

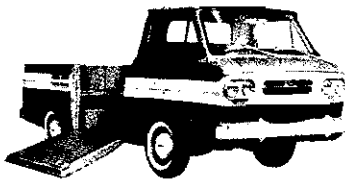


CORVAN ANTICS

VOLUME 7

NUMBER 4

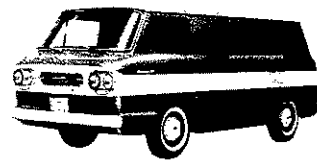
WINTER 1979



RAMSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

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MEMBERSHIP 184
NEWSLETTER COPY DEADLINE

Spring: March 1; Summer: June 1; Fall: September 1; Winter: December 1
NEWSLETTER COPY Illustrated Text Please (Photo, Drawing, Diagram, etc)
CHANGE OF ADDRESS Mail to Sect/Treasurer

DUES, APPLICATIONS, RENEWALS:
CORVAN ANTICS is published QUARTERLY by CORVANATICS, a charter chapter of CORSA and CORSA membership is required. CORVANATICS dues are \$5.00 per year and should be sent to the secretary/treasurer. CORSA dues are \$12.00 per year and should be sent to : CORSA, INC BOX 2488 PENSACOLA, FL 32503

CLUB MERCHANDISE AVAILABLE:
Window Decals \$1.00 each; Club stationery and envelopes \$.05 each; Jacket patch 2.15 each; Back issues of CORVAN ANTICS \$1.00 each; Complete set of (29) back issues 25% off (prepaid). All items ordered from secretary/treasurer.

CORVAN SCALE MODEL (AMVAN)
\$6.95 each Dave Sutherland 5003 University Ave Cedar Falls Ia 50613

FROM THE EDITOR'S GLOVEBOX....

There are a few things I would like to say this time. The first is that I found out that the ads work. I got quite a few answers to my ad last time and sold my seats right away and if I didn't answer your letter I am sorry but I tried to answer them all. With the holidays and all this issue is a little later getting out than I had originally thought but you might notice this type is different than most of the rest of the issue and it is because I finally got my own typewriter. No more typing at work on lunch break!! I am beginning to run low on things to put in each issue so if you have something of interest PLEASE send it to me. We have found that good, clear photos (black and white or color) can be screened and reproduce just fine. Let's hear from you and see those FCs. This is the beginning of my second year as editor (well, my fifth issue) and some people want to know why we don't publish monthly. Let me tell you that finding enough to fill one issue every three months is hard enough!!! A reader and I are having a difference of opinion on whether or not we should be using staples in the center of each issue. Let's hear from you: Do you want staples or not? Just drop me a card saying yes or no and you can also say hi. Keep on truckin'.

DAVE

FINANCIAL STATEMENT

Balance \$ 0.00

November 1, 1978 to November 30, 1979

Dues
Decals
Stationery
Envelopes
Patches
Misc.
Received 5-6-79 (32.94) from Pat Miller Corvanatics balance from her records \$1,297.69

Newsletters - (5)	\$ 487.43
Paid Pat Miller what club owed	\$ 49.25
Paid Nico DeJong what club owed	\$ 176.10
Paid Ed Gridley for patches	\$ 209.41
Supplies and Postage	\$ 65.62
	\$ 987.81

Balance on hand \$ 309.88

Reserved for TWO Newsletters \$ 220.00

Balance after TWO Newsletters \$ 89.88

CORVANATICS has 184 Members
Caroline M. Silvey
Sec., Treas. CORVANATICS

CLASSIFIED *****

Free to members; non-members \$3/5 line ad
Commerical rates upon request. Approved
furnished 8 1/2x11 inserts free.
FOR SALE: '61 rear Greenbrier seat 2nd or
3rd Tale your pick - Like New- taken
out of a new florist Greenbrier and
never used! \$50 or good offer
Delbert L. Wulf, lakehurst, Maquoketa,
IA 52060
FOR SALE: "64 Greenbrier Deluxe 95-4sp.
3.89 axle, roof rack, table, 3 seats.
Everything new or rebuilt. Very clean,
fresh, solid and quiet. Less than 200
miles since restoration for Detroit
Convention. \$3750.00 Robert A. Kirkman
305 N. Campbell Rd., Royal Oak, Mich.
(313) 545-2302
FOR SALE: '63 Rampside in fair condition.
However mounted on it is the original
camper made by the Cree Coach Co of

Marcellus, Michigan. This is the unit
that was sold by the dealers and shown
in their showrooms. It has stove, sink
refrigerator and flush john. Full stand-
ing headroom and entry by door on right
side where the ramp has been removed.
Send \$1.00 and SASE for photo. Every-
thing is in easily restorable condition
The truck runs. Offered to the highest
bidder. James P. Munson, 1419 Bellaire
Dr., Colorado Springs, Colo. 80909
Phone 634-7889 evenings.
FOR SALE: Parting out 64 or 65 Sportvan
rusted out- good doors, etc. Send your
needs Will Elliott
WANTED: Factory Van Camper. Ramp gate with
rubber pad, bumper guards, Tailgate
and rampgate handles Will Elliott,
5011 Anderson Pike, Signal Mountain,
Tenn 37377

TECH TOPICS by Nico DeJong

We're extending a cordial welcome to Larry Claypool from the Chicago area who is joining our select group of F.F. technical advisors (T.A.'s). Feel free to consult him and the other four veteran T.A.'s in the usual way as outlined in the next paragraph.

All F.C. questions (w/SASE) should be sent to one of the T.A.s who will then : 1) answer inquirer direct and 2) send a copy of question(s) and answer(s) to the Technical editor for publication in this column. Any member may contact any T.A.; inquirers are encouraged to consult an advisor in their division in order to limit T.A. workload and match T.A. location to that of inquirer.

T.A.'s also welcome F.C. tips, advise and stories for their approval prior to forwarding to T.T. editor for publication. Still looking for additional qualified T.A.'s from and for Canada. Please contact the TT editor.

- T.A.'s Divisions and Specialties: Wally Brenneman (Central U.S. and C.Canada) Rte 1, Kalona, IA 52247; 319-683-2449: Independent garage; all FC Corvaair mechanical work; making body repairs; built own Greenbrier acmper interior; long distance travel with FC Larry Claypool (Central U.S. and C.Canada) The Vair Shop, 80th Ave, Lincoln Est., Frankfort, IL 60423; 815-469-2936 (10am-6pm, closed Wed and Sun.): Indep. 100% Corvaair garage since '71; all but body work, incl. engine reblld., transaxle, suspension, heaters electrical doors, glass, etc.;own loaded 63 140 Brier and 62 Toronado-Rampside Dean Hansen (western U.S. and W.Canada) 9825 Oso Ave., Chatsworth, CA 91311; 213-341-2715(8am-5pm), 886-1308(5pm-8pm) Indep. garage; FC corvaairs and Ultra Van; engines, 3-4-spd transaxles, brakes chassis, electrical, air conditioning, long distance travel with FC. Larry Thomas (Eastern U.S. and E.Canada) Box 4, Goshen, OH 45122; 513-625-9219: FC Corvaair parts finder; parts, accessories & options info., gas htrs. info engine modifications, incl 140 FC, remote oil cooler, air cleaner, altern'r Dave Newell (U.S. & Can) History consul't 1481 Hamrick Lane, Hayward, CA 94544 415-782-4265: Finish color charts; any FC item incl.

GM's, SM's, PC's, SB's, sales lit. Sorry, no loans; SASE req'd for reply. F. C. CORVAIR QUESTIONS AND ANSWERS:

- Q: "Have '64 stock 3-seat GREENBRIER. I would appreciate any info on convert-to a sleeper." Nick Rodillas
A: See Greenbrier camper coverage in CA 75-III-2 (61-65 GM options,etc), 77-V-3&4, 78-VI-1, 78-VI-2 and 78-VI-4 (POPULAR SCIENCE May '63 story on Corvan Custom Campers). Sending you Xerox of GM's 16 page "Complete Guide to Custom Features for the Chevy Corvaair Greenbrier Sports Wagon. Nico
Q: "I am interested in installing extra-HD Shocks. What type and brand shocks do you recommend?" Nick Rodillas
A: First remove old shocks, then measure overall extended and collapsed lengths. Next make a trip to the parts house. I have adjustable-E Gabriels front and rear set extra firm. Front shock extended length is not critical because of suspension design. Rear shock can't be much longer or shorter because it limits suspension travel. Installation of E-type requires removal of spring and reworking of lower A arm in the rear. Shock must be installed first, then spring installed over shock, and lastly assembly jacked back in FC; a real pain, but I,ve done this on my FC and it is worth it! Dean Hansen
Q: "I am interested in reducing sway in handling. Are there STABILIZER BARS available for FC's" Nick Rodillas
A: No, not to my knowledge, but could be fabricated or adapted from another car. Dean Hansen
Q: "What's the largest (widest) Radial tire used on the 7x14 wheels i can use without having to enlarge wheel wells, front and rear?" Nick Rodillas
A: I use FR-78-14 tires on my FC; there is barely enough room for chains and not much of a clearance problem, Have seen bigger on FC's but you may run into problems Dean Hansen

The following is an expert report on how to CONVERT your FC from a 61-65 4-SPEED to a 66-69 4-SPEED unit by GM engineer ROBERT A KIRKMAN (also a Corvanatic) Thanks Very much, Bob. Nico

LATE MODEL 4-SPEED INSTALLATION INTO A FORWARD CONTROL CORVAIR by Robert A. Kirkman

Installation of a late-model (Saginaw '66-69) 4-speed transmission into a F.C. could be considered desirable from a durability standpoint. The "switch" does require some welding and parts changes as follows:

REAR AXLE: Front pinion shaft bearing RETAINER and ADJUSTER SLEEVE must be replaced with a late-model part #3889700 to properly pilot in the rear of the Saginaw 4-speed. While you have the axle partially dismantled, drill a 1/4" DIA. hole in the front face to match the oil drain-circulation hole in the rear face of the transmission. Keep the chips out of everything! Make sure the late-model gasket between axle and transmission does not cover this passage. CAUTION: I succeeded in buying a defective part #3889700 from GM stock. The pilot diameter and threads that go into the axle were oversize and could in no way assemble. By drawing specifications these areas are identical. I ordered again and the next part #3889700 assembled just like it should. You do have to swap or install a new pinion shaft bearing cup.

REAR SUSPENSION CROSSMEMBER: Before you take the power train out, mark the cross-member for location of the center of the old transmission front bearing and shaft center. After removal of the power train, the rear flange of the crossmember must be cut out (or torched out) in a semi-circle about 2-3/4" wide and 3/4" deep, centered on your marking to provide space for the longer saginaw 4-speed. There is a small "manufacturing hole" in the center of the suspension member that you can also use as the mid-point of the semi-circular notch. Since the flange is mostly now gone in this spot, I would recommend (for lack of factual evidence otherwise) that some "reinforcement" be welded back in, such as a curved piece of 3/8" rod on top of, and outlining the semi-circular cut-out.

TRANSMISSION CROSSMEMBER: With the OLD transmission removed from the axle; and the OLD transmission crossmember still attached, set it up on a bench, level, and with the rear face square to the world. Using levels, squares, and machinists straight edges, measure (1) the crossmember outer mount hole distance (both left and right) ahead of the case rear face. (2) Same hole distance to center of the case (axis of main shaft and bearings). (3) Height of top surface of the crossmember at outer mounts in relation to the top bolts that mount the transmission to the axle. The new transmission crossmember that you MUST CONSTRUCT must DUPLICATE these dimensions in relation to the Saginaw 4-speed transmission. By original design, these dimensions would be:

Table with 3 columns: LEFT, RIGHT, and description. Row 1: 1 - 9.59 9.59 (with 0.25 thick shims Right Hand side). Row 2: 2 - 9.85 9.85. Row 3: 3 - 5.89 5.81 (Left hand axle hole is 0.08 higher than Right Hand)

How close did you come on your measurements set-up? Some variation in (1) may be due to the toe-in shims. You could simply take my dimensions and run with them, but set-up and measurement is at least practice for what you need to do in construction of the new crossmember. Bolt a late-model transmission crossmember to theSaginaw unit with about 3/8" stack of identical washers between the crossmemberand the case at each of the four bolt hole locations. In the final installation you may have to ADD or REMOVE washers to set rear suspension toe-in. Cut off the ends of the crossmember so it is about 6" long from transmission center to left and 6" long from center to right. If you want to keep your early-model FC 4-speed transmission and sell it for mint, that's OK. Get an FC 3-speed/Automatic crossmember to work with, as you will use the ENDS only. Now the hand wave description gets more subtle and blurry. Your task is to cut enough off the ends of the early-model member that you can heat,beat, cut, grind and fit to the new center section to duplicate dimensions 1-2-3. Fixture securely in location and weld securely in location and weld securely. Reinforce the junctions if you are maybe not all-that-good a welder. Add holes as required at RH end to mount clutch cable in style of your old crossmember.

INSTALLATION: Mount the transmission to the axle and forget the side center bolts. Four held the old one; four will hold the new one. Remove axle from engine, remove the

long quill input shaft and the shaft seal and protector C-Ring in the rear snout on axle. Put in a new seal #3885295 and reinstall the C-Ring. Install a late-model input quill (that went with the Saginaw 4-speed). Button up loose ends and reinstall the power train. Roll the vehicle enough to straighten out the rear wheels and measure toe-in (yo-yo is OK). Add washers between transmission crossmember and case to increase toe-in. Remove washers to reduce toe-in. Do all 4 bolt areas equally. Any washer change gives about twice that in toe-in. A 1/16" washer changes toe-in by about 1/8". Engine rear mount should be loose when making changes as these washer/shims move the whole power train fore and aft.

SHIFT TUBE: You may be able to get enough adjustment to use without rework, if not, cut about 1" off the front end. That will allow enough adjustment so the shift knob is not over the seat.

DEPRESS CLUTCH.... START ENGINE....SHIFT INTO GEAR AND LET'ER GO!!!

Bob

MEET YOUR DIRECTOR

The following is an excerpt from a letter to Ed Gridley from Bob Marlow as he accepted the position as Eastern Director for Corvanatics.

"You comment that I am well qualified, yet I think I should give you a bit of 'background' on myself so that our members might better know who they've got here.

First, I'm 27, single, am a native of northern New Jersey, own a house, three Corvair vans and a Honda Civic. I have been a Corvair enthusiast since they first were produced (even though I was just eight at the time), and a Corvair 95 lover since my dad brought home that first new '61 Greenbrier. Between my father and myself, we have owned 32 Corvairs of every shape and size, but the largest single group is vans. I would like to have some Corvair cars, but I have to draw the line somewhere, so I drew it with vans about two years ago.

My 'pride and joy' is a 1964 Greenbrier deluxe which first came into the family in 1966. It is totally original, and had scored as high as 89 points in CORSA-sanctioned concours events. My 'beater' is a 1964 greenbrier standard, which doesn't look like much but runs like a million bucks and takes all my hard use. And recently I acquired a RUST-FREE 1964 corvan... I haven't figured out just what I'm gonna do with that one yet, but it will be preserved, I know that much.

In the past, I have owned Greenbriers, Corvans and Rampsides of every model year. No Loadsides yet.

I am an active CORSA member, as most people know. I am also an officer of my local chapter, NJACE. My other interests include midget auto racing (where I work as a track announcer-- I am not a competitor), auto racing correspondence (I am a contributor to the NATIONAL SPEED SPORT NEWS and other racing publications), and photography. My father and I own and operate a small manufacturing firm, making industrial vacuum systems.

Well, so much for me. Thanks, again, for inviting me aboard. Keep in touch."

Bob

PRESIDENTS CORNER

The year is coming to a close and it has been a very good year CORVANATICS wise and we hope that next year is even better. Let's see more of those F.C.'s on the road and at meets. Let them know we are alive and well. If we all try we might make this the largest chapter in CORSA.

B.J. and I want to take this opportunity to wish all of you a very Merry Christmas and a HAPPY New Year.

Any suggestions, information, pictures, etc. are always appreciated. REMEMBER if YOU don't let us know then WE can't HELP...

E.D. Gridley

WINTER 1979

NON-STANDARD EQUIPMENT

There is one thing that I miss when I drive my Corvair (car, truck or FC). It was standard equipment on my first VOLVO back in 1963, on my 61 Corvette, and on my MGB but seems to be missing with Corvairs. It's that wave of recognition you receive when you meet another of your kind on the road. The first time it happens you are taken by surprise and think: 1) Gee, who was that, 2) Are my lights on, or 3) Was I just given the bird? When you finally realize what has happened and that you missed the "hi" sign, the other driver is down the road feeling snubbed and you are feeling real DUMB.

Soon you start experimenting, from the grandiose "yoo hoo" arm wave to the ultra-cool 2-finger flip. You try and be sure you're not too early or not too late. You even develop a defensive "Wave? Naw, I was just scratching my head" approach for non-wavers or when you forget, like a dummy, in the family wagon.

This takes care of the 'Vairs going in the opposite direction but what about driving NEXT to someone in traffic. You smile, wave, nod at a light then pull up along side again at the next light. Do you: Wave again nod again, ignore him, or take the chickens way out and turn down the next side street??? What to do, sorry I never did figure that one out.

Lady Corvair drivers have a special problem; wave or not to wave? Do you wave first and look overly friendly or not to wave and look like a snob? Rather than take a chance at being misread most ladies opt for the later and are excused from occasionally failing to return a wave.

There is never an excuse for a guy who refuses to wave not out of ignorance but out of arrogance or apathy. Some owners simply won't wave. May the "Bird-of-Paradise" fly up their nose.

What about non-wavers? Well, in the movie "The Hustler" Paul Newman had his thumbs broken for not playing by the rules but maybe this is a little harsh. So try a little kindness. Someone has to start and remember if you don't succeed in getting a wave back maybe you'll get them thinking.

TYPES OF WAVES (a sample, not a complete list):

The GAPIING YOO HOO -- Hand straight up, fingers extended, best done in a convertible with top down or it hurts.

The 2-FINGER FLIP -- The old victory or peace sign, can mean almost anything depending on giver and taker.

The 4-FINGER POP-UP -- Classic palms on the top of the wheel while fingers extend snappily.

The 8-POINT SPREAD -- Like the 4-Finger Pop-up only double

The POINTER -- Sort of a wink, extend the index finger and "Bang you're dead" combination.

The WIPING SWIPE -- Done like washing or waxing the car

The HAT-TIPPER -- Rarely seen but a nice gesture

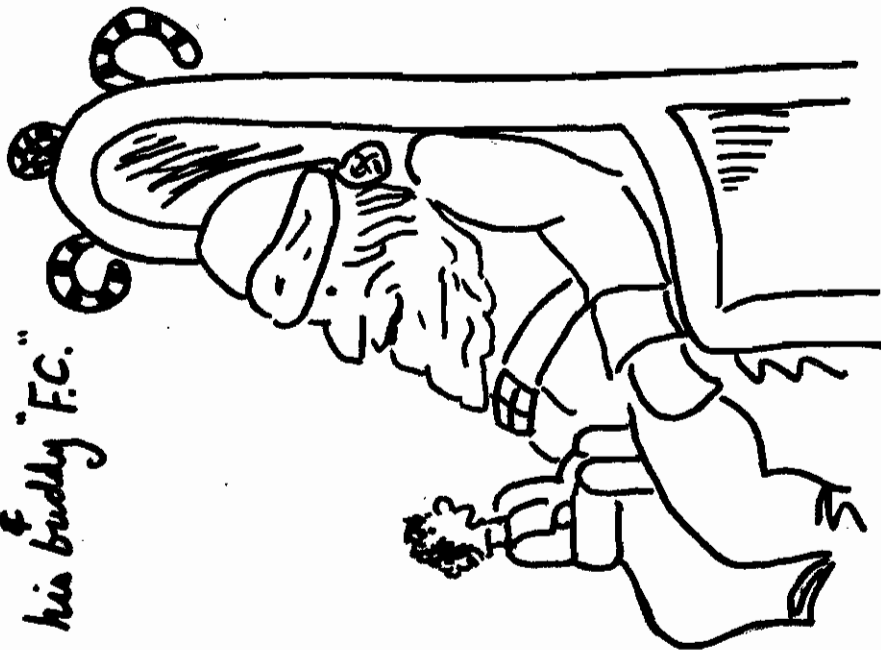
The NEAR FUTILE HEAD JERK -- A last resort when you think you're being snubbed but you're not

The LAST MINUTE LEFT ELBOW GROPE -- Another desperation tactic - usually only seen in rear-view mirrors.

So there you go folks, try to remember we all have a little something special in common. Try and make that wave STANDARD equipment.

DAVE

Gene Bauer
his buddy "F.C."



..AND FOR DAD SOME CHROME BUMPERS FOR
HIS GREENBRATR.

CORVAN ANTICS
423 DAVID LANE
MASON, OHIO 45040

FIRST CLASS

