



CORVAN ANTICS

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RAMPSIDE/LOADSIDE

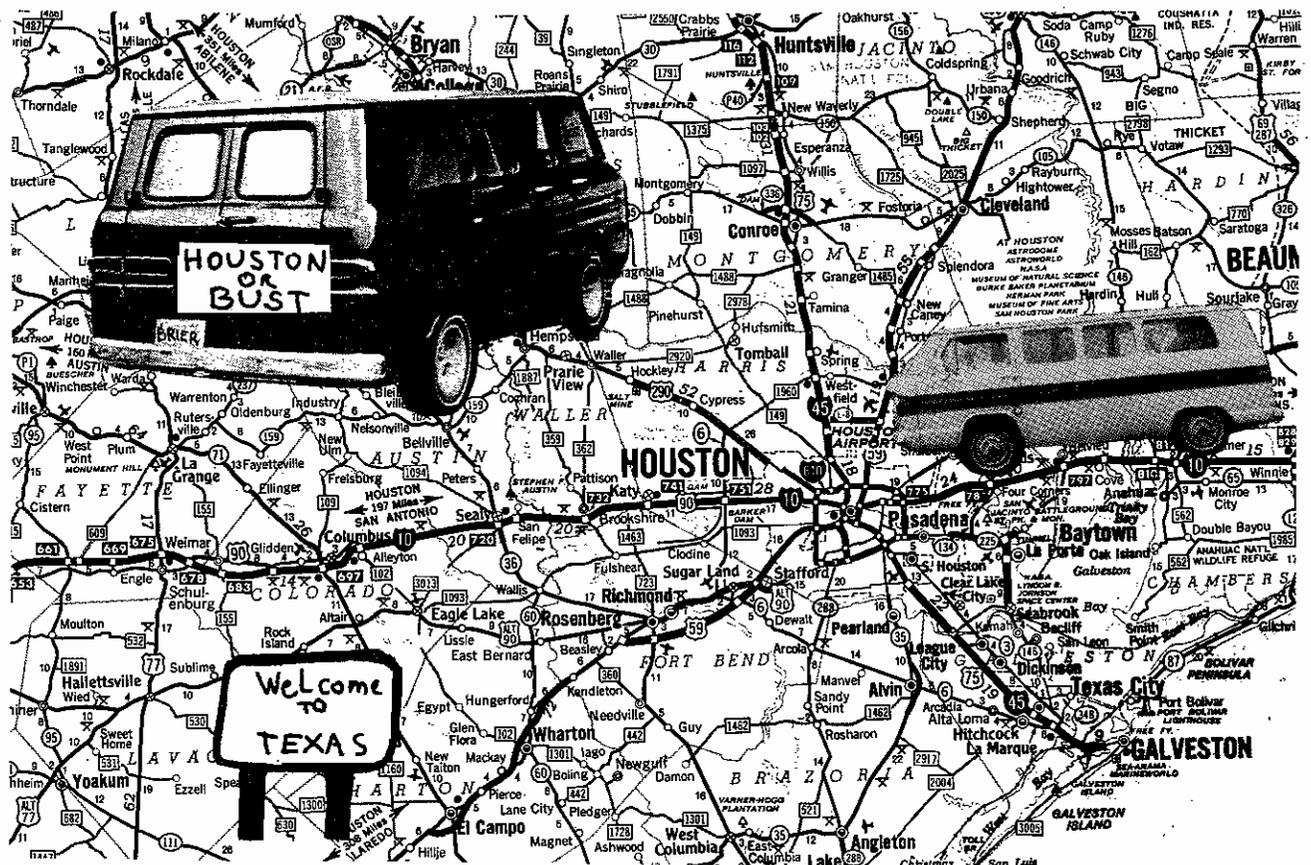


GREENBRIER SPORTSWAGON



CORVAN

Illustration: Chevrolet Motor Division



Let's Meet In Houston!

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.

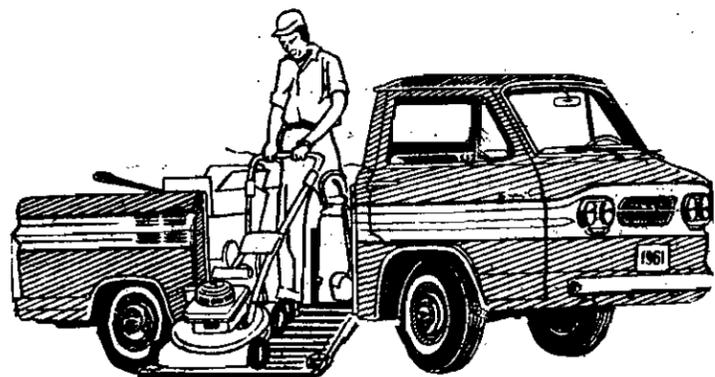
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On The Cover

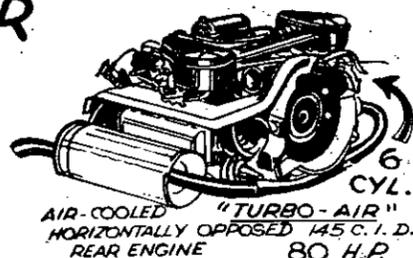
"All roads lead to Houston". We hope all of you will be able to attend the CORSA National Convention coming soon in Houston. While you're there don't miss our CORVANATICS ANNUAL MEETING, scheduled for 3:00 PM Friday August 2, location to be announced.

In This Issue

From Bob Marlow, author of "A Brick in the Woods" and other tales of legendary FC lore, comes "How I Spent My Summer Vacation". Bob Kirkman explores a mysterious FC shift problem with PG transmissions, and "What's That You're Driving, Bud?" Plus the usual good stuff.



1961
CORVAIR
"95"



Forward Controlling With The President



Since the last report on the rear wheel bearing survey, we have had about one additional response per day. The new total is 158. Total number of bearings seriously considered - 220. Percentage of members responding - 48.6%.

I can't say much about FC's or Corvairs in general since I haven't had the time to do anything to them except drive our 1967 Monza. I have rebuilt one engine since October, 1984. However, there is one good result from the driving experience. Our 1967 Monza is notorious for detonation as most 1967's seem to be. A Carter Knock Eliminator and water injection system helped, but on a hot day detonation at low speeds was bad, thus causing a necessity for slow accelerations.

91 octane no-lead helped, but the introduction of 95 octane no-lead in the Indianapolis area was the real saver. 95 octane allows full-throttle on mild days - hot days produce a little "ping". Locally, leaded regular sells for \$1.12, no-lead regular sells for \$1.20, 91 octane \$1.34, 95 octane \$1.40 and 115 octane racing gas \$2.75. So really, 95 octane is a good buy for the good results and should allow FC owners to get good performance from those 110 and 140 engines. It does have 10% Ethanol which has not caused any problems so far.

In the past many months, even years, CORVANATICS has been run by a few people - the CORVAN ANTICS editor, the technical editor and his advisors, the secretary-treasurer and the president (and recently vice president Ed Gridley).

In the last two years my work schedule just didn't permit me any communication with the members of the board of directors. This is not the proper way to run a club, so I will be communicating with each director soon. We need to get more people involved in the club operation. Now that I am no longer working I seem to have less time - this could be due to the fact that I'm getting older. However the point is this, some members out there in FC World need to consider taking over the jobs of secretary/treasurer and president some time in the not-too-distant future. I will be communicating with some of you about this soon. We need some new people with new ideas - volunteer - get involved and get in touch with me.



TOM SILVEY

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.

What's That You're Driving, Bud?

This is one of those questions that brings immense joy to the heart of any real Corvair nut. Generally, by the time you finish your end of the ensuing conversation, the poor unsuspecting person who asked the question will wish they had never asked!

So in case they do ask, and someone will, how DO you know just what you are driving? Maybe I can help.

If your vehicle looks just like an enormous filing cabinet laid on its side and has two little windows on one end and three bigger windows on the other end, then you have a Corvair 95 Panel Truck. Officially known as an R-1205, also called a Corvan, these are usually painted either gray or white and sometimes will even have a company name lettered on the side, i.e. ACE SCOTCH TAPE STORE - 20 VARIETIES - WE DELIVER!

Sounds familiar, huh, except yours has six extra windows scattered along the sides, and it's red with a white stripe down the middle? Yes, a definite step up. This is known as a Greenbrier Sport Wagon, or R-1206, the most efficient mover of nine people and their luggage ever conceived by the folks in Detroit, or anywhere for that matter. Pity though, that more people couldn't recognize this, eh?

Efficiency usually means only the bare necessities, and that is precisely what the basic Greenbrier gave you, a bare metal interior (well, OK, they did paint it...) and one plain bench seat. The two rear seats were optional at extra cost. Oh - yours doesn't have bare metal? Soft, cushy vinyl panels? A headliner? Well congratulations! You own the ultimate - the Greenbrier Deluxe. Hope your interior's in good shape. I doubt if Clark's will ever reproduce all those panels, and there aren't too many sitting around in junk yards, either.

And oh the room. Take out the back seats and you get 191 cubic feet of enclosed cargo space just waiting to be filled - just keep it below 1900 pounds though, OK? But you say your 'Brier's so cluttered up with cabinets and a bed, sink, stove and ice box, and other nuisance items that you can't even slide in a 4x8 sheet of cdx plywood? And of all things - the roof opens up? (Good thing someone tacked some mosquito netting onto that fiberglass top...) Well congrats again! This Greenbrier is optioned to the hilt with factory camping equipment. Very few of these were ever built - for the nearly four-grand price tag you could buy yourself a top-line Corvette! But as a compact, economical camper there was no comparison. Another case of a vehicle built before its time.

Most Greenbriers and Corvans had six doors, yes, but there were a few that came with two more side doors around the other side. Real handy. Of course you've heard the story of the Hippy's living inside one of these 8-doors... Every time the police came knocking they would quietly slip out the other side!

So I STILL haven't described what you're driving? On your FC you can stand a fifteen foot Oak tree in the back, and no matter how you squeeze only 3 people can fit inside? Then you're driving the rarest of the rare. If you dragged your shade tree right in then slammed the handy ramp shut (what a golden opportunity to do a quick tune-up - heh, eh, eh!) you've got a Ramp-side, officially designated R-1244. If it took a crane and three men to get it into the cargo box then you have the rarest of the rarest of the rare - the Loadside, R-1254. (It should have been called the Load-over-side. I guess they wanted to carry over the full-size pick-up terminology to the

FC.) If your title says 1962, then you've got one of only 369 built of this nearly useless model. I can hear the protests at this statement now. But, rhetorically speaking, why build in this cargo space and capacity then limit the access to it so severely? As for rare Corvairs, better stick with a 1969 Monza Convertible.

Take it from someone who derives serious joy from driving his Corvan down rough, dusty roads - with all factory sealing in position, there is just no other vehicle that keeps its engine as clean and dust-free as an FC - not even the Corvair sedans can touch 'em. All of GM's extensive testing and research really paid off. With the possible exception of the VW Beetle, there is not a more flood-out-proof vehicle around. Let's all hit those BIG puddles really fast!

Hope this helps you out some. Now go out and look for another unsuspecting "victim", and when he asks... carry on!

Ken Krol

From The Editor's Glovebox

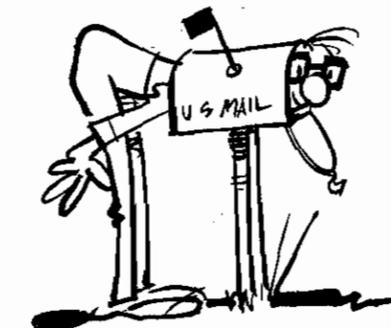


This month I would like to address a very important issue that, due to space limitations, has been put off for many months. Except for regular departments (Prez. Column, Tech Topics), it has been many months since so much as a paragraph has been submitted to me for inclusion in the newsletter, and frankly, I'm about out of material. I know Summer is a busy time for all of us, but if I do not get any material from YOU, we just may not have another issue.

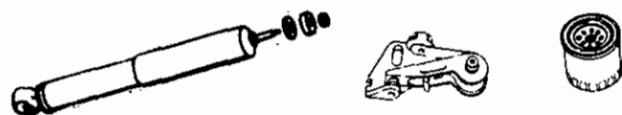
Wouldn't you like to show off your beauty for all of us to see? Wouldn't it do your ego good to see your baby on the cover of an International publication? Just write a paragraph or two (we won't kick if you write more) telling about your FC and send either a horizontal format 5x7 of your FC in a pleasant background or send me the slide or negative and we will make the print and send it to you when we're finished with it! We especially need feature length articles. Anything to do with FC's - tell us about your restoration project, your collection, even your daily beater - or how about another vacation issue? Humorous, serious or just rambling thoughts - it's up to you - this is YOUR club. All it takes to be an active member is a little time. If just 10% of our membership would take one hour and write up something and send some good photos we would be set for years. The supply of old, reproducible material on FC's is just about exhausted, so the only way our Chapter newsletter can exist is with good member support. WE NEED YOU!

I also welcome and value your comments and suggestions. If I don't hear otherwise I can only assume everything is OK.

After much planning, hoping and good intentions, I find at this last minute for financial reasons, I will not be able to attend the CORSA National Convention. I sincerely wish I could go and meet all of you good folks at our annual meeting. This year the meeting promises to be the best yet, and will be in the capable hands of our Chief Executive, Tom Silvey. We hope to have a complete meeting report, annual financial statement and a photo essay of FC action at the National in the next issue. If you will be doing any 35mm photography in Houston please remember CORVAN ANTICS!



Tech Topics



AUTOMATIC TRANSMISSION SHIFT PROBLEMS

Member Tom Hession had a frustrating problem with his Greenbrier automatic - abrupt and uncontrolled downshifts from drive to low above 50 MPH as soon as the gas pedal was released. Then it would hang in low until the powertrain cooled. Several of us gave advice that was of no help. Tom's own resolution should be interesting to some of our membership.

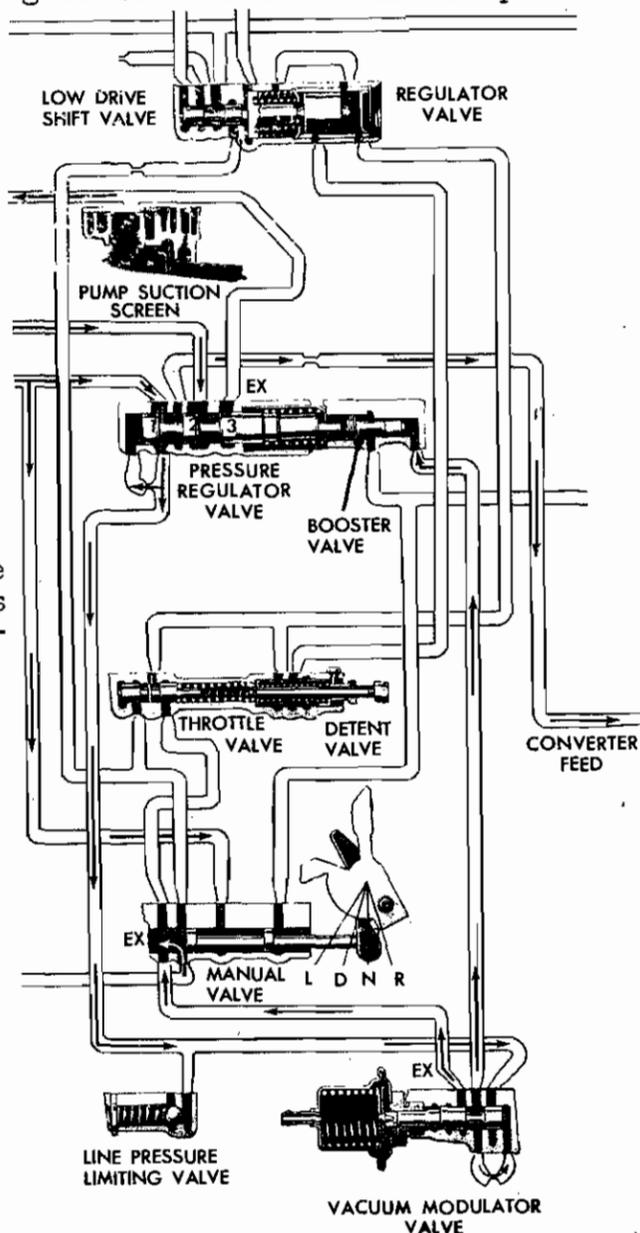
"With the transmission still in the Greenbrier, I removed the valve body, planning on swapping it with another unit. Once removed, I decided to take a closer look at the original to check for free movement of the various valves in their respective bores. All moved freely. What I finally noticed, however, was that the "e" clip that's supposed to be on the throttle valve was missing. For some reason, Clark's does not carry this part, so I went to the hardware store for one that fit. I then cleaned all parts and re-installed the unit. Success! It now shifts perfectly. All this trouble over a 5¢ part!

During this time I heard of two or three other Powerglides with shifting problems - all had a broken clip. My unit was purchased from someone who claimed it was professionally rebuilt. As I never found any trace in the pan of the clip, I can only assume that it was never re-installed at rebuild time.

I recall in Finch's book "How to Keep Your Corvair Alive" that he mentioned the only trouble he ever had with a PG was a "broken clip". Maybe this dreaded "e"-clip?

A local Corvair owner I was talking to last week had a similar story - poorly shifting unit which he decided to rebuild. Halfway through he found the same throttle valve clip broken. I wonder how many PG's have been replaced or rebuilt for the same reason?"

Ed.note: When traveling, why not take along a spare PG pan gasket and a couple spare 5¢ "e"-clips... ed.



How I Spent My Summer Vacation

In a recent issue of CORVAN ANTICS, editor Ken Krol asked for more members to submit stories about their summer vacations, if they drove their Corvair trucks while on those vacations. Well, I qualify, I think.

Because my CORSA Chapter, New Jersey Association of Corvair Enthusiasts, was the host of the 1984 CORSA National Convention, I really didn't have a summer vacation. I spent my vacation working in preparation for and working at that Convention. So did my 1962 Greenbrier, the same one that Lauren Farese and I drove to the Seattle Convention in 1983.

In the weeks leading up to the Convention in New Jersey, the Greenbrier ran hither and yon in pursuit of many of the last minute things we needed. And it ran one of the checkout tours of the Convention Rally. A few days before the Convention opened, the Greenbrier towed Lauren's '65 Corsa convertible from Central Jersey up to my home. And when the Convention began the Greenbrier became a veritable shuttle.

First, it towed the Corsa from my house to the Convention's "cars for sale" parking area. (The Corsa didn't run, but what do you want for an \$800 asking price?) Then it towed the fold-out camping trailer that we were going to use for a "field office" for the autocross and the concours from my home to the Hilton. Plus it carried the trophies, several tables, a photocopier, two bulletin boards, and scads of other stuff I can't even remember. We even had things strapped to the roof for some of the trips. And each trip from my house to the Hilton was over 30 miles, one way.

On the morning of the autocross, in that torrential early downpour, the Greenbrier awoke early to tow the trailer out to the autocross site, then returned to the Hilton to serve as the concours classification office. At the end of the day it returned to the autocross site to retrieve the trailer, after having been climbed in, leaned on and written on all day at the classification area.

Bright and early the next morning, the Greenbrier again towed the trailer, this time just around the Hilton to the concours area. While not entered in the concours (unlike Seattle!), it did remain in the concours area throughout the day, because it was going to have to move that trailer again once the judging was through.

When the Convention was over, everything had to go back to my home. The Greenbrier was stuffed with the same tables and equipment, hooked once again to the trailer, and pointed homeward. And then back again to pick up the Corsa (it's new owner didn't take delivery until several weeks after the Convention).

The only other "vacation" either my Greenbrier or myself enjoyed that summer was a trip to the Illinois mini-convention. But even then the Greenbrier was a workhorse, because it had to drive all night long to get there, it was autocrossed while it was there, and it had to drive all night long to get home again. So while my summer vacation was spent with my Greenbrier, it really wasn't a "vacation" for either of us.



Bob Marlow
CA Eastern Director
NJACE Member



"... Factoring in drag coefficient, wind velocity, tire inflation, temperature, condition of road, barometric pressure, odometer error and drive train lag, ... my preliminary calculations indicate I was not speeding ..."

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