

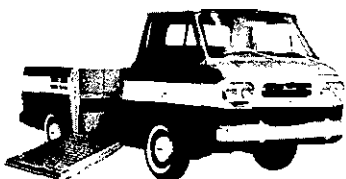


# CORVAN ANTICS

VOLUME 8

NUMBER 3

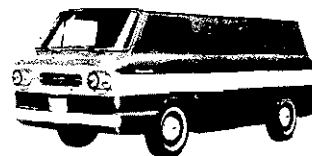
FALL 1980



RAMSIDE/LOADSIDE

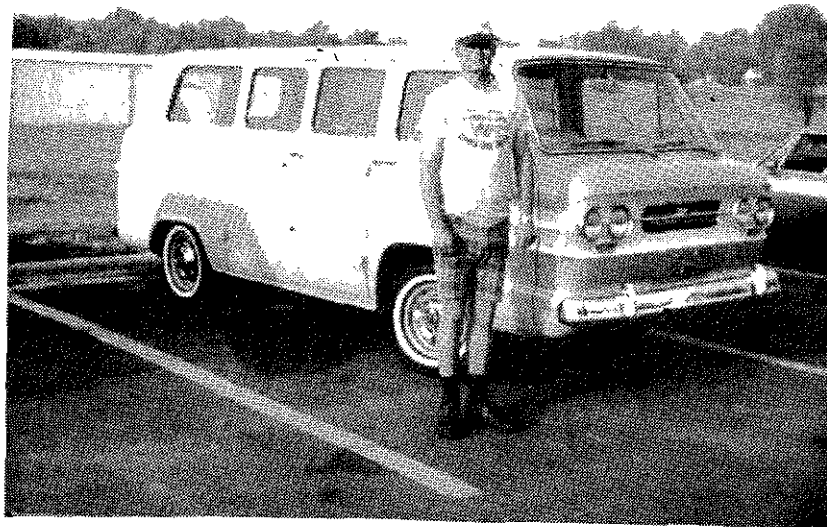


GREENBRIER SPORTSWAGON



CORVAN

[Courtesy Chevrolet Motor Division]



CORVANATIC AT THE NATIONAL

**OFFICERS, STAFF AND STATISTICS:**

FOUNDER	Ken Wilhite	4620 Georgetown Ct	Indianapolis	IN 46222
PRESIDENT	Ed Gridley	Box 158	Franklin	IN 46131
VICE-PRES	Tom Silvey	Box 68	McCordsville	IN 46055
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MEMBERSHIP - 250

**NEWSLETTER COPY DEADLINE:**

The first of the month before month published

**NEWSLETTER COPY**

Anything to do with FC's (prefer illustrated text)

**CHANGE OF ADDRESS** Send to Sec/Tres.

**DUES, APPLICATIONS & RENEWALS:** CORVAN ANTICS is published quarterly by CORVANANTICS, a charter chapter of CORSA and CORSA membership is required. CORVANATICS dues are \$5 (US) a year and should be sent to the Sec/Tres. CORSA dues are \$14 (US) a year and should be sent to: CORSA, INC BOX 2488 Pensacola, FL 32503

**CLUB MERCHANDISE AVAILABLE:**

Window Decal \$1 ea; Club stationery and envelopes \$.05 ea; Jacket patch \$2.15 ea; Back issues of CORVAN ANTICS \$1 ea; Complete set of (32) issues. All items ordered from Sec/Tres.

**CORVAN SCALE MODEL**

Sorry no longer available. Thanks Dave Sutherland

\*\*\*\*\*  
ON THE COVER.....

Who is that man in that cap and Corvair T-Shirt standing in front of that prize winning Greenbrier???? Why it looks like Charlie Miller of Lakeland, FL. This was the first time that Charlie has shown his Greenbrier which he has completely restored with the help of his wife. Charlie won our National Trophy and made the high point in the National for FC's.

**NEW BACK ISSUE POLICY**

Due to the cost of printing and postage it is necessary to charge \$1.00 per back issue as in the past but the discount will be dropped.

On your address label please note your renewal date and if underlined in red then your dues are due.

**NATIONAL CONVENTION REPORT**

The 1980 National Convention and our annual Corvanatics meeting are over and both were quite successful. The Corvanatics meeting was the biggest we have ever had yet - well over one hundred in attendance.

At the business meeting President Ed Gridley revealed his intent to keep the dues at the present \$5 per year as long as possible and still keep sufficient funds in the treasury to publish the newsletter on an even more frequent basis. Thus he revealed his plan to start publishing the Corvanatics newsletter every other month instead of quarterly. Most members have indicated that quarterly newsletters are so far apart that one one wonders if the last one was missed and if the next one will ever arrive. All the officers and members polled feel that six newsletters per year will improve communications among members and stimulate interest. It is planned to start bimonthly (once each two months) publication in January 1981.

Technical Editor and Director Nico DeJong presented a heartily approved proposal. Nico plans to edit and index all of the previous Corvan Antics newsletters and have Corvanatics sell this along with a set of binders for newsletters. The binders are very unique and incorporate the most desired binder features. They are spring clamp binders which grip the margin firmly for security but require no punched holes. By folding the front and back covers backward fully the spring grippers are released and any or all issues can be removed for use. A majority of the members present indicated that they would purchase the index and binders. The price and availability will be announced by Nico in a later newsletter. We are all eagerly awaiting the availability of these since they are badly needed by us all.

Corvanatics Director and newly elected CORSA Director Larry Claypool presented a talk and slide film on how to install 1967 or later GM car turn signal and flasher switch mechanism in the FC models. In addition Larry presented a hilariously acclaimed movie on 1962 Chevrolet cars and trucks in which Corvair 95's and cars were included. Following the movie Larry answered technical questions. During the movie about two hundred people were in attendance. The technical presentations were continued with Vice President Tom Silvey's presentation of FC rear wheel bearing erroneously touted as a replacement for the GM bearing. This bearing does not articulate at all except that allowed by internal clearance and should not be used on FC's. A new FC rear wheel bearing was disassembled for comparison to the improper bearing. Also, it was shown how to take these rear wheel bearings of FC's and some early cars apart for regreasing. Many people examined the display of bearings. One person indicated that he knew of a possible bearing rebuilding service in Oklahoma. Unfortunately the officers missed getting that person's name and address since officers who were judges had to leave for photographs. It is highly desired that the person offering this information write me soon as that this information can be investigated.

The meeting was adjourned due to other activities scheduled. This was our best meeting thus far but the Denver meeting should be even better. Ed Gridely and Tom Silvey are already planning for the 1981

convention. "If" successful they plan to section a Greenbrier and bring those parts most susceptible to rusting right into the meeting room. See you in Denver in 1981.

Caroline Silvey  
Corvanatics Sec/Treasurer

Here's a testimony to Corvair reliability. Son John and I drove to the CORSA Convention in Marietta, Georgia, in our old and faithful '62 Greenbrier, traveling 957 miles in 21 hours and averaging 45.6 miles an hour. Flying low most of the way, we had to keep our "pedal to the metal" and always keep one eye glued to that side view mirror(!). Best part: no mechanical problems whatsoever - not even a flat. Why the hurry? Junior had a summer job and did not want to ask for more than three days off, so after three days of Convention fun touring Lockheed, meeting fellow Corvanatics and seeing exotic FC's, we buzzed back in the same fashion - trouble free!

We managed to stay awake without No-Doze by taking turns sleeping in our home-made bed that, along with other inexpensive modifications, had turned the Brier into an easily-convertible "Poor Man's Camper" (will say more about it in next Q&A's).

Too bad the American van-buying public forced GM to quit making this reliable, comfortable, good-looking fun machine; '61 thru '65 sales were 18489, 18007, 13761, 6201 and 1528 units!

All Forward-Control (FC) Corvair questions (w/SASE) should be sent to one of our technical advisors (TA's) who will then (1) answer inquirer direct and (2) send a copy of question(s) and answer(s) to the technical editor for possible publication in this column. Any member may contact any TA, but preferably one in his or her own division in order to limit TA workload and match geographical area.

Your tech editor and TA's also welcome technical FC tips, advice, stories, etc. for publication in this column. His address is always on the inside front cover, and those of the TA's, their divisions and specialties we'll list in every other quarterly from now on.

#### F.C. CORVAIR QUESTIONS AND ANSWERS:

Q: "Am keeping all back issues, but how do I file them? Also, when working on my FC, I like to have the benefit of all the info contained in Tech Topics, the technical articles and stories, etc. Sometimes I vaguely remember what was published and when, but often I don't and in either case I then find myself thumbing through nearly nine years'

worth of newsletters (233 pages), searching for info that may not be there which is time-consuming, frustrating and wears out the paper. Is there anything that can be done to help preserve our back issues and make technical information easier to retrieve?" Many Readers

A: "This very same problem has been bugging me for years and, when editor, I discussed it a number of times in our quarterly. But not much came of it - partly because of the lack of a satisfactory solution and qualified volunteers. Have given the matter a lot of thought lately, did some research, and here are the results. As I see it, the problem is twofold: (a) a suitable binder and (b) a subject index. I have tried all the CORSA binders and found them inadequate for our purpose; either they didn't hold many copies, wouldn't stand up vertically on a book shelf, plastic clips would break soon, clips or binder mechanisms wouldn't hold the newsletters firmly in place, expensive (requiring several binders to hold a decade's worth of C.A. volumes), or some or all of the above.

Non-technical C.A. info should also be readily accessible, although the need for this is not as great as that for quickly and easily finding technical info, I feel. To compile and produce a comprehensive index, covering everything, would be a colossal job, requiring either a lot of people and time or a computer. (To partly solve this problem, I've asked your editor to resume the practice of printing a brief table of contents at the head of every quarterly; this will reduce searching time to 1/8 or 1/12, depending on the number of pages.)

The breakthrough came when I found a binder that satisfies our needs to a T. I then customized it, filed all 32 CA's in it (there's room for more!) and showed it at the officers' meeting and membership meeting at this year's Convention, and made the following proposal that received nearly-unanimous approval from both groups:  
(1) I'll compile and produce a print-ready master copy of a 1972-'80 CORVAN ANTICS TECHNICAL INDEX by subject and contributor. After looking at the

A: indexes of several other periodicals, I decided to use their best features and pattern it largely after the S.A.E. JOURNAL INDEX. I'm going to post all FC topics of any technical importance on small index cards, file them alphabetically, type the index, and have it ready for printing and stapling before next year's Convention in Denver.... I hope. I'll TRY to have it ready by then - no promise!

(2) I'll make available an imitation-leather, hard-cover, black binder with built-in, invisible, full-length steel clamp (no rings, no external clamping mechanism), labeled CORVAN ANTICS 1972-'80 on front cover and backbone, and a protective inside cover.

(3) I'll make available the tabbed dividers, labeled 'Index', '1972', '1973' etc.... through '1980'.

(4) We propose to make this material available two ways:

- (a) Complete 1972-'80 C.A. BINDER KIT, consisting of customized binder, protective inside cover, Technical Index (T.I. cover serves as title page), 10 tabbed and labeled dividers. Barring unforeseen price increases, we should be able to offer this complete kit (less the back issues which are available from the secretary-treasurer) for approximately \$10- plus postage.  
(b) TECHNICAL INDEX only, for those who don't wish to order the binder. Price to be determined later.

Once you have the complete kit, you simply insert your 1972 through '80 CA's, index and dividers in the binder, resulting not only in having all CA's of the past decade in ONE book, but also putting a wealth of technical FC Corvair info at your fingertips; handy, protected and instantly 100%-removable!

The same type of binder can be used for the next decade and I envision an index that should be updated and published ANNUALLY. Would like to hear from any qualified volunteer(s) who want to be chairman/women of the 1981-'90 CA Binder-&-Index committee - so I may be able to concentrate on Tech Topics and catch up on sleep during the eighties. Don't you'all come banging at my door all at once now, please." Nico DeJong

Q: "One of the rear axle bearings of my Greenbrier went out. I understand that originals are hard to come by and expensive, and that some suppliers offer a less expensive design. What should I do?" D.A.C.C. member (unidentified)

A1: "Clark's Corvair Parts, Inc. is now offering FC rear axle ball bearings in their Supplement #2 Catalog. I think they accurately represent part #C1187R when they say (warn?) in effect that bearings don't have any 'give' or angulation like the GM bearing. Rear axle geometry of the FC requires some angulation of the bearing, and there are several ways to demonstrate or prove it. Since I work at Chevrolet Engineering I looked at the suspension layout and the bearing drawing, and I can say that the FC bearing is meant to angulate, regardless of what the ball bearing manufacturer says.

Now with GM's bearings becoming extinct, what to do? Clark's is offering the only alternative they know of. Perhaps there are CORVANATICS members who have used these parts in past years (the source has marketed them quite some time) and can give some experience and advice to the rest of the members. Maybe the application is not as bleak as it appears to an engineer. Maybe, better yet, some member has found a better alternative, or has plans available to put a ball bearing into a spherical housing by most any tool shop. We might be surprised at the unusual and perhaps adequate ways members have found to keep those FC's rolling!

The early-model Corvair rear axle ball bearing is a less severe case. Perhaps CORSA will research that one."

Robert A. Kirkman  
A2: "This subject was discussed by Tom Silvey and others during the CORVANATICS meeting at the annual Convention, and for the time being two solutions were offered:

- (a) When old bearing is worn out, replace it with an original GM part.  
(b) When the old bearing still appears to be OK, grease it with wheel bearing grease (ref.: CORSA COMMUNIQUE of April '80, 'How To Grease Your Rear Wheel Bearings by Larry Claypool et al')" Nico DeJong

A DELIGHTFUL COMBINATION OF VAN AND WAGON FOR THE EIGHTIES.....

BY Larry Thomas

Some of you out there may be VW watchers and owners as I am, and because of that facet of my life I became aware of the new VW VANAGON with the 1980 model.

The VANAGON has received accolades from the press because of excellent handling, gas mileage, room and usefulness. The title banner for this article came from an article in July 1980 Road and Track.

Well, what does this have to do with 95's? Just this, when comparing statistics the comparisons are remarkable. Especially, when you consider that the Greenbrier Sportswagon was introduced 19 years ago. The thought that the Greenbrier and associated vehicles were ahead of their time can not only be stated, but can be statistically shown.

GREENBRIER SPORTSWAGON (1961)		VOLKSWAGEN VANAGON (1980)
\$2651	Base Price	\$9900 (approx)
179.7	Length	179.9
70.0	Width	72.6
68.5	Height	77.2
95.0	Wheelbase	96.8
42.6	Turning circle	34.5
59.0	Front track	61.8
59.0	Rear track	61.8
Yes	Low floor compared to other vans	Yes
175 cu.ft.	Interior space	176 cu.ft.
3005 lbs	Curb weight	3087 lbs
Yes	4-Speed Trans	Yes
4.26:1	1-st	3.78:1
2.55:1	2-nd	2.06:1
1.68:1	3-rd	1.26:1
1.00:1	4-th	.88:1
3.27	Differential	4:57
18.5 gal	Fuel tank	15.9
144 cu.in.	Engine	120 cu.in
80	Horse Power	67
128 lbs @2300	Torque	101 lbs @3000

Maybe VW has "done it again" , but we know who did it first don't we  
Loadside Larry

CLASSIFIED \*\*\*\*\*  
FREE to members; non-members \$3/5line ad. Commercial rates available upon request. Approved furnished 8 1/2 x 11 inserts free.

FOR SALE: F.C. parts, 4-speed transmission cross member LN \$50, L.H. front door \$25, L.H. rear door \$15 both in prime, "Ziebart" inside, no rust, 2nd or 3rd seat needs retrim \$25; would have to discuss how to ship big items

Robert Kirkman, 305 N. Campbell Rd. , Royal Oak  
MI 48067

CORVANATICS PRESENTS A CENTRAL DIVISION "DRIVE IN"

It seem that Forward Control vehicles tend to get lost in the background of National Meets. They are used for tow trucks or the ones people pack their gear and swap stuff in when they go. We would like to give more visibility to the 95's.

It would give some of our members (including your editor) some inducement to fix, restore and in general preserve these fine vehicles. Now this is just an experiment and we would like to have it spread to other parts of the country.... have your own FC event.

The details are as follows:

WHERE: White Water Park-Near Liberty, Indiana

WHEN : Sunday, October 19, 1980

TIME : 11 A.M. till Whenever

PROGRAM: GM Sales Films for the 95

A pitch in type lunch (everyone bring a dish)

A white elephant sale (everyone bring something to sell for a Corvair (to help defray costs)

Lots of story telling and lie swapping

PLAQUES: There will be a very nice participation dash plaque

I realize that this is a little late to be bringing this up but it is an idea of our own "Loadside Larry Thomas" and he has sent letters to all the clubs in the Central area so I hope this isn't your first time at seeing a notice of our "Drive In".

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FROM THE EDITOR'S GLOVEBOX.....

Well folks as you have probably already read in another part of this newsletter we are going to be coming to you every other month starting in 1981. Of course, this will mean more work for yours truly and I hope to get some more input from all of you out there!!!

Now I realize that we are extremely lucky to have members who are extremely talented but not everyone has his own Corvair Shop or works as an engineer for GM as some of our members are. What does this mean to you and me? Well for one thing I'm not the most talented person in the world and if that is how you feel about yourself then don't let that stop you from jotting down some of your experiences about FC and your trials and tribulations while restoring or using your 95. I NEED your contributions! Just give it a try and don't forget to enclose some snap shots (Polaroids are fine). By the way when you take your pictures why not get in front of the camera so we can all see who our members are; that there really are people behind all those names. Remember this is your newsletter and I just put it together for you and mail it to you. Do it now while you're thinking about it!

I have some sales literature and I will probably use it as filler if I don't have have enough input from the membership. But then there is only so much of that.

Along with your newsletter you will notice some extra sheets this time. This has been asked for by some of the members; an update of your membership list. I hope this will help you all.

Don't forget this is YOUR newsletter. Hope to hear from you soon.

*Jane A.*

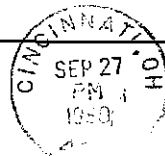
Gene Brier  
&  
his buddy "F.C."



IT MAY BE NONE OF MY BUSINESS BUT IF  
IT TAKES 10 GALLONS OF FILLER DO YOU REALLY  
THINK IT IS WORTH SAVING?

*D. Anderson*

CORVAN ANTICS  
423 DAVID LANE  
MASON, OHIO 45040



FIRST CLASS

*[Faint, illegible text, possibly bleed-through from the reverse side of the envelope]*

