

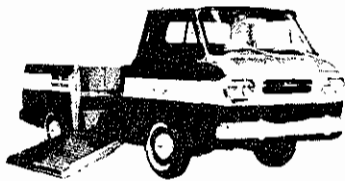


# CORVAN ANTICS

VOLUME 8

NUMBER 1

SPRING 1980



RAMPSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

[Courtesy Chevrolet Motor Division]



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**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 sect/treas. CORSA dues are \$12 US per year and should be sent to: CORSA, INC BOX 2488 PENSACOLA, FL

CLUB MERCHANDISE AVAILABLE: 32503  
 Window Decals \$1 ea; Club stationery and envelopes \$.05 ea; Jacket patch \$2.15 ea; Back issues of CORVAN ANTICS \$1 ea; Complete set of (30) back issues 25% off (prepaid). All items ordered from sec/treas.

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

**ON THE COVER:** The picture is of the entry drive of Joe Burch's "One Corvair Place" which is the name of his Corvair repair and race business in the Dallas-Ft Worth area. Joe has raced his Stingers in SSCA races for years. The row of FCs in his drive just happened to be lined up there for a few days. It is a changing scene that you would find if you checked periodically. One day convertibles, next a mixture, etc.

Our thanks to Fred Johnson for this cover. Keep them coming folks!

**CONVENTION REPORT:**

The annual CORVANATICS meeting at the National Convention has been rescheduled for Saturday at 10:00 A.M. Scheduled are the usual business meeting, technical seminar and discussion at which Larry Claypool will discuss FC's, answer questions and show some movies.

If any member has any technical information to disseminate or knows anyone that can add to our technical or historical knowledge please let any officer know so that enough time can be allotted. Please bring photos slides or movies about your 95's that you think would interest the other members.

Tom Silvey

**TECH TOPICS by Nico DeJong...**

All Forward-Control Corvair questions(w/SASE) should be sent to one of our technical advisors (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 possible publication in this column. Any member may contact any T.A., but preferably one in his or her own division in order to limit T.A. workload and match geographical locations.

T.A.'s also welcome FC tips, advice, and stories for their review prior to forwarding to T.T. editor for publication.

**T.A.'s, Division and Specialties:**

Wally Breneman (Gen. US & C.Canada)  
 Rt 1, Kalona, IA 52247; 319-683-2449

All FC Corvair mechanical work; making body repairs: built own Greenbrier camper interior; long-distance travel with FC.

Larry Claypool (Gen. US & C.Canada)

The Vair Shop, 80th Ave, Lincoln Frankfort, IL 60423; 815-469-2936 (10am-6pm, closed WED & SUN)

All but body work, incl. engine rebl., transaxle, suspension, heaters, electr., doors, glass, etc; own loaded '63 140 Greenbrier & '62 Toronado-Rampside.

Dean Hansen (West US & W.Canada)  
 9825 Oso Ave, Chatsworth, CA 91311  
 213-341-2715(8am-5pm) 886-1308(5-8pm)

FC Corvairs and Ultra Van, engines 3&4 spd transaxles, brakes, chassis electr., air cond'g, long-distance FC travel.

Dave Newell (US & Can) History Cons.  
 1481 Hamrick Ln Hayward, CA 94544  
 415-782-4265

Finish color charts; any FC item, incl. OM's, SM's, PC's, SB's, sales lit. Sorry, no-loan; SASE req'd for reply.

**FC CORVAIR QUESTIONS AND ANSWERS:**

Q:"My Greenbrier is equipped with 110-hp engine and Powerglide. For increased performance, is the #3872304 Camshaft a good match-up with the Powerglide? What do you recommend?"

Nick Rodillas

A:"You probably already have this in your FC, but your crank gear is different on high-performance automatic. It retards the cam 4 degrees. If you use the stick gear, the engine tends to lope in "Drive" and lose low-end power; on a heavy FC this is bad. I would use the 95-hp cam with today's crummy gas." Dean Hansen

Q:"How do you convert a Powerglide Greenbrier into a 4-speed?" C.Biddle

A:"You'll probably find all you need to know and more in a repeat-performance by Robert A. Kirkman, GM engineer, at the end of this column. On behalf of all FC "stick" fans, many thanks to you, Bob, for another excellent report!" Nico

Q:"Were all Greenbriers painted with enamel? Where can I find information on '64 Interior Paint Colors for all areas and surfaces?" Gary Bannon

A:"Yes, all Corvair 95's and Greenbriers were painted in acrylic enamel, and I'm sending you '63-64 Interior and Exterior Paint Charts, taken from the Sept. '63 Chevrolet Service News and the March '64

"Truck Data Book". Dave Newell

Q:"Regarding Tires and Rear Wheel Clearance. I noticed in the photo on page 8 of the Aug '79 'CORSA Communique' that Neil Stringer's 95 has chrome, reverse, slotted wheels. The van I purchased has a set of American Racing, Inc 5-spoke mags, 7" wide with E-70x14 Firestones. These tires are bald, and I'm afraid of clearance problems. The present tires appear to clear by about 1/2", but one has a number of cuts in the side wall. Even though the fender lip in the wheel well shows no damage, I'm still concerned about ruining a new set. What should I do?" S. Schwartz

A:"Just as a reference point, let's recall that FC's used 5x14" wheels with 7.00x14 tires (E-78 in today's world, or 195 metric). Bolt pattern for the wheels is, of course, same as full-size Chevy through '70, with the wheels themselves similar to pre-65 Chevrolet - that is to say, lots of positive offset (the bolt hub of

the wheel is closer to the inside of the rim). Chrome reverse wheels would be a perfect example of positive offset. This offset is necessary for the FC (and pre-'65 Chevy) to clear the outer tie rod ends at the front cross member.

A6" or 7" wheel would fit fine in the front as long as there is sufficient off-set to clear the tie rod ends. In the rear, however, we are limited to how much positive offset we can use due to the fender clearance (or lack of it). A 6" wheel of practically any construction would do fine, but moving up to 6½" or 7" would start to get pretty close. Fortunately, we don't need all that positive in the rear as there are no tie rods to clear. That extra inch of wheel width could be accommodated towards the inside (zero or negative offset) without getting our wheel any closer to the fender.

Optimally, then, to use 7" wheels with the least problems, one would

need two different pairs of wheels one for the front and one for the rear. If you already have wheels, however, it would be rather expensive to rush out and buy two more. Obviously, first order of business is to try your particular wheel/tire combo and see if there is a clearance problem. On the rear, only different wheels or body work will get you necessary clearances. On the front, if the tie rod clearance is insufficient, all is not lost. Speed shops carry wheel spacers that afford ½" to ¾" of extra clearance. Use of these spacers in the front allows the use of popular rally or factory mag-type Chevy wheels.

As far as the tire selection is concerned, an F-size (or 205 metric) would be good for an FC, although a "G" in a 78 or 70 series should fit without problems as well. 60 Series would also work but stick with an E or F on these wider units. By the way, radials are the way to go!

Larry Claypool.

#### LATE MODEL 4-SPEED INSTALLATION INTO A POWERGLIDE FC CORVAIR

by Robert A. Kirkman

(TT Editor's Note: Winter '79 CA report covered installing a 66-69 4-speed transmission into FC Corvairs with 61-65 4-speed unit)

Electrical: Either leave the Powerglide shifter all the time in neutral or follow the shifter wires to the harness connector and remove wires; then put a jumper between the harness connectors - an override for the safety starter switch.

Engine: Remove the engine from transaxle. Remove converter from flex plate and remove the flex plate from the crankshaft. Remove big aluminum converter from housing from the front of the engine. Install clutch housing. NOTE: clutch housings are different between early-model '61-63 and late-model '64-65 engines. Same differences as on the Corvair car engine. There are several ways to tell them apart, but if you have loose clutch housings, look for the casting part number 6256588 on early models and 3832176 on the later models. You can use a later-model clutch housing on an early engine, but don't use an early housing on a late engine. Problem possible with crank seal. You need a new one of these #3851853. Don't put washers under the bolt heads of the bottom bolt left and right side that mounts the clutch housing to the cylinder block. Install a pilot bearing in front end of the crank. Part #6256648 or one from an auto store. Changing housings will goof up the oil pan gasket, change it.

Distributor: Parts books call for different weights and springs between Powerglide and manual transmissions. Guess I'd be inclined to just go ahead with the same pieces, set timing properly and run it. If something seems to be not to your liking, then get into those parts or find a manual distributor. Corvair car and FC seem to share parts for the same engine/transmission combinations.

Carburetor: Plug the vacuum take-off in the carb balance tube. It's the one that went to the Powerglide vacuum modulator. Parts book show some jet changes between Powerglide and manual for some model years. I would tend to go with what you have. If it surges at moderate speed, steady throttle, then change and go to larger by one or two numbers.

Flywheel: There are early-model '61-63 flywheel and pressure plates and late-model '64-65 parts. See something like Clark's catalog for an explanation. Clutch disk should be 9 1/8" diameter size. Bolts #6256585; reinforcement #3832718, or get parts off another engine.

Transaxle: Clutch throwout bearing must match the flywheel and pressure plate for that year. Length difference. Axle itself is specific between Powerglide and manual transmissions. Either get a manual axle, or go through a lot of effort and money to rebuild the Powerglide axle into a manual unit. Axle will have to be a PRE-'65 Corvair car or any Corvair FC in order to have speedo drive gear. Axle of 3.27:1 ratio is not recommended unless all of your driving is downhill.

Transmission: 3-speed trans uses same front crossmember as the Powerglide FC; 4-speed crossmember is specific for FC. You can't use one from a Corvair car, unless you do a lot of cutting and welding of different available pieces (see Feb/Mar '73 CA, pp 5-6 TT Editor). Those 4-speed crossmembers are scarce, so make sure you know what you have to work with before you start. Take out transmission oil cooler and sell it. I've dismantled six or more Greenbriers and early model Corvair 4-speeds for rebuilding. All were essentially worn out. Biggest weak spot is the #3775061 counter gear shaft. It is almost always spalled, chewed up. Same with needle rollers. Sometimes the countergear bore is A-OK. Lucky, GM made a batch of #3775061 service parts with some chatter marks from the centerless grinder in the bearing surface. Several times I have had

to send them back until I got good ones. Second worst spot is the front end of the main shaft #3785453 or #3813663 or #3852240. Needle bearing surface is spalled, chewed up. Just about can't afford to buy a new shaft. Ball bearings are usually rough and noisy too. Good luck in finding a 4-speed with some life left in it. You spend time in second and third gear in FC's. That's why I did some extra work and put a late-model Saginaw 4-speed in mine.

Clutch: Naturally you need the pedal, pivot, cable attachment of sheath at the rear, pull rod to clutch fork and the rod support and springs. Consult various manuals or another FC for type of parts and the pieces needed.

Shifter: Early type comes through under the seat. Works OK new, but is prone to rust up and be hard to shift. Late type comes through floor, with the shift tube through the gas tank. Best type, but you have to find a tank or make one (put tube through and solder it) and get a new gas gauge unit that won't hit the tube. Best bet all around is to get a whole set of parts from a parted out FC.

Body: Late-model system installed in an early-model body probably requires a hole to be cut in body "frame" crossmember at the rear of gas tank to let the shift tube pass through member. Also, the front floor needs stiffening reinforcements to take shift reactions of the "box" mechanism bolted to the floor.

Speedometer: Depending on axle you used, the speedometer and odometer may be incorrect, requiring adapter gearing to bring it back in spec. Even if you trade equal ratios between the FC and the Corvair car, the speedometer drive may be different because of 14" and 13" tires.

Let me know, c/o TT editor, if you question something I have said or missed.

BOB

**HOWDY CORVANATICS:**

Western Director of Corvanatics? Me Jim Craig of San Diego, California  
Yep, that's right. By a stroke of his pen President Gridley has requested my services to act as your representative of Corvanatics here in our great

western United States. Really, I feel honored to have been chosen from so many, because I know had have causually met many of you on different occasions and I believe a lot of you are more qualified than I. But be that as it may, I have accepted the Presidents offer and I will do my best to fulfill the responsibilities of this new position.

I am a true Westerner, having been born in Amarillo, Texas 49 years ago, where there is nothing but barbed wire fences to stop those north westerly winds that blow down from Montana. I was raised to a teenager in Oklahoma and then later moved to the South-west's most beautiful city, San Diego, in 1945. Well, enough of that.

Corvairs? What do I have going with them. Really, it was love at first sight. After

my wife, Marlene, it is number two, of course. In 1966 we bought our first of many Corvairs. It was a 1960 four door sedan. Bright red and it performed and got outstanding gas milage, better than some of the new ones today. In the interium since that time I have bought and sold many and presently I am in my fourth Forward Control which is a 1963 Corvan. It is used daily and I have driven it through several western states in connection with my "other" job that supports my Corvair hobby, which is Special Rework Aircraft Planner and Estimator for the Naval Air Rework Facility, North Island, San Diego.

In 1973, with the help of my special friend, Marsh Hesler we started the San Diego Corvair Club. I have been an officer every year except '79. I also came up with the technical booklet, "vairtips", which I hope you all have read. There are five separate copies available.

I have been a member of CORSA since 1972 and a member of Corvanatics since 1975.

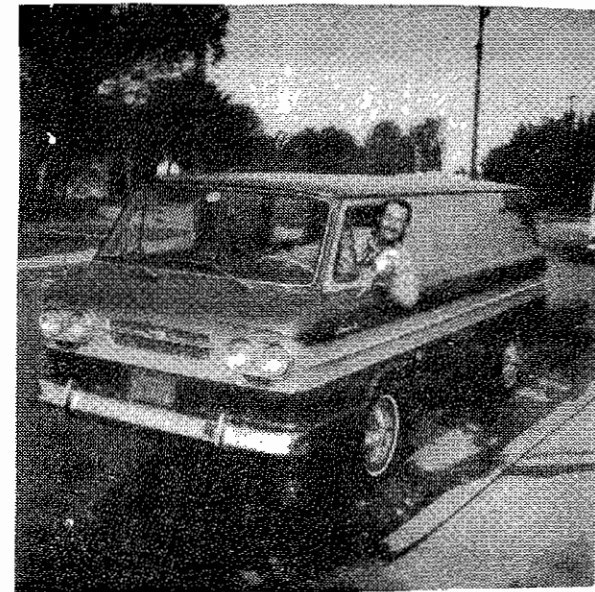
My other interests (still vehicles) are collecting and restoring older motorcycles and touring on my Honda GL1000 motorcycle and restoring three Auto Union BKW cars. (What is that?? Well, that is another story.)

Jim Craig

easily restorable condition, and the truck runs. James P. Munson 1419 Bellaire Dr. Colorado Springs Colo. 80909 (303) 634-7889 eves

FOR SALE: 1963 Rampside - Restored new tires, new battery. Red with white belt. \$1,800. John Catey 975 South Broadway, Peru, In 46970 (317) 473-9798

FOR SALE: 1963 Corvan 3 window mod. with 2 side doors and 2 rear delivery doors. Paint is terrible, very little rust, muffler shot but may be driverable. \$250 Larry Parker 117 Chestnut Circle, Richmond, In 47374 (317) 935-1327



CLASSIFIED \*\*\*\*\*  
Free to members; non-members \$3/5-line ad Commercial rates upon request. Approved furnished inserts free.

FOR SALE: 1963 Rampside in only 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 a stove, sink, refrigerator and flush john. Full standing headroom, entry by door on right side where the ramp has been removed. Everything is in

WANTED: Original Silver Grey/Char coal Checks 1961 FC Seat material or seat complete Want show shape only. Send price/condition. Ed Gridley (317) 736-4861

WANTED: for 1964 Greenbrier DeLuxe Restoration: Accelerator pedal #3843813, Shift Knob #3780259, Wheel covers (set) #3840980, Green brier emblem #3819390, antenna #985444, Sunshade #3838973-4, Door seal plate #3775781, Molding @ arm rest #3716956, Headliner pads, Gas heater #988367 or FOA 128, Tinted Glass for right side, interior panels, (medium fawn), Floor mats (dark fawn), #3814148, #3814149, #3844903, #3838733, #3781492, #3814157, #3814158 Window screens #985100, Luggage rack #988398, Custom table #985107 Oil bath set-up (mine not complete) Gary Bannon, 2249 Adrian St, Harrisburg, Penn 17104

FOR SALE: Vairtips, the all new 1979 San Diego Corvair Club technical tip annual booklet is hot off the press. New prices as of March are as follows: Six separate booklets 1974 thru 1979 are \$2.75 each or a set of six at \$12 postage inc see your Feb '80 CORSA Communique for details of booklets. All Corvair models are covered. Satisfaction guaranteed. Make check to "S.D.C.C." AND mail to: Jim Craig 7731 Peacock Dr, San Diego, Ca 92123

Pictured at the right is the trophy winning Rampside of Harold Dexter with his new ramp. This picture was submitted by Ed Gridley. Let's keep those pictures of your FCs coming in.

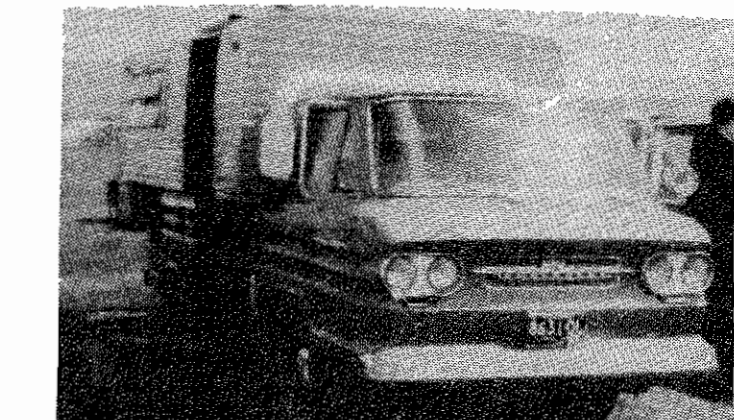
PRESIDENTS CORNER:

Sitting here in 0 degrees and 4" of snow on the ground, SPRING is just around the corner. Looking forward to the Swaps and Shows coming up; WINTER has been too long and can hardly wait for the SPRING THAW!

Now that the board has been filled we are expecting great things this year. Our new Directors are a great asset to the club and with your help should really shine this year. We also have (2) vendors amongst our new members: Clarks and Cotrofeld's and they have a lots of FC parts listed and will be glad to fill your needs.

We want to make this the best and hopefully the biggest CHAPTER this year and the best way is to get a friend to join and get those FC's out and let them be seen.

E.D.Gridley



Gene Brier  
his buddy "FC"



*D. Anderson*

HOW DO YOU FIND ANYTHING IN THE JUNKYARD  
WHEN IT'S SNOWED? WELL, SOME THINGS ARE  
RATHER EASY TO SPOT.....

CORVAN ANTICS  
423 DAVID LANE  
MASON, OHIO 45040

**FIRST CLASS**

