

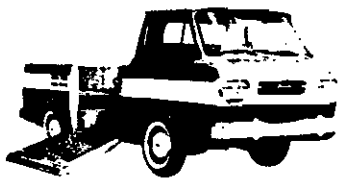


CORVAN ANTICS

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RAMPSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

Illustration Chevrolet Motor Division



Best Of Show

CORVAN ANTICS

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a chartered chapter of CORSA. Established Sept. 1972.

Membership **00321**

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.

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Cover Story

What we have here is indisputably one of the nicest CORSA Senior division Greenbriers in the country. It's a 1963 and is owned by Corvanatic Tom Schrum of Glendale, Arizona. It's a bronze/brown with a gold stripe, with the stunning velour and vinyl interior following the same color scheme. Tom spotted this FC on a vacant lot and, after tracing ownership through its special ham radio plates (Tom's other hobby), he bought it from the original owner. The previous owner had recently had the engine and trans-axle rebuilt at a local Chevy dealer, the exterior needed paint and the interior was a mess, but Tom's intentions were to make the Greenbrier a delivery van for his printing business. Well, to make a long portion of a short story short, the servicable paint job turned out to be show quality, the interior surpassed even the paint, and Tom never did get his delivery van.

With the Denver '81 National only weeks away, Tom worked day and night to clean and paint both suspensions and the entire undercarriage and finish the detailing. Finally the departure date arrived and the shiny new Greenbrier was loaded onto a borrowed trailer for the 900 mile trip to Colorado. 100 miles later near disaster struck - the trailer siezed a bearing and nearly threw the van - but press on regardless - they drove it off the trailer and on to Denver, were the van started its succesfull show career with a first in class. Since then the Greenbrier has trophied in nearly every show, concours or Motorama entered, including four Best of Shows. The van is also driven on local Corvair Club tours and has been slalomed. Quite a succesfull history for a delivery van!

Forward Controlling With The President



Spring is just around the corner, but we still have snow on the ground here in Indiana. However, the worst is over and the club mail box gets fuller each day, indicating member activity is picking up.

Don't forget that the first Corvanatics activity is this Spring instead of late Fall. We are having our annual Corvanatics Drive-in in conjunction with the Cincinnati Corvair Club's Spring Revival on Saturday June 2, 1984. Bring a covered dish, your own drinks and service, hot dogs are furnished by the Club. The cost will be the same as usual for adays fun. So when you see the future ads on the Revival X you will know the details by reading said ads. I think you will enjoy this Spring event much more than the Fall events because the Fall events always seem to fall on cold and windy days.

Last Fall the Corvair Improvement Distributing Company that has been re-producing the late model differential pinion shafts asked me for some information on the demand for early pinion shafts. I neglected to mention this request at the time but I will do it now. Please let them know if you will be in need of early pinion shafts in the future. You may also let me know and I can collectively send the information on to Corvair Improvement Distributing Company - 1481 Anita St. - Carpinteria, CA 93013.

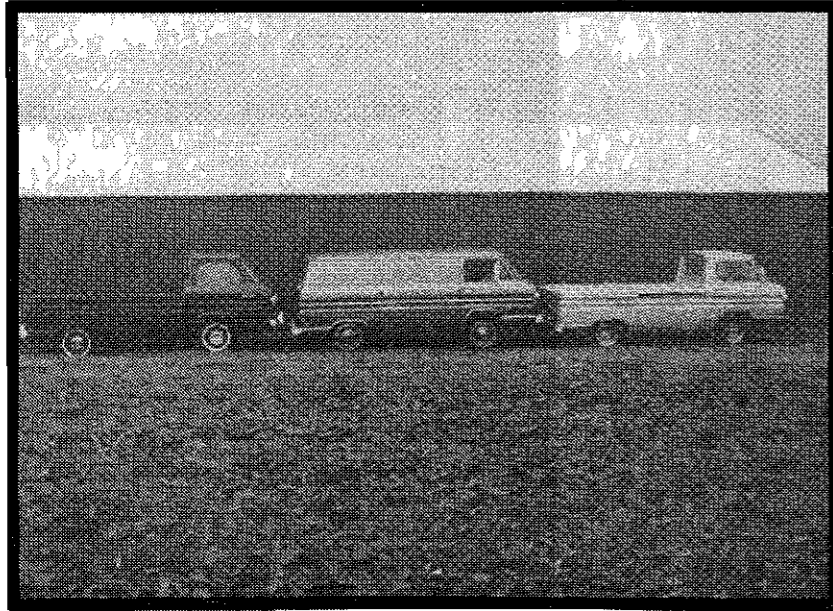
According to my experience and information from others who have done some rebuilding of 1964 and 1965 four speed transmissions it is very common to find damaged teeth on the reverse idler gear. I have located a Corvair enthusiast who has the know-how and equipment to reproduce some of these gears. It would be helpful to hear from some of you who might consider buying these reverse idler gears.

A member, William Dalrymple of Hyattsville, Maryland, has started a quarterly van magazine called VANTASY. This publication will feature various types of vans including Corvair Vans. For a sample issue send \$2.00 (\$4.00 Foreign) to: William Dalrymple - 1605 Erskin Street - Hyattsville, Maryland, 20783.

At the last two national conventions, various members have given me information that they wanted published in the newsletter. For instance, I have a picture of a sterling silver charm piece showing an FC. In the hustle and hurry of the conventions I failed to record all of the information regarding these requests, and therefore cannot publish the information. If you have given me such information and still want it printed in the newsletter, please the details again so we can fullfill your request.

I recently ordered several sets of rod and main bearings and was fortunately able to get one set of .001 undersize and two sets of .002 undersize bearings. This is unfortunate since old cranks wear some and the old crank-cases seem to have yielded with age, and in most cases it seems impossible to get good fits with standard bearings. Therefore if you see a need for .001 or .002 undersize bearings you had better check your supplier soon. A week after I got mine, the computer for a major bearing supplier showed the last 62 sets of .001 undersize bearings in stock disappeared in 6 days.

Pride & Joys



Ed Gridly of Franklin, IN is rightly proud of these FC's. '61 Loadside is stock with a load level wood floor, 3-spd, original engine. It's a CORSA seniors truck. '62 Rampside has a 140 engine, 4-spd, Corvan buckets, carpeted cab, tonneau cover, turbine mags, Garvin spoiler, and is understandably the family's favorite driver. '63 Corvan is a Southern FC with no rust, has the original 3-spd and engine with factory bucket seats. The Gridleys are true all-around Corvair nuts and have been featured in an article appearing in their local newspaper.

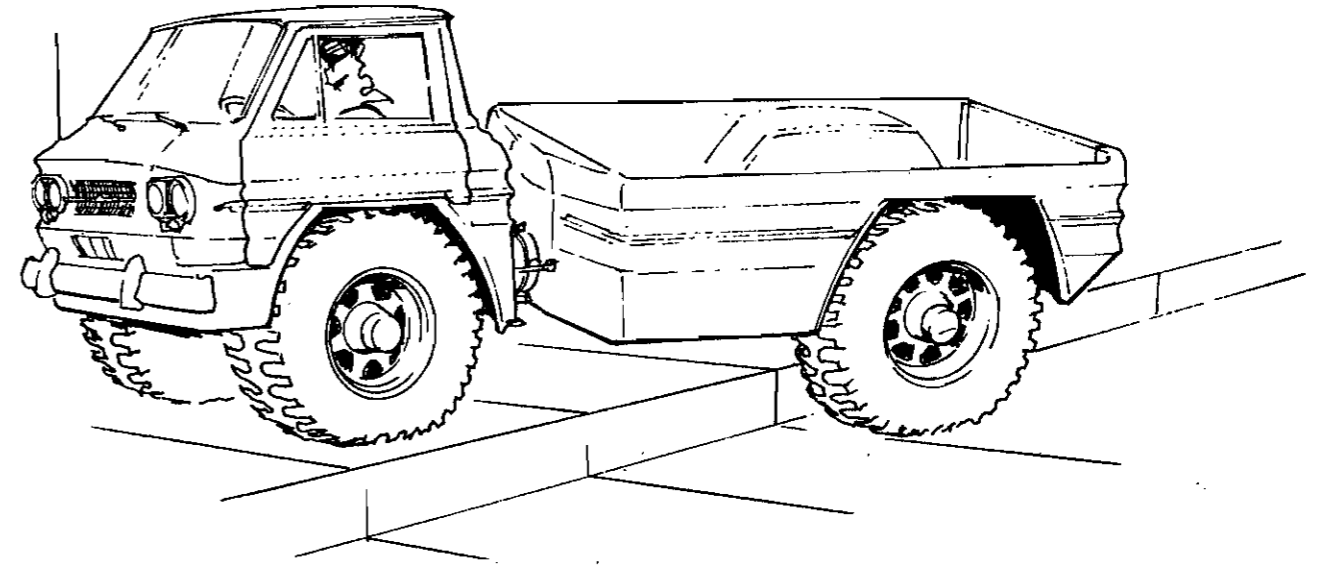
Guess who? Your editor finally got around to taking a photo of his own FC to go with my article several issues back. Picture was taken on a recent off-road trip to the ghost town of Bumblebee high in the Bradshaw Mountains of Central Arizona. The town was the site of a large gold mine in the 1870's, but my search for the yellow stuff just didn't pan out... Pretty tough old rig, it sure makes a great Jeep. Since the article I've dumped the 80HP engine and built up a 95-plus HP van engine for it, what a difference a few more cubic inches can make!



Don and Rosa Terwilleger wrote in about their FC project but didn't send us a photo. They're putting together a '61 Greenbrier. The van is a rust-free Southern unit and will feature a 140 engine with a 3.89/PG set up for gasoline or propane operation. Dual exhausts were installed after the underbody on the left was cut and reshaped. The battery box was modified for a group 24 battery and insulated with asbestos to protect it from the muffler heat. A complete 1965 orange/white interior will be installed with smoked glass in the six rear windows and tinted up front. A special HD hitch was installed inside of the rear bumper to allow them to tow their 21 foot Starcraft boat. Mags, radials and a sunroof will be installed soon, then...on the road! Keep us up to date on that propane conversion, too, Don!

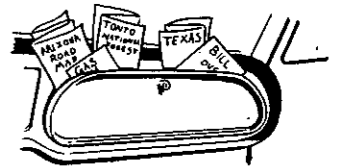
GM AGL-4 Experimental Vehicle

During the Detroit '79 and Seattle '83 CORSA Conventions a GM research and development film was shown detailing the Articulated General Logistics Vehicle (AGL-4). The AGL-4 was based on a Corvair pickup with the stock engine mounted amidships and driving all four wheels. The modified stock bed was attached to the cab with a unique joint that allowed the bed to articulate vertically or laterally, and be easily and quickly removed. The cab tilted forward big-rig style to allow access to the drivetrain and engine.



The film showed the vehicle negotiating a grueling desert proving ground obstacle course with ease, the articulating body allowing it to go through seemingly impossible places. The front half of the AGL-4 could be driven away independently of the rear after an accessory third wheel was attached. GM was aiming at the commercial market with the AGL-4 (or perhaps the Space Program) and the film showed one in action helping out around the farm. As with most of GM's "idea vehicles", this one unfortunately will never go into production. Maybe if our Tech Ed gets enough requests he'll come up with a step-by-step how-to article... Just think of some of the great out of the way camping spots you could get into!

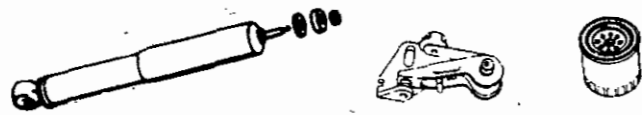
From The Editor's Glovebox



Hope you liked the first issue! I still haven't received very much input from you, the reader, but I'm making the most of what I have, and what Dave Anderson left me. Send me something, please, or CORVAN ANTICS will be getting mighty thin!

In Arizona we're right in the middle of our peak season of Corvair activity. Our local club's January event was an economy run. We had four FC's show up and average over 23 MPG. FC's were also well represented at several shows so far this Spring. Coming up the last weekend in April we are putting on our sixth biennial Regional Convention. If you are planning on attending, be sure and stop and say hi. I'll have some photos of our FC's in action at this event, and maybe a few paragraphs.

Tech Topics



WESLEY GOECKER SENT A WELL DETAILED REPORT TO ME IN OCTOBER CONCERNING USE OF NON-PREMIUM GASOLINE IN HIS 110 H.P. GREENBRIER. HE SAYS:

A YEAR AGO, I SENT YOU A SUMMARY OF MY GREENBRIER'S PERFORMANCE ON A TRIP FROM SACRAMENTO, CA TO IOWA AND BACK.

BECAUSE OF THE DIFFICULTY OF OBTAINING PREMIUM GASOLINES IN THE MIDWEST, I HAD PLANNED TO LOWER THE COMPRESSION RATIO BY GRINDING OUT THE 110 H.P. HEADS. HOWEVER, I DECIDED TO TRY THE DALE MFG. RECURVED DISTRIBUTOR INSTEAD.

THE ENGINE IS A '65 OR '66 110 H.P. ENGINE THAT HAS ABOUT 18,000 MILES ON IT (AS OF TODAY) SINCE OVERHAUL. CARBURETORS HAVE 0.049 JETS. THE GENERATOR HAS BEEN REPLACED WITH AN ALTERNATOR. THE OIL COOLER IS 12 PLATES WITH ALUMINUM PLATES OVER THE END TO DIRECT AIR FLOW, BASED ON "HOW TO KEEP YOUR CORVAIR ALIVE". THE OIL PAN AND VALVE COVERS ARE FINNED OTTO RETROFITS. THERE IS AN OIL TEMPERATURE GAUGE MOUNTED IN THE DASH AND CONNECTED TO A SENDER IN THE OIL PAN. CYLINDER HEAD TEMPERATURES ARE MEASURED BY THERMO-COUPLES UNDER THE SPARK PLUG BASES ON THE #1 AND #2 CYLINDERS. DISTRIBUTOR WAS AT 6° BTDC FOR THE DALE RECURVED DISTRIBUTOR.

THE GREENBRIER HAS A FOUR SPEED TRANSMISSION (R0 417) AND A 3.27:1.00 DIFFERENTIAL (HA 0410). THE VEHICLE SERIAL NO. IS 4R126S106364. IT HAS UNIROYAL STEEL BELTED RADIAL TIRES (P195/75R14) WITH 32 PSI IN THE REAR TIRES AND 26 PSI IN THE FRONT TIRES.

OVER A THREE WEEK PERIOD, WE DROVE THROUGH CALIFORNIA, OREGON, WASHINGTON, BRITISH COLUMBIA, ALBERTA, SASKATCHEWAN, NORTH DAKOTA, MINNESOTA, IOWA, NEBRASKA, WYOMING, UTAH, NEVADA AND COLORADO. SOME OF THIS WAS STEEP GRADE MOUNTAIN DRIVING WITH 3RD GEAR AND SOMETIMES 2ND GEAR REQUIRED.

AT CRUISE ON THE LEVEL, OIL TEMPERATURES RAN AROUND 190°F AND #2 HEAD TEMPERATURE RAN AROUND 300°F. OUTSIDE AIR WAS GENERALLY ABOUT 60 OR 70°F. LONG HARD CLIMBS WOULD RAISE THE OIL TEMPERATURE TO 200°F AND THE HEAD TEMPERATURE TO 325°F. POWER WAS GREATLY REDUCED WITH THE DALE DISTRIBUTOR AND REGULAR GAS. FOR PART OF THE TRIP, WE TRIED TO KEEP OUR CRUISE SPEED AT JUST ABOVE 50 MPH AND FOR PART WE TRIED TO HOLD 55 MPH. WE SEEMED TO GET BETTER GAS MILEAGE AT THE HIGHER SPEED.

WE SEEMED TO GET SOME MINOR PINGING AT LOW ALTITUDES ON REGULAR GASOLINE IN THE MIDWEST, SO WE SET THE TIMING BACK FURTHER, BUT DON'T KNOW HOW MUCH SINCE I DIDN'T HAVE A TIMING LIGHT.

WE DROVE 5,510 ODOMETER MILES AND USED 222.3 GALLONS OF GASOLINE AT A COST OF \$285.95. OUR ODOMETER IS OFF BY 2.3% AS MEASURED BY WYOMING MILEAGE MARKERS OVER A 100 MILE STRETCH. SO OUR ACTUAL MILES DRIVEN WAS $5510/1.023 = 5,386$ MILES. OUR GAS MILEAGE WAS 24.2 MPG OVERALL AT A COST OF 5.3¢ PER MILE FOR GAS.

WE HAVE AN EXTRA VOLUME OTTO OIL PUMP WHICH HAD A LEAK AROUND THE SHAFT. WE HAD SEALED THE LEAK EARLIER THIS YEAR. SOMEWHERE IN NEBRASKA, IT STARTED TO LEAK AGAIN. UNTIL THEN, WE WERE USING 1 QUART OF OIL EVERY 1,500 MILES, BUT THEN IT BECAME 1 QUART EVERY 500 MILES.

WE WILL ADD A SCALE AND POINTER ON OUR DISTRIBUTOR, SO WE CAN MAKE MORE ACCURATE ADJUSTMENTS FOR CHANGES IN ALTITUDE AND GASOLINE QUALITY. REGULAR VARIED FROM

87 TO 89 OCTANE. WE USE PREMIUM HERE IN SACRAMENTO WHERE THE ELEVATION IS ONLY ABOUT 30 FEET ASL. OTHERWISE, WE HAVE TO RETARD THE SPARK SO FAR THAT WE HAVE NO POWER.

YOURS TRULY,

WESLEY GOECKER

THIS IS QUITE A CONTRAST TO THE WAY I WENT AT IT WHEN GREENBRIERS WERE NEW. THE 3.27 AXLE BOGGED DOWN TOO MUCH IN 4TH GEAR, SO WE USED 3.89'S FOR CAMPING VACATIONS. WHILE OVERLOADED, WE STILL DID WELL IN WYOMING'S BIG HORN AND BEAR TOOTH MOUNTAINS WITH 80 H.P. AND A 4-SPEED. ON THE LEVEL BETWEEN THERE AND MICHIGAN, IT WAS PEDAL TO THE FLOOR AND LONG STRETCHES WITH THE SPEEDOMETER NEEDLE PEGGED PAST 80 MPH. WITH ICE BOXES AND SLEEPING BAGS, ETC. OVER THE ENGINE, IT DIDN'T MAKE MUCH NOISE. LUNCH WAS PREPARED ON THE RUN ON THE ACCESSORY KIT TABLE. FROM EXPERIENCE, WE COUNTED ON 15.5 MPG. WE DID A LOT OF CRUISING DAY AND NIGHT THRU THE YEARS AT 80 MPH PLUS IF THE WIND WAS NOT BLOWING. CRAZY US!

R. A. KIRKMAN

Classified Ads

'63 Rampside - PG conversion, original paint (white w/red orange band), excellent condition. Rebuild consisted of blue-printed 65-110(.060), reconditioned PG and differential, new brakes, tires, serviced bearings, etc. Extra enticements include NOS rubber door mouldings and ramp protector, and the all-important spare axle with servicable bearing. \$1900.

'63 700 Coupe. Silvermist exterior with new red vinyl and silver velour upholstery, new red carpet and kick panels. only 6800 miles since re-surrection, blue-printed 63 case with turbo crank, cam and rods, 80 HP radials, much more. \$1900. Mel Harris, 350 N. George Washington, #11, Yuba City, CA (916)673-7544.

'63 Corvair Pickup with Cree Camper, two burner gas stove, gas refrigerator, two 10# LP gas tanks, 12 volt and 120 lights. Runs extra good.

'63 Corvair convertible, green with white top and boot. Body extra good, good tires. Lots of new parts on this car. Needs motor work. Also lots of parts for sale. Charles (Al) Grunert, 1033 Bates Ave., Three Rivers, Michigan 49093. (616)279-5090

For Parts: two 1961 Greenbriers, one 1962 Greenbrier, one 1964 Corvan, Larry Tschappat, E & J Metal Co., 300 24th Ave., Rock Island, IL 61201.

1968 Monza convertible. Needs body work, only 1386 made. Asking \$1350. Louis Bauer, 1917 S. Fifth st., Allentown, PA 18103.

FC axle shaft with bearing - \$65, FC 4-speed transmission (3.65 1st) with input shaft - \$150, FC 4-speed mounting bracket - \$40, manual differentials: 3.27 - \$125/BO, 3.89 - \$175/BO, 1964 car 110 HP engine (mostly complete) \$300/BO, FC M/T instrument panel - \$15, more. Chuck Latty, 33129 W. Chicago, Livonia, MI 48150. (313)421-7897.

I am looking for FC scale models or toys, and the Amway promos, to add to my collection. Also an early model model. Will pay any reasonable price. Ken Krol, 6701 N. 30th DR. Phoenix, AZ 85017.

Gene Brier
his Buddy "FC"



I DON'T WANT IT
LIKE NEW I WANT IT
TO WORK!

P. Anderson

CORVAN ANTICS
6701 N. 30th DR.
Phoenix, AZ 85017

FIRST CLASS



CORVANATICS

THE FORWARD CONTROL CORVAIR PEOPLE