4100	5800
Rampside	200	675	1300	2500	4300	6100
Corvan	200	600	1200	2300	4000	5700
Greenbrier	350	700	1350	2800	4550	6500
1963						
Loadside	200	650	1200	2300	4100	5800
Rampside	200	675	1300	2500	4300	6100
Corvan	200	600	1200	2300	4000	5700
Greenbrier	350	700	1350	2900	4600	6600
1964						
Loadside	200	650	1200	2300	4100	5800
Rampside	200	675	1300	2500	4300	6100
Corvan	200	600	1200	2300	4000	5700
Greenbrier	350	725	1400	3000	4700	6700
1965						
Greenbrier	350	725	1400	3100	4800	6800

Some final observations: The similarity of prices for all years of production doesn't seem to reflect FC enthusiasts' decided preference for the 1964 and 1965 models (better shifter, 164 engine, etc). Also, all of the truck models are listed under "Chevrolet Trucks" in the guide, including the Greenbrier. However the Greenbrier, being a passenger car, is also listed in the Corvair car listings. Under the truck listings the Greenbrier is called a "Sport Van" and under the passenger car listings they call it a "station wagon" under 1962 and a "sport wagon" the other years. No additional value is given for deluxe equipment on the Greenbrier, and we all know how much more a Greenbrier Deluxe is worth.

So here's to our valuable, collectable FC's! It's nice to know that perhaps the rest of the car people now realize what we have known all along! What a great truck we all own!

"BEST OF"

Gene Brier  
&  
his buddy "F.C."



WHY DON'T WE JUST FORGET ABOUT THIS ONE?

CORVAN ANTICS  
17433 N. 16th LN  
Phoenix, AZ 85023

**FIRST CLASS**



**CORVANATICS**

**THE FORWARD CONTROL CORVAIR PEOPLE**