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NUMBER 3

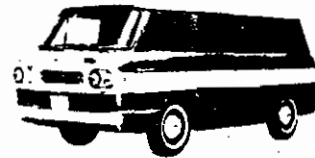
MAY & JUNE 1985



RAMPSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

Illustration: Chevrolet Motor Division



Rendezvous West Of Black Mesa

CORVAN ANTICS

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

Membership **325**

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.

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On The Cover

Coming soon to a theatre near you, but remember... things aren't always as they appear! Photo(s) by the Editor.

In This Issue

Nico continues with the next installment of the Corvair SAE Papers, as well as a Binder and Index Committee Report. Tom compiles the results so far on the FC rear wheel bearing survey, and a "Dream Greenbrier".

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 - fifty-eight - all volumes up to and including vol. 2 #3 are 60¢ each (nine issues). Vol. 2 #4 thru 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.

Binders with index dividers - 1972-80 - \$8.50. 1981-90 - \$9.50. Without index dividers - \$8.00.

Forward Controlling With The President



First, I would like to thank those that responded to our FC rear wheel bearing survey and second, I'd like those that did not respond to do so. Otherwise, we must assume that if we have not heard from you by National Convention time that you don't have a need for new rear wheel bearings.

The results of our survey are as follows:

Number of responses - 111

Number of persons saying yes - 88

Number of persons saying no - 23

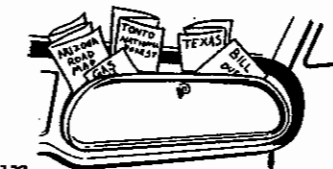
Total number of bearings that members seriously considered buying - 163

Percentage of members responding - 34%

Several members have indicated that when traveling through Indiana, they would like to stop for a visit at CORVANATICS Headquarters. We would like that and encourage you to do so. It would be best to call ahead to see if we are home, give us a chance to get presentable and to load the camera. We will give you a tour of our parts horde, the CORVANATICS office and our collection of restorable Corvairs. Our home is easy to find and so is McCordsville. It is located 15 miles North-east of Indianapolis on State Road 67 or US36. If on Interstate I-70 get off at the Mt. Comfort exit or exit 96, go North approximately 5 miles to the red-yellow flashing traffic warning light, turn right (NE) to the fourth house on the left.

McCordsville is a small town of about 500 people surrounded by farm land. If you have left your directions at home just find McCordsville and ask almost anyone where the people live that have several Corvairs - you will find us. [Love those small towns! Ed.] Also, if you should be traveling in central Indiana and encounter Corvair breakdown give us a call and we will help as much as we can. We can haul you in on the trailer if necessary - FC's included. DO DROP IN FOR A VISIT.

Tom Silvey



From The Editor's Glovebox

Hello Corvanatics! Hope you're all busy planning your trip to Houston. I know I am. Concerning the Western Campout I mentioned last time, neither Jim Craig nor myself have received even a single response. I guess we can only assume that means we don't have any interest in that type of event, particularly with many of us traveling to Texas this summer.

As we went to press, Tom Silvey has only had response from 34% of our membership in the wheel bearing survey, although cards are still trickling in. Perhaps this matter may not seem to be too important to you now, but what about 2, 5 or 10 years down the road? If you want to be driving your FC in the future, then please support this important investment Clark's is willing to make for us. We need to make this commitment now for the future of the FC Corvair.

Ken Krol

PART XII - POWERTRAIN: ENGINE COOLING
CARBURETOR AIR SUPPLY
CONTROLS

- DIMENSIONS AND WEIGHTS

DUST TEST

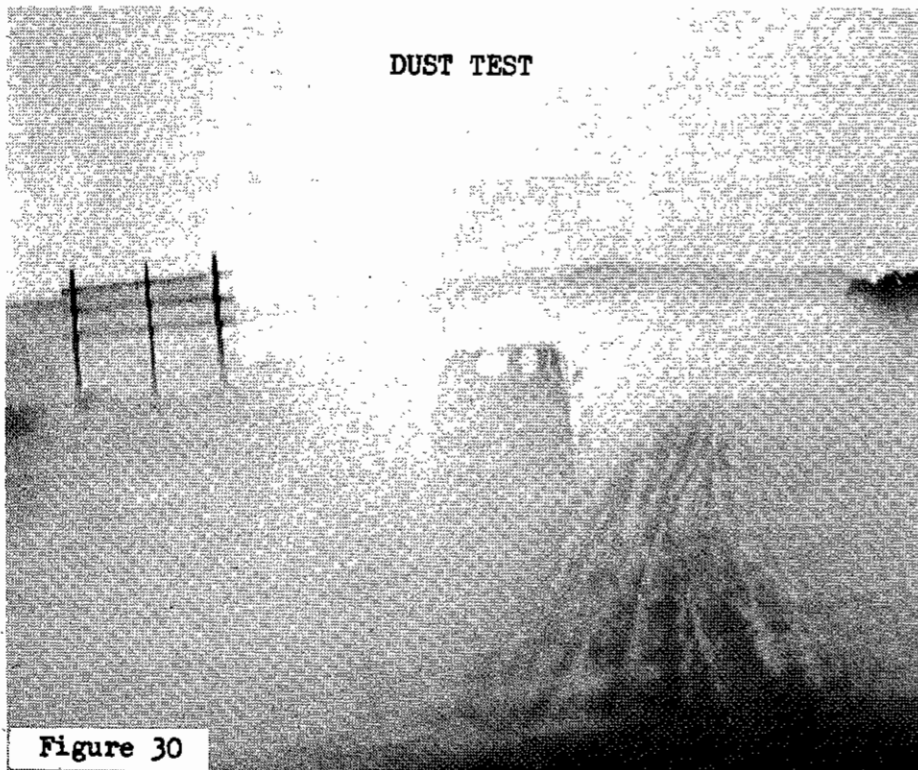


Figure 30

TRANSMISSION CONTROLS

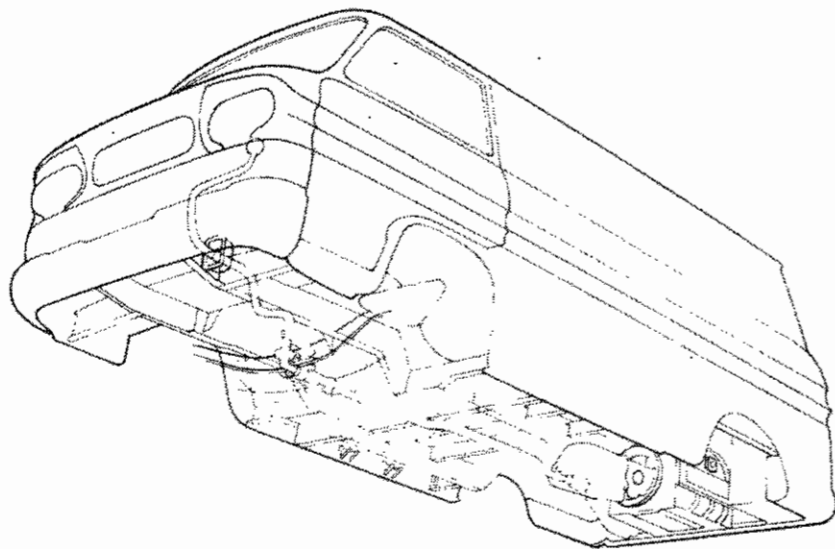


Figure 31

Engine Cooling and Carburetor
Air Supply

The flat, air cooled, rear mounted engine has many virtues. It is the factor, in our opinion, which makes a compact truck acceptable. Its location affords good access to passenger or load areas and contributes significantly to equal front and rear tire load distribution. However, it does have special requirements, which if not considered carefully, could be troublesome. An important requirement for this design is an air intake system which provides clean air for engine cooling and carburetor intake.

An extensive test program was launched (Fig. 30), to find the cleanest possible source for air. Prototype trucks were built with movable air inlets. Accurate measurements of contamination of the air filter and engine compartment were made and finally a location was found that was superior to the conventional front engine inlet. Louvers and ducts located high in the body side panels convey air to the engine compartment.

Controls

The rear engine and transmission require remote controls. The clutch, accelerator, choke, and the automatic transmission are all actuated by the use of appropriate cables adequately shielded to provide protection from the elements. The manual transmission controls are accomplished with levers, rods, pivots and bushings. Figure 31 shows the 3-speed transmission linkage to illustrate the design approach taken to make the remote shift firm and positive. All floor shift lever knobs are etched with the transmission shift pattern. The automatic transmission control lever and position indicator is located on the instrument panel.

DIMENSIONS AND WEIGHTS

Corvaire 95 models are efficiently proportioned to provide a favorable combination of exterior compactness and interior roominess (Fig. 32). Although the vehicles measure only 179.7 inches in length, 70 inches in width, and 68.5 inches in height, the panel model load compartment is a full 120.9 inches long, 61.2 inches wide, and 53.8 inches high. Pickup box load length is 103.1 inches. Cargo capacities are more than 191 cubic feet for the panel and 80 cubic feet for the pickup. This compares with 176 cubic feet and 60 cubic feet respectively for the conventional 1/2-ton panel and pickup.

Because the body-frame integral construction permits placing the underbody closer to the ground than with conventional models, ground-to-load floor heights are substantially lower. Convenient side door access is afforded to the load floor. The drop-center design provides a walk-in load compartment which is less than 15 inches off the ground.

Rear door or tailgate load height is only 27.1 inches. Similar convenience upon entry and exit through the front doors is afforded with a step height of 17.3 inches.

Large door and tailgate openings also facilitate loading and unloading, their size easily accommodating the variety of bulky cargo encountered in commercial use (Fig. 33). A crate as large as 51.1 inches high by 53.0 inches wide can be loaded through the double side doors of panel and station wagon models. The rear door opening of panel and station wagon models measures 35.4 inches high by 46.0 inches wide, while the tailgate opening on pickups measures 43.9 inches wide. The Ramp-side pickup has a rampgate opening width of 45.7 inches.

Based on a maximum GVW rating of 4600 pounds, payload capacities for Corvaire 95 models range from 1600 to 1900 pounds. Maximum

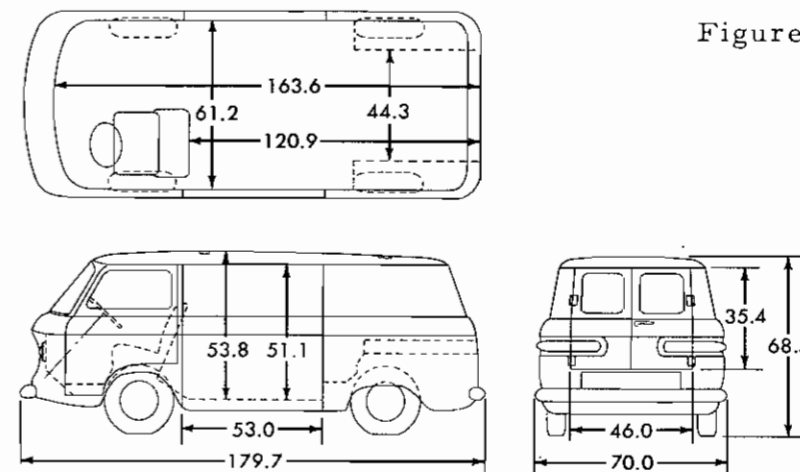


Figure 32

TYPICAL USAGES

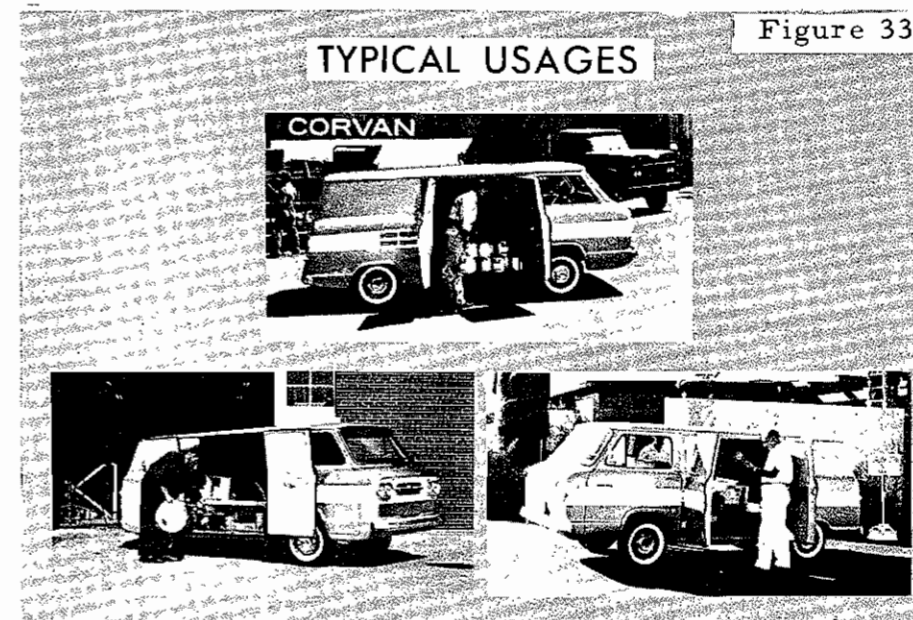


Figure 33

INTERIOR ROOMINESS

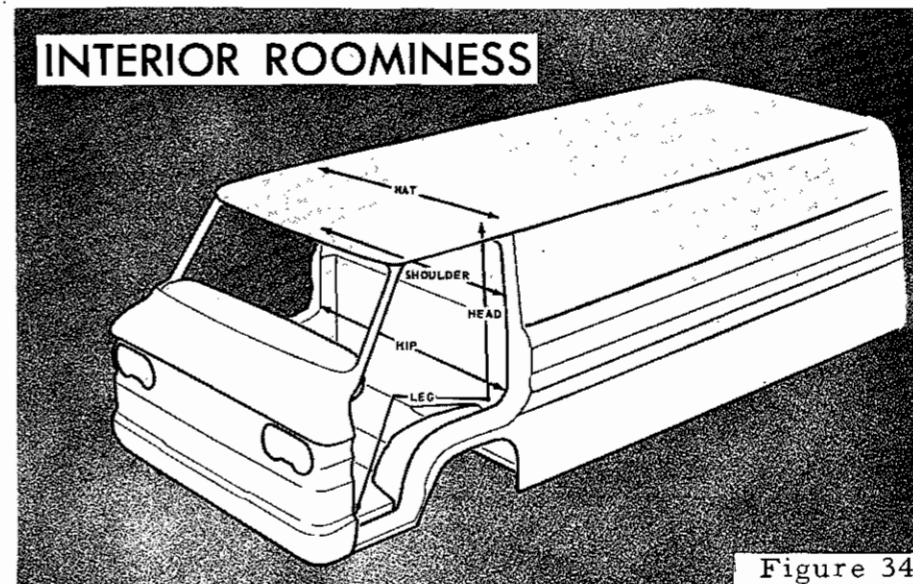


Figure 34

payload capacity is 1900 pounds for pickups, 1800 pounds for panels, and 1600 pounds for station wagons. Even with a 9-passenger load, 250 pounds of additional cargo can be carried in the station wagon.

There also is exceptional driver comfort and convenience in the roomy front compartment (Fig. 34). A large one-piece windshield, ventpanes and door windows result in visibility areas of almost 2480 square inches on the panel models and 2400 square inches on the pickups. Driver compartment roominess is achieved with meas-

urements of 53.4 inches for hat room, 59.5 inches for shoulder room, 61.4 inches for hip room, 40.5 inches for head room and 44.5 inches for leg room.

Vehicle ride and handling are enhanced with the stability gained from the relatively equal and constant vehicle weight distribution. unloaded and loaded. Weight distribution remains relatively unchanged due to the drop-center underbody which cradles the majority of the load between the front and rear wheels.

Xerox copies of entire report may be ordered from: (\$4.00)

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400 Commonwealth Dr.
Warrendale, PA 15096

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Source: Nico H. DeJong
(to be continued)

BINDER & INDEX COMMITTEE REPORT: NICO SPEAKS

Standing committee, consisting of
Terk Terkelson: Editor and programmer
Jack McCullen: researcher, yours truly: chairman and responsible to Chapter president. Little action for most of '84 for following reasons - Terk: swamped. Jack: moved from PA to FL. As for me, '84 was the most traumatic of my 55 years, resulting in early retirement (now looking for part-time work as a translator and interpreter; have English, Dutch, Flemish, Afrikaans, German and French tongues; will travel). So after neglecting family, home, wheels and CORVANATICS much too long, I have rededicated myself to all four, including our great chapter - with the much needed and talented help of members and officers. Immediate results:

INDEX: The updated 1972-84 (inclusive) CORVAN ANTICS Technical Index is off the press and available to all by sending a prepaid (\$1.50) order to Caroline Silvey. This practical 8 1/2 x 11 bound time-saver puts thirteen years of valuable Forward Control Corvair information at your finger tips in a single booklet! I know of no other periodical, anywhere, that provides this unique service (annually updated index) to its readers. As was true for the preceding edition, Terk Terkelson did the lion's share of the work - free of charge! So when you have a minute, won't you drop him a thank-you note and offer any constructive comments and suggestions you may have for the superb and generous job he has been doing? Address: 2466 34th

Avenue, San Francisco, CA 94116.
BINDERS: Contrary to an earlier announcement (result of a misunderstanding), the two (1972-80 & 1981-90) CORVAN ANTICS binders for filing and preserving all back issues have remained available for ordering. They are sturdy, practical, attractive and clearly labeled on front cover and backbone. A concealed, full-length steel backbone clamp enables the user to file or remove up to an entire decade without punching or adhesive. The 1981-90 binder has the greater capacity. Our current limited stock may be ordered, prepaid, at the old prices, CA NOV & DEC 1982 and repeated below, from Caroline Silvey. Prevailing prices are somewhat higher. Divider sheets, tabbed with each individual year, are optional.

	1972-80	1981-90
Binder w/labeled front cover/bckbn	\$8.50	\$9.50
Set of dividers, tabbed for year	0.50	0.50

SAE SERIAL: Even though this is not a Binder & Index Committee responsibility, I should explain that this time a longer-than-usual portion was prepared and submitted for printing at the editor's request. There are about three more pages remaining to be re-published.

for the Binder & Index Committee,
Nico H. DeJong

FC Classified Ads

WANTED: Will pay \$50 for a mint, boxed Premier Rampside plastic model kit (#1261). John J. McCardle, 4551 Brookville Rd., Indianapolis, IN 46201.

FOR SALE OR TRADE: 1965 Greenbrier in good shape. Located in Fort Wayne, IN. \$1500 or ?. Bob Witchey, 935 Morrow Way, Fort Wayne, IN 46808.

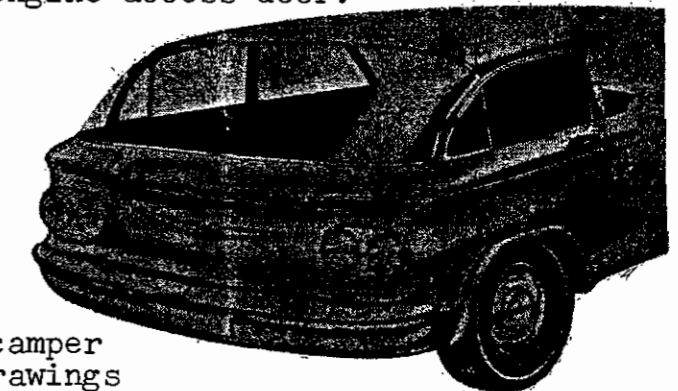
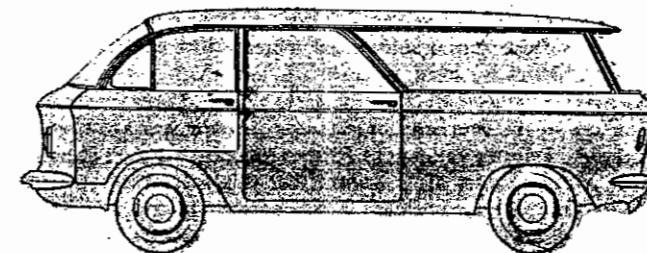
WANTED: Good FC windshields, reasonable. Also need perfect used or new station wagon windshield, prefer tinted or shaded. Write with what you have available. Dan Yoerns, 5759 W. Monte Cristo, Glendale, AZ 85306.

Dream Greenbrier

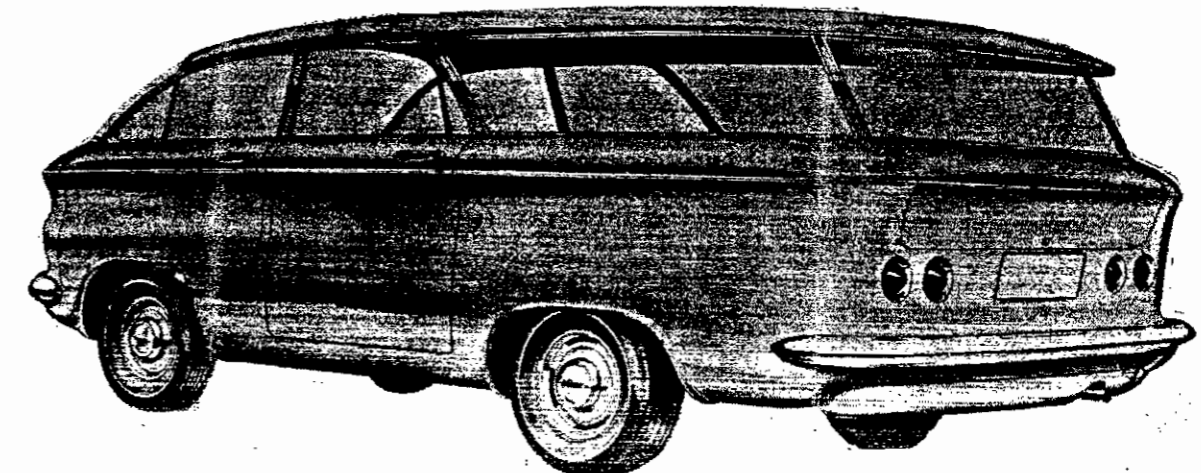
By Huey Huether

While helping my father-in-law clean out his basement, I came across some old "Motor Trend" magazines. In the October 1959 issue I found the following sketches of a future wagon-bus-camper.

It is interesting to notice how close the artist got to projecting the front of a Greenbrier, but how far away the artist was on other aspects. I found the single piece side doors interesting, as well as the lack of an engine air intake grille and rear engine access door.



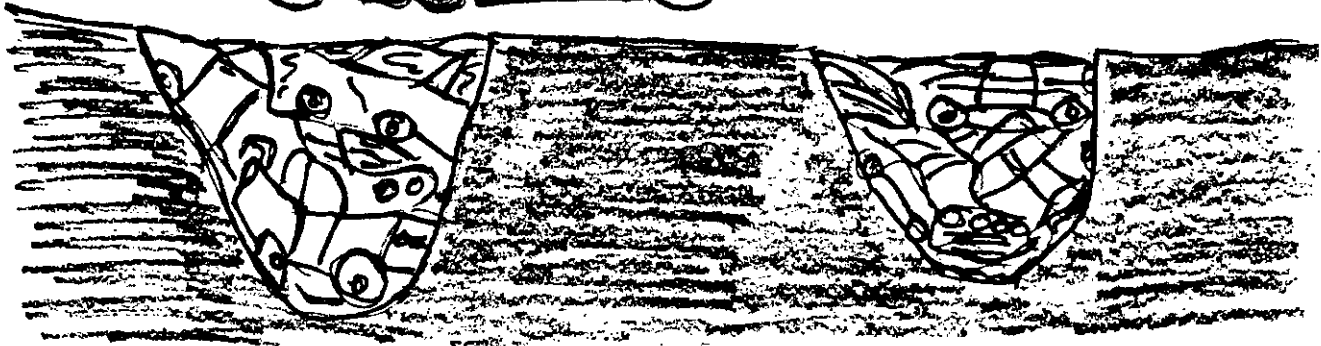
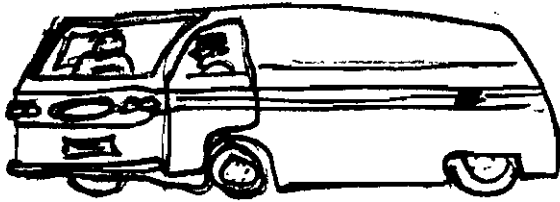
"The new Corvair with flat air-cooled engine would make an ideal wagon-bus-camper combination as shown by these scale drawings utilizing Corvair wheelbase and engine dimensions."



"Corvair's engine-behind-the-axle design will give the body stylist an opportunity to design a flat floor with adequate headroom on basic wheelbase. Absence of engine and drivetrain hump will allow more interior space."

Gene Brier
&
his buddy "FC"

I'm so glad they
finally got around to
patching some of those
potholes!!!



CORVAN ANTICS
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FIRST CLASS



CORVANATICS

THE FORWARD CONTROL CORVAIR PEOPLE