



# CORVAN ANTICS

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RAMSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

Illustrations: Chevrolet Motor Division



**Grrrr-eat Convention!**

# 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

Ashot from the CORSA National Convention in Chicago. Unidentified Greenbrier drew lots of attention! Anybody know who it belongs to?

## In This Issue

Lot's of good stuff... Bob Kirkman's article on his adventure out west is entitled "2203 TOWBAR", Jesse Wright's excellent article on his ALL ORIGINAL (really!) Corvan called "Neptune", and Larry Claypool puts in his 2¢ worth on the subject of towing. Also included is a wrap-up report on the CA Annual meeting by Tom Silvey and a photo spread from the National. Looks like the theme of this issue turns out to be a tie between FC Towing and National Convention coverage.

## Club Boutique

CORVANATICS merchandise available through Caroline Silvey:

Window decals - \$1.00 each. Jacket patches - \$2.15 each. Club stationary & 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



The 1987 CORSA National Convention at Chicago was, no doubt, one of the best we have ever attended. I won't describe much of the convention activities since most of you will already have read about them in your local chapter newsletters, and no doubt our Editor Ken Krol will have much to report elsewhere in this issue.

Our CORVANATICS meeting was much better than many previous ones. We had eighty people present. The members approved technical indexes without charge to members and a typewriter for the secretary/treasurer. A discussion of the need for an additional filing cabinet was halted when member John McCardle of Indianapolis donated one. Thank you John!

Bob Kirkman, our Technical Editor, presented a very interesting talk and slide presentation on the Forward Control Corvair. Bob was the Chevrolet Engineering factory representative during the production years. I think Bob had a lot more to tell, but we needed more than 1½ hours for our meeting. 2½ would hardly have been enough.

Time was so short that I forgot to introduce VP Ed Gridley and his wife, assistant secretary/treasurer Betty, until late in the meeting. Bob Kirkman got very little introduction (he deserved much better) and Editor Ken Krol was introduced but didn't get a chance to say a single word. Sorry, gentlemen but we just needed more time.

The new CORSA Roster will have CORVANATICS members identified in it so we don't have to publish a separate list. Member and CORSA Director Ward Bourgondien will be handling the co-ordination with CORSA as soon as Caroline Silvey sends him a membership list. I don't remember who suggested this arrangement but it should work out well for us and that person and Ward deserve our thanks.

Index committee member Robert W. Terkelson, San Francisco, California, has been working on revisions to the Technical Index. Hopefully we will have it available this Fall.

Sold my "old yeller" Corvan to my daughter and son-in-law Jim and Nancy Holton. (Quick, get them a membership app! ed.) Jim drives it to his job in an independant garage. Jim got many insults, ribbing and laughs about his ancient yellow beast. But who's laughing now? Since some of Jim's co-workers needed some wheels and asked to borrow the van, they all say, "Gosh, I never imagined that old thing could be so much fun to drive - what a surprise!" Of course Jim always adds, "Yes and all that fun at 20 MPG as compared to 8-10 MPG most of you are getting."

We're hauling parts cars to the junk yard, parting out a Greenbrier, a Corvan and a Rampside. The good ones we're keeping and now hopefully we can start restoring a Greenbrier to tow behind the motorhome on our

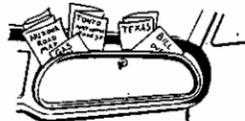
trips.

Member H.J. Foxx suggested that if enough people desire an enameled or ceramic coated metal pin with the CORVANATICS decal logo on it, he can get them made. The pin would be about the size of a quarter. Please let Caroline know if you are interested.

Tom Silvey

## From The Editor's

### Glovebox



Well, it is with great regret that I have had to again combine two issues. The deadline came and went for the Sept/Oct issue, but I had not even received enough material to fill the July/Aug issue. Now that the busy summer season is over I sure hope that some of our members will sit down and write up something for the next issue. How about your FC vacation travels? Or the progress you've made on your project all summer? I hope to hear from you - I would really like to have a Nov/Dec issue to edit...

The big news on everybody's mind right now is the recent CORSA National in Chicago. I am happy to say I drove to Chicago and was a part of it. It was a convention I will never forget. I finished my '63 MONZA mere days before I left, drove to Chicago and back (4600 miles) with absolutely no problems, entered every event, and had one hell of a good time! The Monza took a first in the Concours with a score of 89.56 points, and what was even more gratifying were all the great comments she received from all the good folks. Thanks Chicagoland for a great time!

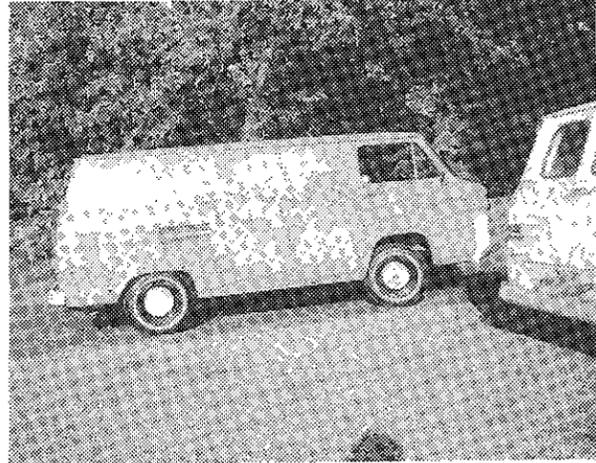
One this same subject, I think our CA Annual Meeting could also be deemed a great success. As Tom stated in his column, the only thing lacking was more time! We had about 80 members show up, which is over 25% club participation (even losing a substantial number of members to the Chicago Lakefront Tour, scheduled at the same time). Bob Kirkman gave an excellent presentation on FC production methods. I hope next year we will have about double the time (are you folks in North Carolina listening???)

I've put together a small photo galleria of snapshots from the National in this issue. If you were there you may just see yourself or your FC. If you were not there maybe it will give you a small glimpse of what you missed!

Ken Krol

## A Tale Of Neptune

This story begins in 1984 with a telephone call from a friend in our local Corvair club (Central PA), Carl Koch. Carl, knowing we have one Corvan and enjoy it, thought we might be interested in another "all original" Corvan he heard about (friend of a friend of a friend situation). He knew very little about it except it was "all original". Having seen these "all original" "like new" Corvairs before I agreed to go see it without too much enthusiasm.



The Corvan was very surprisingly all original (muffler, tires, sparkplugs, the entire thing). It was used approximately three years and was stored from that point on, only started occasionally. The van, as you can see from the picture, has the original paint with lettering from the original owner's business. Also, I later found business ad yardsticks under the seat.

My wife and I decided to take the plunge and purchase it. Everything about it was unique, from the Neptune Green paint to the lettering, history, etc, and of course we wanted to save it from any future owner using and abusing it as a beater or turning it into a motel on wheels.

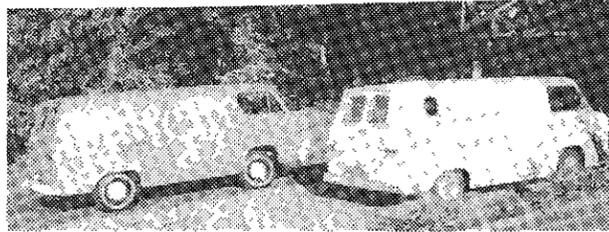
The trip home (approx. 30 miles) was a nightmare. With a partial tank of stale gas, the van only sputtered along, stopping occasionally and requiring half a day to travel from Littlestown to York. After replacing minor items and correcting other small mechanical problems, we waxed and polished and cleaned up the "Neptune" 1961 Corvan and drove it to some Club functions and mall shows.

In July 1986, on our way to a joint get-together with members from our neighboring Pottstown Club (PACE), we noticed an unusual noise coming from the engine. We made it there OK, but the van didn't make it home under its own power. It developed a rod bearing knock with only 22,000 miles on its odometer.

Upon tearing down the engine, I discovered four burned valves, one spun bearing and a ruined crankshaft. Every bearing was severely corroded, probably due to its oil not being changed in years prior to my purchase.

I now have Neptune running again, after a complete engine overhaul and general clean-up of the engine compartment area. I intend to keep

him looking nice for shows and sunny day Club events.



I don't remember seeing any other members' Corvans with business lettering on its side from original. Does anyone in CORVANATICS know of one or have one? Usually businesses ran the wheels off, but this was a lucky one to have been sitting in a garage for 20+ years. Incidentally, our other Corvan had apparently been used by a bakery called "Brownberry's Country Baked Bread" (supposedly from California). I encountered that lettering after much sanding. You can read the story of this Corvan in the NOV/DEC '82 issue of CORVAN ANTICS or the December 1981 issue of the CORSA Communique. By the way, it now has 80,000+ miles on its rear late model car suspension conversion, approximately 300,000 miles on the body and we still enjoy it for daily driving!

Happy Vannin!

Jesse J. Wright  
Central PA Corvairs

## DACC Has FC Night

The Detroit Area Corvair Club has a year long contest for members that drive Corvairs. Points are awarded for driving Corvairs to meetings, sponsored events and automotive events. Points are multiplied depending on the mileage to such events. The Club's June 2 regular meeting honored FC vehicles, with double points given for every FC driven to the meeting. Six Greenbriers/Corvans were in the parking lot. Contest prize is \$100 for 1st place and \$50 for 2nd place.

Bob Kirkman

## More FC TV

An article in the December 2, 1986 "Examiner" tabloid pictured Daredevil stunt-driver Spanky Spangler, crashing his car through a stacked pyramid of vehicles. The target vehicle in the center, resting on blocks, was a Corvair van.

The stunt was originally filmed for the television show, "That's Incredible", and aired in November 1983. While it probably isn't exceptional that the poor target vehicle was a Corvan - the host, John Davidson, made some remarks that were exceptional. He referred to the "two-ton van" as one of the "gas guzzling giants" to be demolished.

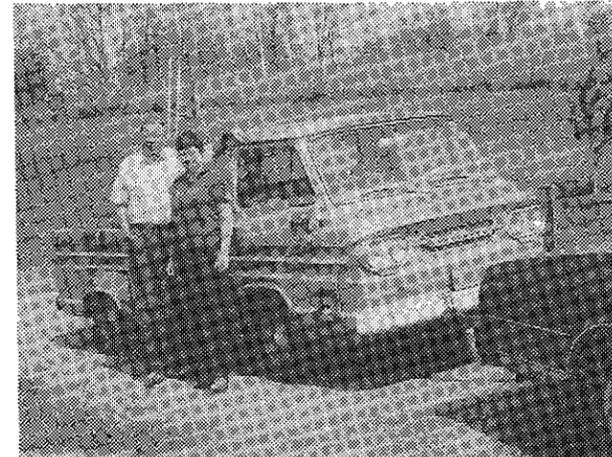
I've heard 'Vairs called a lot of things - but two-ton, giant, gas guzzlers is certainly a new one for me.

William W. Dalrymple

## 2203 TOWBAR

No, that's not the street address of your local community Corvair nu-- er, Corvair Enthusiast. That's the number of miles I towbarred a 1962 Rampside from Phoenix, Arizona to Leonard/Lakeville, Michigan. It was a southern route that went through the White Sands National Monument and missile range in Southern New Mexico. The Rampside was arranged through the Phoenix based Editor of CORVANATICS, Ken Krol.

I had asked him in 1986 to look around and see what was available. He knew of one that had been in a back yard for several years and was available for \$500. It was dented but all there. Additionally, it was the Phoenix type of "not rusted". For a vehicle that has been sitting outside for a number of years after years of service, this usually means the sun has gone through the paint and prime coat, and the spots of bare metal have "surface rust". Also the sun has gone through the seat covering and padding until the springs show. These items are of no consequence when the objective is to completely spruce up everything anyway.



We prepared to drive to Phoenix in our Caprice and tow it back. You don't do that without some preparations, however. Pete Koehler agreed to loan me his tow bar, a light bar, an additional light wiring harness and towing hubs. The towing hubs were for use if the vehicle turned out to have an automatic transmission or if the axle shaft bearings were shot. (I didn't know a thing about the vehicle except the price and the fact that it was "all there".) I borrowed an extra axle shaft from Clark Hartzel, for "just in case".

Then there was a pair of new u-joints, two new tires on wheels, tools to permit re-lube of all four wheel bearings, tools to remove the axle shaft and etc, etc, etc.

The trip to Phoenix took us to Flagstaff and into Northwestern Phoenix. Would you believe the 2100-plus mile trip in the Caprice 305 V-8 with trailering axle at 63 MPH came to 24.65 MPG? Leaving Sedona for Phoenix on May 1st we passed a Greenbrier headed North. With a "closing speed" of at least 100 MPH I didn't get much of a chance to drive and inspect at the same time. The Greenbrier appeared to be VERY MUCH BETTER than it was ev-

er delivered out of a dealership in the '60's. It was a light color (tan?) with a dark (brown/bronze) stripe area. Ken believes he knows the owner who, by the way, is not a current CORVANATICS member.

The expressway going south in the Northwest area of Phoenix was amazing to us Detroit types, it was clean and with a groomed landscape. We thought a truck had dropped a crate of oranges in one spot until we saw orange trees growing along the road edge! Surprisingly, the Rampside was located just off the expressway in the western area of Phoenix. The Editor lived in the northwest area. A Phoenix club member in that area had an axle shaft and bearing for sale, and another member in that area had an early model door that I needed for my "shorty" project. In Detroit our active members, those that get their hands dirty as well as enjoy driving their Corvairs, are located in a diamond pattern 60 miles to the North and South and 60 miles East and West. There in Phoenix I found all I needed within a radius of about five miles!

The moment came to see the Rampside. Amazingly, it was all there! Dented a bit, and hollows filled with plastic, but it was really not rusted. That's what I had wanted. Two tires sort of held air and with my other two, it was movable to the Editor's home and driveway for wheel bearing inspection. By the way, it murder trying to back a vehicle with tow bar from street to driveway. The front wheels have a mind of their own as to which way to go!

I found that before being stored, someone had repacked the front wheel bearings and had also opened up the rear bearings for re-greasing. They looked A-OK on the visible races. Since the transaxle was a four-speed, I decided to simply tow it back with all four wheels on the road. That meant new tires all the way around. I borrowed Ken's grease gun to lube the front end and added transaxle lube to top that off.

With everything loaded off we went - for about 30 feet. The LUMP-LUMP-LUMP feel said something was wrong. I had "stored" the coupe door and a Corvair suspension and this and that in the front floor area. While loading, the gearshift lever had been bumped out of neutral. That was quickly resolved and away we went. Quickly I found that at 50-55 MPH I had a real tail wagger. If it started to wag, the natural driver reaction to correct it made it worse. If allowed to continue, the end result would be a spin-out or a rollover. From my days at Chevy, I knew that purposely steering opposite to the natural reaction was what should be done, but it was almost impossible to make yourself do. What CAN be done is to hold the steering wheel solid; don't steer. The car will go in the direction the front wheels are pointed, and the wag will be dampened out before it becomes a problem. I took much weight out of the Caprice' trunk and put the cargo into the Rampside. That helped things a bunch.

In leaving Phoenix on May 3rd we passed an orange and white Greenbrier also going south on Interstate 10, south of town. As I recall, it had the front bumper located higher than it should be. Wonder why?

## More Thoughts On Towing

The President's Column addressed towing an automatic transmission Corvair last issue. Having towed vehicles for a number of years, I thought I would pass along some thoughts.

First, the fluid level should most definitely be normally full, that is full when warm and engine running. Above 12 MPH when towing (engine off), trans fluid will be pumped through the trans and torque converter by the rear oil pump. This circulates oil for proper lubrication of parts.

As pointed out, since the cooling fan for the transmission is the torque converter, when the engine is not running, no cooling action is available.

The owner's manual suggests that trips of 25 miles at less than 50 MPH are OK. In other words, towing a "dead" Corvair from one side of town to the other won't hurt anything. Intra-city (or intra-state) passage is another matter.

The FC oil cooler is of no value when towing, as the cooler depends on the engine cooling fan to pull in air. There is no natural air flow through there with the engine stopped. The FC cooler would be effective if you had a pair of scoops that fit over the cooling vents on the rear fenders as sold by Clark's and others. The trick, however, is to put the drivers side scoop on normally to pull in air; put the passenger side scoop on backwards to get rid of it. Thus, you'd have air flow over the cooler provided you're not towing the FC with some huge motorhome that would shield the "towee" from a lot of airflow.

For a Corvair car, a cooler would also be of no towing value unless scoops are installed to facilitate natural airflow. If you put a cooler at the air plenum (where a '66-'67 air conditioning condenser goes) or on the deck lid of an early model, remember these are vacuum areas when the engine is not running. Propping open the damper doors won't help either 'cause that's a vacuum area, too.

Towing hubs can be made (see the CORSA Tech Guide) or bought (bigger speed shops) and these are quite excellent for both automatic and stick, but they have two disadvantages. First, they make your tire stick out closer to the fender, so they really only fit late model Corvair cars unless you use a set of high offset front wheel drive wheels with them. Second, you'll have to jack up the car, remove the hubs, and re-install the tires before you can drive the car. This could be a problem if you're doing a vacation and want to use the "towee" periodically. Still, towing hubs are the best bet, especially if the "towee" has troubles with wheel bearings, differential, u-joints, etc as none of these items will be rotating.

Lastly, synthetic transmission fluid has much greater heat dissipation and capacity than regular ATF. It would be worth considering in both the "towee" and the "tower".

OH, yes - almost forget - the finned power-glide pan sold by a well-known vendor. This thing is really thick - weighs a ton - so I have doubts whether the fins dissipate more heat than the casting retains.

## FC Classified Ads

1964 Greenbrier Deluxe, 4-speed, 3:89 rear, Addco front and rear sway bars, Goodyear GT Eagles, \$3300 invested, sell for \$1800 OBO. Have spare parts and '65 Van complete to go with sale if you want. Bob Bradbury, VA Beach VA, (804)523-1687 anytime.

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WANTED: Turn-key rust free Greenbrier automatic. Top Dollar for right vehicle. Al Franz, 911 Orrvillewood, Chesterfield, MO 63017 (314)532-3095

\*\*\*\*\*

1961 Corvair Loadside, Restored, new paint, new interior, new radial tires, chrome wheels, strong 110HP engine, 4-speed, extra FC windshield and FC rear wheel bearing. \$2400.

1963 Corvan, 110HP engine, 4-speed, good seats and body, radials. \$500.

1965 Corsa Coupe, good body and engine, good chrome, extra bucket seats. \$600.

Leo E. Ford, 1660 S. Iris Way, Lakewood, CO, 80226. (303)986-1432

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SELL OR TRADE: New hub caps for 1964-65 FCs, p/n 3875620, painted style (also used on '64-'66 Chevy half-tons), one pair, will sell for \$60/pair or will trade the pair for one new chromed version, p/n 3875624. Lots of used FC parts also available, write or call for list. Bob Marlow, PO Box 87, Midland Park, NJ 07432, (201)444-1859.

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FOR SALE: 95HP, 164 CU. IN. engine for FC. Rebuilt complete with carburation and ignition and shrouds (except lower). \$800. Send stamped envelope for details. Can arrange delivery a reasonable distance from Detroit. Also have 80HP 145 CU. IN. engine for Corvair. \$700. Robert Kirkman, 1820 Moffat Rd. Leonard, Mich. 48038.

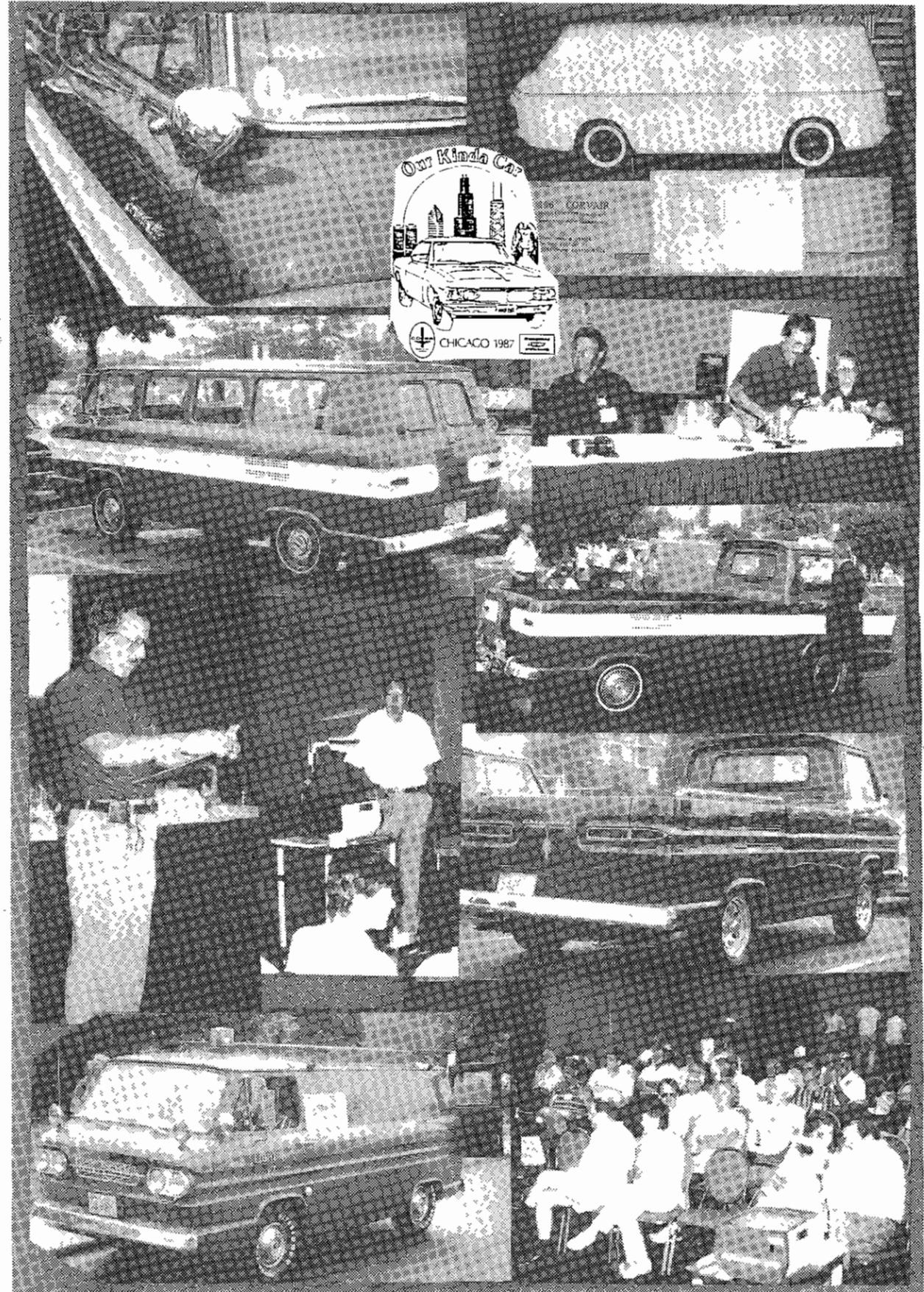
(2203 TOWBAR - Con'd)

Well, it was 2203 miles to get home, and it all happened at 55 MPH without any incident or problem. The Caprice pulled out 19.1 MPG for the whole trip back. Now I have a Rampside in the driveway waiting for restoration next year. Many thanks to Ken for his assistance.

On 6-2-87 the Detroit Area Corvair Club had its monthly meeting and featured the FC models. I gave a summary of our Phoenix adventure. Some members asked afterward "What's my chances of going to Phoenix and bringing back a \_\_\_\_\_?". The desirability of owning an FC model has really accelerated the last couple years here at DACC.

As a postscript to this story, the next day upon returning to Michigan I toured about 25 miles east of home and towed back another Rampside, this one was real junk. I got it just for a spare windshield, axleshafts and boomerang. What didn't fall apart by itself I cut up to throw away. Nothing much left now except some heavy hardware and an oil spot in the driveway. And there's another Rusty-shot Rampside ten miles north that has a good windshield and chrome bumpers. Maybe next year I'll have another oil spot to clean and rust chips to sweep up.

Bob Kirkman



Gene Bauer

ACME PETROLEUM COMPANY



You Guy's Having Trouble, With THAT Thing

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