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RAMSIDE/LOADSIDE

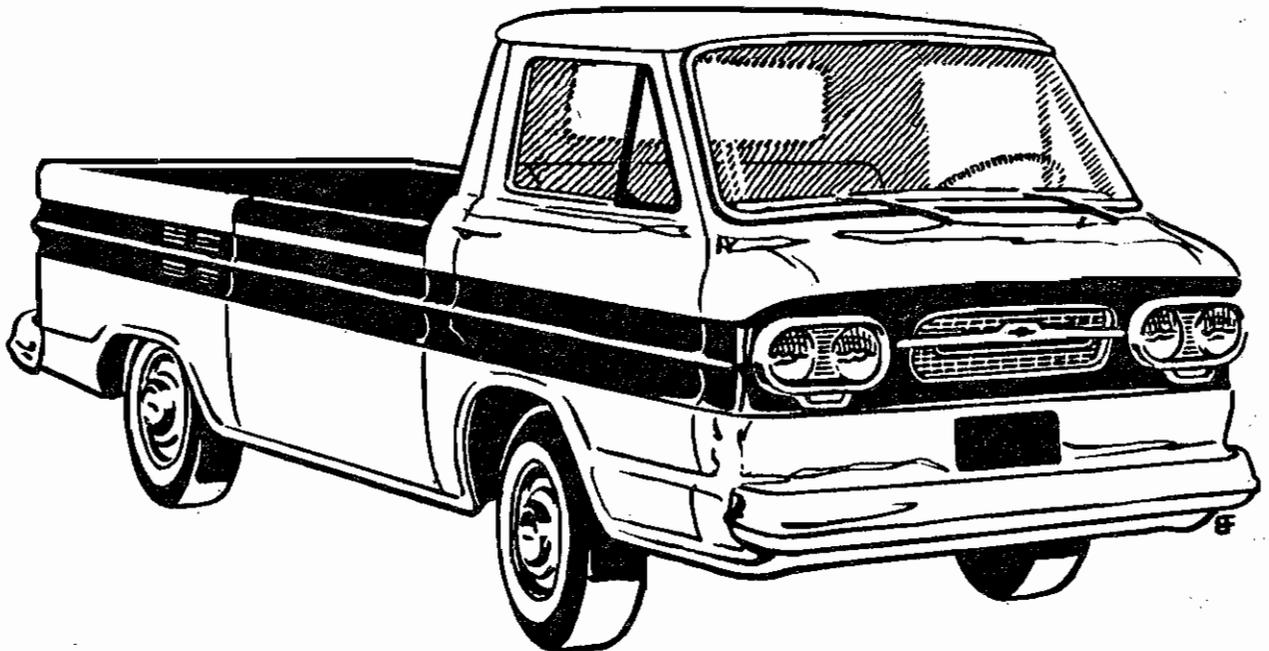


GREENBRIER SPORTSWAGON



CORVAN

Illustration Chevrolet Motor Division



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.

FOUNDER	Ken Wilhite	3025 N. Meridan #503	Indianapolis, IN 46208
PRESIDENT	Tom Silvey	Box 68	McCordsville, IN 46055
VICE-PREZ	Ed Gridley	Box 158	Franklin, IN 46131
SECT/TRES	Caroline Silvey	Box 68	McCordsville, IN 46055
BOARD OF DIRECTORS:			
EAST	Robert Marlow	161 Hill St.	Midland Park, NJ 07432
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WEST	Jim Craig	7731 Peacock Dr.	San Diego, CA 92123
AT LARGE	Ed Gridley	Box 158	Franklin, IN 46131
AT LARGE	Cecil Miller	2034 Storm Canyon Rd.	Winston-Salem NC 27106
HISTORIAN	Dave Newell	P.O. Box 588	Orinda, CA 94563
EDITOR	Ken Krol	17433 N. 16th LN.	Phoenix, AZ 85023
TECH ED.	Robert Kirkman	1820 Moffat Dr.	Leonard, MI 48038

On The Cover

A generic Rampside drawing. Now might be the time to send in your cover Photo.

In This Issue

Huey Huether's "Orange Crate", Greenbrier/Corvan/Pickup engine door lock, Tech Topics and Presidential Prose.

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 - over 80 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 \$75.

FC paint mfg. codes, paint combinations, prices and options (21pp.) \$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



We are continuing from the last newsletter, where we were in Vermont. We went from Arlington, Vermont to Shelburne Falls and then to Hyannis, Massachusetts, where we spent several days with Vice-President Ed and Betty Gridley. Ed was working there for several weeks. Enjoyed the Cape Cod scenery and ate a lot of seafood. In the evenings when we were out we always seemed to meet a late model four-door Corvair on the streets of Hyannis.

Saw a red Greenbrier on Massachusetts State Road 2. It had big tow brackets welded onto the front bumper.

We stopped at the Carlisle, Pennsylvania Swap Meet. Saw the Fox-Cotrofeld swap meet team there and some other Corvair enthusiasts. Also managed to find some good buys on parts. We never found any FC rear wheel bearings. Hoped to find some, since we heard about so many being around at swap meets. We would like to know where they are.

In October we went to Frankenmuth, Michigan to the CORVANATICS DRIVE-IN. Five CORVANATICS families were present. We didn't all drive Corvair FC's. We drove our 1987 Chevy FC. This meet was held in conjunction with Detroit Area Corvair Club's annual Frankenmuth tour. Had a very enjoyable time and learned a lot about Corvairs during our overnight stay with Bob and Adele Kirkman. Bob has a wealth of factual information on Corvairs.

After returning home we are back to working on the 1962 station wagon. It appears that it won't be completed in time to tow Southwest for the winter. Probably the biggest slowdown will be my frugality fighting my dislike for painting.

Some incidents that take place during one's work on hobbies are sometimes disgusting, but it helps to laugh at those that happen that haven't caused bodily harm to anyone. One that took place recently caused me to swear in disgust, but I ended up laughing about it. I had drained the engine oil into a three inch deep drain pan that was full to the brim. I rolled my body over several times to get to other tasks under the car, but in most positions my feet remained in roughly the same place. Finally I slid out from under the car and noticed that engine oil was splattered all over the floor under the engine. While sitting there trying to decide how the oil got there I eventually realized that during my moving around my fairly immobile foot had been in the drain pan getting well oil soaked and splashing oil all around. At first I was mad - but who at but myself? Then I had a good laugh at the same person. That laughing made the big clean-up job a lot more bearable - it was better to have had my foot in the oil pan than in my mouth, where it has

been so many times. AND, where have you stuck your foot lately where it shouldn't have been?

Don't forget we will be in Arizona from January 1st to the last of March, so if the mail is a little late, that's why.

Tom Silvey

Roster Updates

TO KEEP YOUR CORVANATICS MEMBERSHIP ROSTER UP-TO-DATE WE WILL FROM TIME TO TIME PUBLISH ADDITIONS AND CORRECTIONS. PLEASE ADD THESE TO YOUR ROSTER.

Jess Stonesifer (PA) Earl Leonelly
(717)624-2805 CA
(Telephone wrong) (Name spelled wrong)

Christy Barden Richard Boxdorfer
5537 Pioneer Rd. Rt. 1 Box 64-A
Boulder, CO 80301 Bethalto, IL 62010
(add listing) (618)377-8101
(add listing)

Dennis Dorogi Kenneth W. Hand, Jr.
Ellicott Road 6426 Harriet
Brocton, NY 14716 Pontiac, MI 48054
(716)792-9012 (313)666-9736
(add listing) (add listing)

Wayne Murray Larry Hickerson
723 Turner NW PO Box 4702
Grand Rapids, MI 49504 Norton AFB, CA 92409-
(add listing) (change address) 0702

John Calhoun Patrick Drewery
4317 Camden Ave. 3637 NE 73rd Ave.
Dallas, TX 75206 Portland, OR 97213
(change address) (change address)

E.D. Lindsay Donald E. Foster
2907 San Miguel 1624 West Ave. O-8
Milton, FL 32570 Palmdale, CA 93551
(add listing) (805)947-9687
(add listing) (add Listing)

Kermit Robinson
Moncks Corner, SC
(will help if needed)

From The Editor's

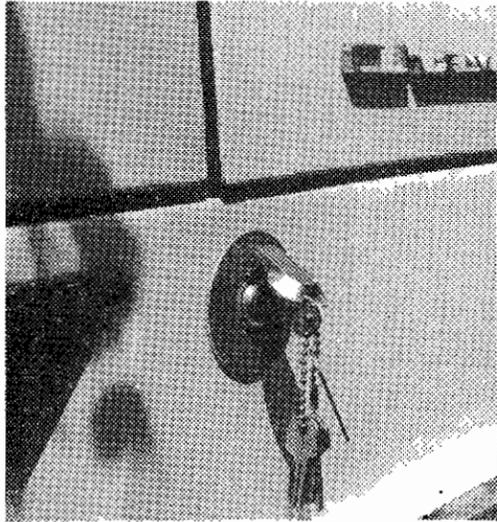
Glovebox



Well, as you can see, we have again been forced to combine two issues due to a desperate lack of material. I really hate to have to do this as much as you hate to miss getting a newsletter, but I can't make material appear out of thin air. If everybody who has promised me an article came through we would be set for months. How about it? It's your newsletter.

Engine Access Door Lock

The factory installed engine access door on the FC has a latch that can be opened without a key. With such easy access, vandals can gain access to the engine and damage it. A gas door lock from an auto supply store or a furniture drawer lock from a hardware store makes a suitable lock. The cost is about \$5.



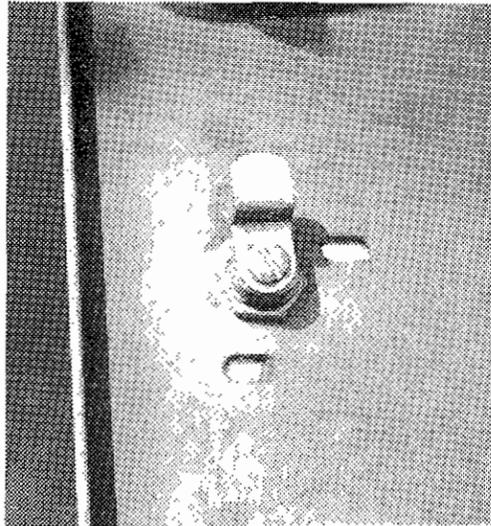
LOCK UNIT WITH HOME-MADE ESCUTCHEON PLATE, LOCK AND WEATHER COVER.

Remove the factory installed catch from the body. There will be three holes exposed in the door. A three-inch diameter plate, properly located, will cover all three holes. Or you can make a decorative plate of your own design to cover the holes. Shape the center hole in the access door and the hole in your home-made escutcheon plate to fit the lock body shape. File or grind the openings to fit snugly over the lock body (never remove the lock cylinder from the lock body without the key in the lock. Otherwise the pins and springs for the lock will fall out and probably get lost). The lock body has flat sides to keep the lock from turning and these should be vertical.

To keep the lock protected from the weather, buy a weather cover at a radio parts store. Insert the lock body through the weather cover, your home-made escutcheon plate and the engine access door. Install the 90° rotation limitation plate on the end of the lock cylinder after it has been inserted in the lock body. Install the lock bar and the nut to secure the cylinder in the lock body.

Remove the engine access cover in the floor of the van or bed of the truck and close the engine access door. Rotate the key in the lock and note the location of the lock bar in the locked and unlocked position. The bar should be "up" in the locked position, and pointing to the right in the unlocked position. If necessary, remove the nut on the end of the lock cylinder and position the plate and lock bar to rotate as indicated. Because of the geometry of the holes

in the door and the vertical braces on the van body, the key will have to be rotated clockwise to unlock and counterclockwise to lock. (Make sure you buy a lock that permits the key to be withdrawn in either the locked or unlocked position.)

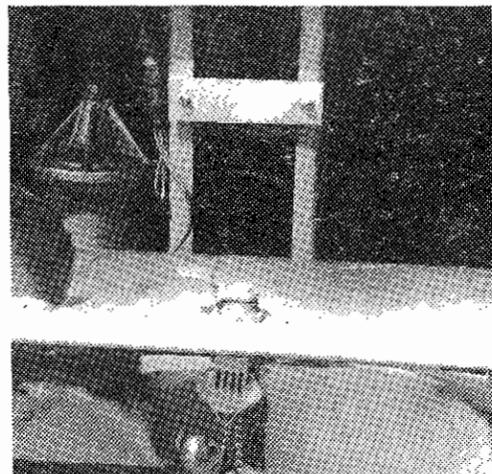


LATCH ON THE INSIDE OF THE ENGINE ACCESS DOOR AND THE TWO HOLES THAT ARE COVERED BY THE ESCUTCHEON PLATE.

Cut a 1/8" by 1" flat iron bar to fit between the braces of the van body. With the engine access door closed and the key in the locked position, position the bar and mark the location for permanent installation. Drill a 3/16" holethrough the bar and the frame at each end and bolt the bar in place. Add spacers as needed to get the latch to close and lock snugly, but not so tight as to bind.

Lock and unlock the door several times to make sure it operates smoothly and doesn't bind. Replace the access cover in the floor.

Wesley Goecker
Sacramento, CA



THE BAR THAT THE LATCH ROTATES BEHIND IN THE LOCKED POSITION

"Orange Crate" By Surprise

I became a Corvair lover after facetiously remarking to my mother-in-law that if I made it back from Viet Nam alive I wanted her 1964 4-door Corvair. Well I made it back alive and sure enough I got her Corvair. That was about 1971. Shortly after getting her Corvair I was bitten by the igottahavemore mosquito... and the rest is history.

In 1975 I was packing up my household goods for a move from Virginia to Texas when I just happened to stop at a local junk yard. I was only looking for Corvair car parts, not knowing that Forward Controls even existed. I passed this cute little window van, noticed that the logo said "Greenbrier", and continued walking. I had gone about ten more steps thinking about how Chevy had the same name for their station wagons, when I stopped dead in my tracks. I turned around and the first thing I noticed were the air intake grilles on the rear of this Greenbrier. I ran back to the Greenbrier and, after checking out the glass, engine, interior, exterior, etc, ran up to the junk yard office to inquire if it could be bought whole.

The owner said about 1971 a lady had broken down right across the street from the junk yard and was so angry she sold the Greenbrier to the junk yard for \$100. I asked what was wrong with it but the owner said he couldn't remember. I asked him if it could be bought whole and he said yes... for \$125. I almost flipped, but then realized that the junk yard probably wouldn't have a title for it.

In casual conversation the owner mentioned that he probably still even had the title for the Greenbrier. I asked him how long it would take to find out and, after showing me a room full of shoeboxes stuffed with titles, he said about a day.

So, bright and early the following day, I went back to the yard and sure enough he had the title. He said that it took him the better part of the day because he had been looking in the boxes of van titles. Then he remembered that Chevy titled the Greenbriers as station wagons and found the title shortly in the station wagon box.

I had mentioned that I was in the process of moving when I found this Greenbrier. Well you wouldn't have wanted to be around when I towed the Greenbrier back to the house only one day before moving. What my wife did to me was not a nice sight! Turned out the only thing keeping me from towing the Greenbrier to Texas was a bad U-joint. That's right. The lady sold the Greenbrier because of the vibration caused by a bad U-joint. I replaced the U-joint and rented a tow bar.

I got my wife settled down by the next day and we drove one Corvair and towed the Greenbrier with our Dodge van...all the way from Virginia to San Antonio.

After getting to San Antonio I changed the

oil, installed a new battery and drove that Greenbrier for six months before having enough time to give it a tune-up.

I eventually painted it orange and yellow and then sat back trying to think of a good name for it. My oldest daughter walked up and asked what I was going to do next with this old orange crate. I jumped to my feet and screamed, "That's it!!". I named it "Orange Crate" and proudly painted the name on both sides in three-inch letters.

The Orange Crate sits in my garage right now waiting for me to dismantle the car engine that has been in it all these years and install a fresh truck engine in it. It's been a faithful friend to the family for all these years and the best \$125 investment I ever made.

Huey Huether
San Antonio, TX

WANTED: A complete set of front and rear stabilizer bars for my '64 Greenbrier. Send a postcard or call me at (301)493-8405 if you have some for sale or know where I can get them. Thanks. Bob Hall, 4612 Franklin Street, Kensington, MD 20895.

1963 CORVAN, rust-free, 4-speed, 164 cu in 110HP engine overhauled. Greenbrier doors all around. New silver paint/black belt. On cover CA in Jan/Feb 1988. \$750.

1961 Yellow GREENBRIER. All restored, bucket seats, new rear axle bearings, all upholstered and bucket seats. 110HP engine, automatic. Set up for traveling and camping. On cover CA SAA. \$2500. Delbert Wulf, Route 1, Box A-144, Chelan, WA 98816. Phone (509)687-3644.

FOR SALE: 1964-65 4-speed transmission. Rebuilt with new ball bearings, new counter-gear shaft and needle bearings, new synchro-rings for 1st/2nd gears, new gaskets and seals. \$250 plus freight.

3:89 ratio rear axles. Rebuilt with new Timken roller bearings, new seals and gaskets. All gears excellent. Good condition of pinion shaft internal splines. \$250 plus freight.

1961-65 4-speed transmission roller bearing needles. New, clean Torrington parts. 92 pieces countergear shaft roller #9414193. \$50 per set - limit one set per individual. New countergear shaft \$12 ppd. Bob Kirkman, 1820 Moffat Rd., Leonard, MI 48038.

1963 Greenbrier, 4-speed, A/C, 10,000 miles on rebuilt 110HP engine, red velour/all 3 seats. Straight and rust free, runs great. David Albani, 6303 W. Grovers, Glendale, AZ 85308. (602)843-1931. \$1500.

Tech Topics



AN UNCOOPERATIVE REAR END NOISE

One CORVANATICS member was plagued by a rear end growl that did not respond to any attempts toward resolution. The growl seemed to be unaffected by anything but road speed. Power on, or power off had no effect. Neutral, or any gear had no effect. Only break in the noise came on a right turn! Axle shafts and bearings were changed, and subsequently swapped side-to-side. A new axle was put in with new gears, etc. A 3-sided phone call (member, Larry Claypool and me) took place and Larry (in desperation? or savvy?) suggested looking at the front wheel bearings as they would often "telegraph" their noise somewhere else. Guess what?! It was found that the front inner bearing seal was "shot", and the rollers were brown. New bearings; no noise! So, tuck that away in your memory bank for future use. The bearing was sent to me for inspection. The seal appeared as if it had, some time earlier, been destroyed by use of an inappropriate solvent. The bearing appeared as if the vehicle had remained unused for some period of time with water inside, as each roller left its location etched into the outer race, and each roller had a rust-etched patch on its surface.

"140" AIR CLEANERS IN FC

Some CORVANATICS members must have 140HP engines in their FC's. How about sending in some photographs of how you handled the air cleaner situation. Of special interest would be installations using modified FC parts. Your info could help other members that would want to do the same thing.

CLUTCH DISC

Perhaps you have seen modified Vega clutch discs for sale for the Corvair. It contains damper drive springs, while the Corvair has none.

I didn't know that Larry Claypool spoke at the Asheville Convention about the Vega disc when I sent him a letter asking his opinion. I knew the Corvair disc had no springs because the long quill shaft from engine to transmission is the spring. Yes, it winds up under torque!

Larry could have said, "Why didn't you go to the National and learn about it?" but he did not. His polite reply was:

"re Vega Clutch Disc

Well, here's the scoop. The Vega disc is the same OD as the "big" Corvair disc, 9-1/8". The splines are the same but longer. It has a spring loaded center.

For Corvair use the splined hub is ground shorter to Corvair size.

Trouble (in my eyes, anyway) is the springs interfere with the flywheel attachment bolts. To compensate, the "Vega clutch disc kit" includes a flywheel reinforcement that is half as thick as stock. Moves the bolts in, as it were, away from the disc hub

springs.

You are correct about the input shaft being the Corvair "springs". Seems to me I read that it twists up to 18° at max deflection.

The addition of a spring loaded disc really wouldn't hurt anything, but I doubt it's necessary except in unusual circumstances. Some aftermarket discs were offered in the '60's with a spring hub, designed just for the Corvair. I would have no objection to one there. The fit and "fix" for the Vega installation is my reservation.

The theory is to give more spring, thus less shock to the drivetrain. As stated, I doubt the 'Vair needs it, given the input shaft characteristics."

PROTOTYPE FOLDING THIRD SEAT

The only prototype folding third seat ever made by Chevrolet (CORVAN ANTICS Sept/Oct 1985) has now been located in a Greenbrier in Chesterfield, Missouri.

FRONT SUSPENSION ALIGNMENT CHANGES

I'm sure very few of you members are doing any front suspension or alignment work. However something has changed since our Corvairs were built that you might find somewhat interesting, and maybe someday useful. The subject to be discussed is pulling of the car left or right. When you take your hands off the steering wheel on a flat road (essentially no "crown"), the car should continue to go straight. In the old days, days of bias ply tires or even bias-belted tires, alignment camber played an important part in running straight. If camber on each side of the car was not the same, the car would tend to lead or pull toward the side with relatively the most positive camber. If the left side camber was +1/2 degree and the right side was +1/4 degree, then the car would tend to go to the right. If the left was -1/4 degree and the right was -1/8 degree, then the car would tend to go to the right. It had to do with a tire property called camber thrust.

Now enter radial tires. The radial tire has only about 25% of the camber thrust of the old bias tires. Therefore equal camber side to side is not as important as it used to be. If your car pulls to one side with radial tires, the most frequently used "fix" is now to adjust caster. When caster is not equal from side-to-side, the car will tend to lead or pull toward the side with relatively least positive caster. Just opposite of the camber relation. This has to do with a suspension geometry property of torques around the king pin.

Of course there are other causes for a lead or pull.

-Low pressure in one tire, front or

rear.

- Dragging brake, front or rear.
- Crowned roads
- Mismatched tires of significantly different rolling resistance
- Side winds

Toe-in has nothing to do with any of this. Toe-in values have to do with tire wear, and effect on wander, but not with lead or pull.

DUAL MASTER CYLINDER

A 1967-69 Corvair dual master cylinder will bolt right onto the FC. Use the same FC push rod and adjust eccentric for near-zero lash. Plumb one port to the front brakes and one to the rear brakes. New master cylinders can be purchased at auto parts stores since they were used on other high volume models and therefore are still stocked. The 1967-69 Corvair had a separate brass junction block with an electrical connection to activate a dash light if either side of the dual system "sprung-a-leak". The junction block need not be used if you choose to omit the light. It (junction block) served no other function.

YOU WON'T CATCH ME DOING THAT AGAIN!

No, never again will I just change the pan gasket to solve an automatic transmission "pan gasket" leak. There were recently two repeat leakers while the vehicle just sat there, but it was not due to the new gasket. The leak came from the throttle valve shaft at the left rear of the transmission, down almost to the pan rail gasket surface. That shaft has a tiny O-ring that will leak, wick and drip oil and make you think the pan gasket was no good. So, while the pan is off, loosen the correct lever clamp, pull the shaft out and put on a new O-ring. Then finish the job with confidence.

BEWARE THE FICKLE RIVETED-HUB CLUTCH DISC?

Words have been written about not using a riveted-hub clutch disc, even though GM sold that type for Corvair. Ever see an explanation? I don't recall one. Many have been used without incident, while others have been a bummer.

After working on Bob McNally's Rampside with a clutch problem of not getting a full release, I think the mystery (if there was one) has been cleared up.

A riveted-hub clutch disc is not marked with "flywheel side". If you just take it in your hand place it against the flywheel and try to revolve it, you will find that on one side the rivets interfere in a gross manner with the six flywheel bolts. You surely don't put that side toward the flywheel! OK, so you flip it over. Now, does the hub bump the end of the crankshaft? If it does you have the Bob McNally Rampside problem. This is easy to overlook. If you go ahead and build up a unit, interference of hub and crankshaft can push the disc into a rub condition with pressure plate even when the clutch pedal is fully depressed. Transmission gears continue to spin,

and you can't adjust out of it. When that unit is disassembled, the hub end will be worn shiny, as will also the crankshaft end, with bits of metal particles sprinkled around.

The hub end is longer than a hub end on the welded type. The whole hub is longer such that 1/8" could be ground off to prevent drag on the crankshaft end (and no worry about spline fit length).

Now, what if you tried a new riveted type, to revolve it against the flywheel, and found the friction surface seated properly against the flywheel and there was space between hub end and crankshaft end? Well, that one is going to work OK as-is.

I looked in my boneyard of semi-discarded parts (kept for "cores") and found two riveted types with the ends rubbed smooth, and two were unmarked. Some work on certain engines and some don't. Why? Well I pulled out some of engineering's design layouts. The one for 1961 shows the riveted type disc with sufficient room between hub and crankshaft. That's the 145 CU IN set-up, with flush flywheel, flat finger pressure plate. Design layout for 164 CU IN engine with recessed flywheel and bent finger pressure plate shows the welded type disc with .110" maximum space between hub end and crank. That's why it's nip and tuck as to whether the riveted type disc will work "as is" in the 164 CU IN engine. So when you have a 164 CU IN engine, either carefully check out a riveted type disc, or go for the welded type.

ENGINE ACCESS

After years of Greenbriers, Corvairs and dune buggies, I now have a Rampside. Never before realized how difficult it is to reach the engine on a pick-up. Whether the tailgate is up or down it's a long reach. Same thing from the sides, over the "box". The only solution is to sit on the tailgate or grow taller.

REMOVING UPPER ROW OF CYLINDER HEAD NUTS

Quite often when a cylinder head nut is loosened, you see that the stud is coming with it; the stud is unscrewing from the block rather than the nut coming off of the stud. Perhaps more than 50% of the time the following procedure will resolve the problem. Stop loosening as soon as you see what is happening. Tighten the nut more than it was, then loosen again. The tightening scheme sometimes causes the nut to move very slightly on the stud, breaking the long-standing grip. It will then move again in the loosening direction easier than before.

Of course you should have started with a wire brush on the exposed threads, penetrating oil on the threads, and even oil on the exposed threads.

Bob Kirkman

GENE BRIAR & HIS BUDDY F.C.

5th Annual Corvaire Show
SWAP MEET

F.C.'s - F.C. PARTS NEW & USED
ASK ME
I'VE GOT IT CHEAP!

GUESS I'M
GONNA HAV 'TA
MARK THIS STUFF
DOWN AGAIN!

GOOD USED FC
BLOCKS
1/85C1/10-1/16C1/15

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