



# CORVAN ANTICS

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NOV & DEC 1986



RAMPSIDE/LOADSIDE

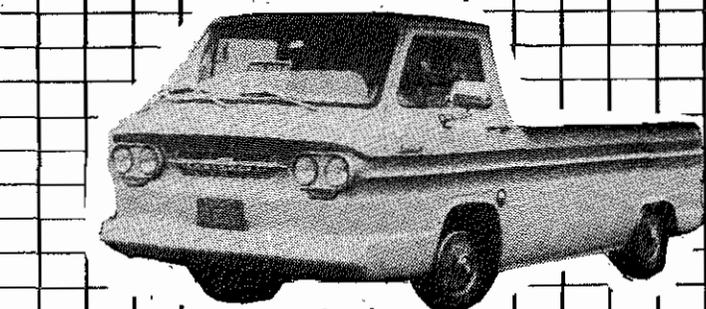


GREENBRIER SPORTSWAGON

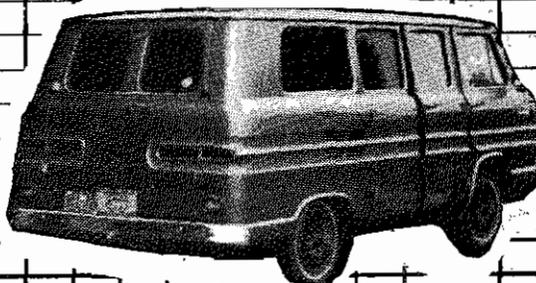
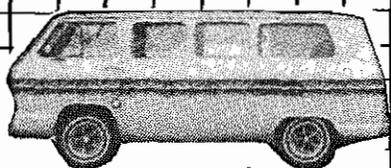
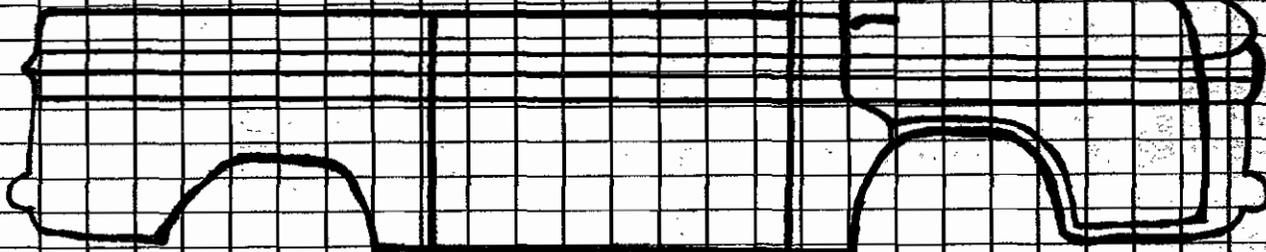


CORVAN

Illustration: Chevrolet Motor Division



FROM THE SKETCHBOOK  
TO THE SHOWROOM



# CORVAN

## ANTICS

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

Membership **300**

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

The editor's concept of what that original idea, the glimmer of a thought, of the FC design, sketched on the proverbial "cocktail napkin", might have been like. Or in other words - nobody sent in a cover photo...

### In This Issue

CORVANATICS members take to the road, a review of the quantitative FC collection of the Henrich family (along with a challenge), more good Tech Stuff and Presidential Prose from our own Chief Executive.

### Club Boutique

GREAT STOCKING STUFFERS FOR THAT FC FANATIC IN YOUR LIFE!!!

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 - over 60 issues- all volumes up to and including vol.2 #3 are 60¢ each. (nine issues). Vol.2 #4 through current issue are \$1.00 each. Complete set is only \$50.

FC Paint Mfg. Codes, paint combinations, prices and options (21pp.) is \$4.50

CORVAN ANTICS Technical Index - Complete listing of technical material published between 1972 and 1984. 8½ x 11 bound - \$1.50 ppd.

## Forward Controlling With The President



I hope that all of you are aware of the lack of newsworthy material for the Editor to use. If just half of the people who have promised me they would write an article would write one, the Editor would have enough for several issues. Tell us about your experiences with your FC.

We had several FC's at the Hoosier Auto Show, with a total of 105 Corvairs on the show field and 1,000-plus total of show cars. All of the FC owners in the show were CORVANATICS members.

On October 4th and 5th the Circle City Corvairs had a fifteen car tour, with 30 people, ten Corvairs, one FC and four water pumpers. We toured south into Kentucky while visiting a huge power generating station at Rockport, Indiana, went into Blue Springs Caverns and took a boat ride on an underground river, and visited Squire Boone's Caverns (Daniel Boone's brother). We seldom go anywhere on a trip outside our local area that we don't see an FC somewhere. On the above trip we saw a blue with white stripe Greenbrier in a farmer's barn yard and a 1964 coupe passed us on a trailer.

We attended the Vermont Annual Fall Foliage Tour sponsored by Cathy and Bill Cotrofeld. Several CORVANATICS members were there. On one of our daily trips in Vermont we saw another Greenbrier in a farmer's barn yard.

The Fall Foliage Tour started eight or nine years ago when they invited a few people over to Vermont. To their surprise over fifty people arrived. That was the year we lost the brakes on the red Greenbrier while descending Mt. Equinox. We have attended three of the tours.

This year sixty people arrived and we had a ball. This is a great get-together for Corvair people but you seldom hear much about it. I just checked many issues of the Communique and couldn't find any articles on the results of the Fall Foliage Tour except the announcements --- I wonder why?

While reading these back issues I became totally captivated by the technical articles that have been published, and I realized that in some recent issues questions were asked about the very questions that were answered years ago. So use that index and research the back issues of both the Communique and CORVAN ANTICS. In most cases the answers are there.

If all goes well we will be in Arizona again this winter. Our mail will be forwarded so don't stop writing. It will just take a little longer to get an answer.

The November issue of the Communique, page 19, Parts for Sale, advertises the rebuilt FC front steering relay arms (boomerang) for sale at \$50/exch. plus shipping.

Since this is the NOV-DEC issue, Caroline and I wish you a Merry Christmas and a Happy New Year!

Tom Silvey

## CORVANATICS "ON THE ROAD" AGAIN

### Kermit Visits Expo

OR THE FURTHER ADVENTURES OF ONE OF CORVANATICS' MOST FAMOUS GREENBRIERS!

Another long trip planned for Kermit, our 1964 Greenbrier Deluxe camper van, required some preventative maintenance. New hubs and universals in place, all four wheel bearings greased and new brake linings adjusted, took care of the running gear. The engine was renewed for a prior trip (Pittsburgh to San Jose, July, 1985). Tires looked good so all was ready.

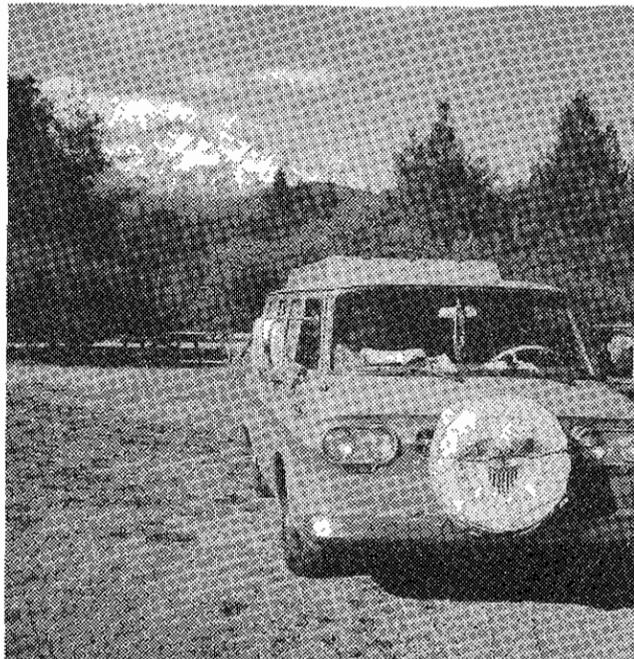
Leaving San Jose, California, across the Golden Gate Bridge and up the coast to Eureka was somewhat disturbing with a vibration. That night the tires were rotated front to back and the next day the vibration went away.

**wan·der·lust**  
(wŏn'dər-lŭst') *n.*  
A strong or irresistible urge to travel

The second day was great for 'Vairs, the twisting road through the Redwoods provided a good test for old Kermit! Then on through the mountains to Grants Pass, Oregon.

The third day was easy - through to Seattle and on to the Canadian border. A remark by the young Canadian border inspector startled us, "Do you think that old van will make it?" Kermit raced his engine and sped away! At the Dogwood Campground, Surrey, British Columbia, Kermit rested under the cool trees for four days while we walked our feet off at Expo. A side trip by Campground bus to Victoria was pleasant.

Transportation was the theme of Expo and was represented by auto, air, train, bus and boat. The General Motors exhibit was great, with an Indian Spirit Lodge showing holograms and an old Indian with his magic canoe.



KERMIT RESTING IN THE SHADOW OF MAJESTIC MOUNT SHASTA, CALIFORNIA

Time to leave Canada, and Kermit started right up for the trip south to Seattle for a two-day visit with a Navy flying buddy.

We drove through the Oregon Hills and Northern California Back Valley Country to the Mount Shasta KOA Campground at 4000 feet altitude. It was beautiful and clear, but cool at night.

The final day was Kermit's run for home and 100 degrees through the Sacramento Flatlands. At San Jose the mileage was 2,222 more and the oil used was 1½ quarts. The gas was consumed at an average of 20.5 MPG.

Kermit is used everyday to commute and weekends for fun. We must admit to joining the "Part of the Month Club" though to keep Kermit

on the road. If only a battery, or seatcovers, we end up doing something each month. We have found that a minimum of \$400 a year has to go into parts or tires to keep a vehicle "On the Road". Kermit now has 174,000 miles on the odometer. It is still the original camper as sold in 1964.

Gae & Herb Horn  
Santa Clara, CA

### Another Family's Camper Van

Here are a couple of shots of our family campsite at Savanna State Park near the Mississippi River at Savanna, Illinois.



RON SUNDAY WITH HIS BLINDINGLY RED EIGHT-DOOR CORVAN (COR-BRIER?) WELL SET-UP WITH CAMPING GEAR.

We attached the screen tent right to the eight-door van, giving us a walk into room.

I've installed an original camper set-up into this van and it worked



out great. In this particular area of Illinois on the Mississippi River there are many high, scenic bluffs. In many areas you can see a tri-state area of Illinois, Wisconsin and Iowa. It's Great!

Ron Sunday  
Rockford, IL

P.S. to Bob Kirkman:  
I found my brake pedal height problem. I didn't realize the master cylinder push rod had a cam type adjustment. It's fine now. Thanks for the help!

### FC Classified Ads

Am investigating the possibility of having 1961 to 1965 Greenbrier rear side stationary window weatherstrip reproduced. Approximate cost will be \$10-\$15 per side. If you are interested please let me know. Send NO money at this time. D.M. Richmond, Sr., 3929 N. "P" Street, Pensacola, FL 32505.

\*\*\*\*\*

1963 Corvan, rust-free, no dents, fair 110 HP engine, 4-speed/3:55, mag wheels, radial tires, roof rack good seats incl/Greenbrier center seat, insulated and paneled, plus one good spare axle and bearing, \$800.

1961 Restored Loadside pickup, new red velour FC bucket seats, new red carpet, new chrome spoke wheels and radials, strong 110HP engine, 4-speed/3:55, new truck tool box, one extra FC windshield, one extra FC axle and bearing. \$3000. Leo Ford 1660 South Iris Way, Lakewood, CO, 80226. (303)986-1432.

\*\*\*\*\*

1964 Greenbrier Deluxe, Fawn Beige with white stripe. 110HP/4-speed, tinted glass, all seats good shape, asking \$2000. Call evenings (717) 561-1421. Gary Bannon, 6700 Chambers Hill Road, Harrisburg, PA 17111

\*\*\*\*\*

Desperately need clutch cable for 1964 Greenbrier. Help! Paul Wilson 31179 Avondale, Westland, MI 48185 (313)728-9553

## The Heinrich FC Fleet

It might be of some interest to the membership to read about the FC's owned by the Heinrich's, Paul and sons Ron and Bill.

We have seven drivable units which include two well-known units, Flat Fred and Flat Frank. There are two 1962 Greenbriers, a restored 1963 Deluxe and a 1964 Deluxe which I have driven 30,000 miles since it was restored in 1979. There is also a 1962 Rampside, rough but runs good, which we use to haul junk, lumber and what have you.

In addition, Ron has four parts-Greenbriers and four Rampside, two of which will sometime become flat-beds. He also has started to build a king-cab with a flatbed on the rear.



We drive these FC's. My 1964 Greenbrier has been to Denver, to New York, to Winston-Salem, and this past June it transported six ladies and two gentlemen and their luggage two a three day convention. Ron drove Flat Fred to Seattle in 1983 and New Jersey in 1984 - plus it has made two trips to Clark's Corvair Parts. Flat Frank went to New Jersey and to Winston-Salem last year and to Grand Rapids and Indy this year.

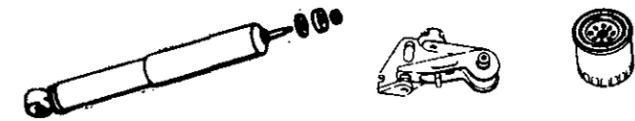
I'm sending two pictures, the top one taken this past summer and the bottom one a couple years ago. Together they show all the drivable units. I myself really enjoy reading the newsletter as I'm sure most of our members do. Just got the latest copy today.

Paul D. Heinrich  
Holgate, Ohio

Ed. note: CHALLENGE! Can anybody top this fleet? If you have more than 7 running FC's in your stable, STAND UP AN BE COUNTED!!! Maybe this might be the worlds' record... Can the Guinness Book be far behind? In case of a tie, the number of parts-FC's will be taken into account. If still tied up we'll come to your home and count spare axles... or maybe white AC oil filters. So let's hear from you!

ed.

## Tech Topics



### FC HEATER DISTRIBUTOR

Dave Newell had a question about the air heater front distributor. That plastic blob below the front seat. An early '61 had two "holes" and one slot on the front face. Most have only two holes.

When first designed and produced, the distributor had two "holes" and one slot. Looked good on paper. The hot air, however, didn't come out right straight ahead. Instead, it cut across corners of the duct work and came out at an angle headed toward the driver's feet. Passenger froze. The two "hole" version that went into production had a wall, or partition, on the back side that is off center. This wall was to split the air flow to more evenly divide heat between driver and passenger. This is of little consequence to us today as I imagine there are very few FC's in Wintertime use.

### POWERTRAIN-LESS TOWING

How to tow an FC without powertrain? There may be several suggestions come in from members. Here is how I did it for 50+ miles, half on Interstate 75.

Cut a piece of steel water pipe (approximately 1 5/8" inside diameter) long enough to slide over one axle shaft, and then slide over the other shaft half way. Grease the shafts, although this is not very important. Drill a hole through the pipe between the shaft ends and put in a huge cotter pin or nail spike. The is to keep the pipe from working off one direction or the other.

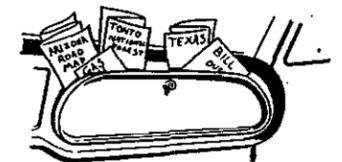
Without weight in the rear, the wheels have lots of positive camber. The axle shafts rubbed on the control arm opening flange and wore it thin. No stress at all on the shafts. Thin areas on the arms was rebuilt with weld. Next time I have to do it, I would load the rear with bags of salt, sand, cement or cement blocks to get camber a bit more normal.

### CLUTCH "FREE-PLAY" PROBLEMS

A member of the Detroit Area Corvair Club is having FC Clutch problems. After an exchange of correct powertrain parts, the system cannot be adjusted to give both pedal "free-play" and complete release. Were working on it at this end. May have some report of interest for next issue. In the meantime if you have faced the same problem, please drop me a note to tell of your cause and solution.

Bob Kirkman

## From The Editor's Glovebox



Things are getting pretty busy at this end... I've just been elected the President of my local Corvair Club chapter, just returned from the big weekend meet in Palm Springs (first time I've ever taken parts TO a Swap Meet!), feverishly working to complete my 1963 Monza Ragtop in time for the CORSA National in Chicago and a VMCCA Western regional meet, etc, etc.

We've received several articles from you but definitely still need more! Now with all this cold weather, what better time to sit down and write up that article... Hint, Hint...

Gene Brier  
&  
his buddy "FC"



No, that is not  
what I had in  
mind when it said  
"wet T-shirt"  
contest.

CORVAN ANTICS  
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Phoenix, AZ 85023

**FIRST CLASS**



**CORVANATICS**

*THE FORWARD CONTROL CORVAIR PEOPLE*