



CORVAN ANTICS

VOLUME 17

NUMBER 3

MAY & JUNE 1989



RAMSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

(Courtesy Chevrolet Motor Division)



CORVANATICS DRIVE-IN OCTOBER 1988

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

At long last photos of our October 1988 Drive-In. Cover photo and the photo to right were supplied by Bob Kirkman.

I still haven't seen an article on this event. How about an article from someone who attended? Did anybody go???



In This Issue

TWO presidential messages, how to build "stock" FC 140 HP air cleaners, more on the endless debate on axle ratios (still more next issue, too), interesting Tech Topics as usual and photos and an article on Dan Brizendine's "high tech" Greenbrier you saw slides of at the 1987 CA Annual Meeting in Chicago.

Forward Controlling With The President

OLD



This is my last article for CORVAN ANTICS. However, I hope it is not my last contribution to this worthwhile newsletter.

Our new president is Clark Hartzel of Fraser, Michigan. He is very active in the Detroit Area Corvair Club and should make a good president.

I had a lot of things I planned to do as president but never seemed to get around to doing many of them. When I was young and in school we were always told to overload ourselves with things to do. That way one is supposed to be more efficient. As the years rolled by I learned that it is just as well to try to do a few less jobs and do them well than to try to do many and do them poorly at all. Therefore I have decided to reduce my involvement in many areas. I hope to drastically reduce my stock of Corvairs down to a level where I have a little more than a narrow path through the garage. I'll just keep a Greenbrier, a Rampside, a station wagon, a couple of convertibles and a --- darn it's hard to let them go.

The Ultravan is up for sale and I have worked on it for weeks getting it ready for someone

to buy. Since we have only put about 2500 miles on it in eleven years one would expect it to be in excellent condition. It is in good condition but the repairs that had to be done just keep reminding me that "If you don't use it - you lose it". The worst thing for a vehicle is to sit around unused. Vehicles are like people - as time marches on we age. Almost all materials oxidize or rust, the seals harden, lubrication dries up, old fuel dries into varnish, dust gathers and attracts moisture which reacts with air pollution and the whole mess tries to return from whence it came: back to Mother Earth. The moral is better drive them and get some use from those FC's because they are going to biodegrade anyway.

It has been fun and I have had fun working with Ken Krol, Bob Kirkman, Ed Gridley, Caroline and all the previous officers, so now it is time to move on. Thanks everyone for what you have done for CORVANATICS and me.

Tom Silvey

Forward Controlling With The President

NEW



Greetings fellow FC owners. This may be a little unusual, a new president who was not the vice-president! Tom Silvey is finally hanging up the spurs after all these years of dedicated service. Thanks, Tom!

Ed Gridley has already been president and he didn't care to do it again, so he will remain "Director at Large" and let me pick a new vice-president.

I've tapped (or is it trapped?) Pete Koehler, our former CORSA president, to be my V.P. He and I do many Corvair things together and Pete has plenty of experience planning conventions, shows and tours.

I've been a Corvair nut for 27 years. I purchased a new '62 Monza Coupe, 102 HP, 4-speed and have owned Corvairs in one form or another ever since. I must admit to having more fun modifying Corvairs than leaving them stock.

After driving the '62 to work for a while I started racing it at the local drag strip and doing very well. Next thing I knew I

ended up just racing it and bought another Chevy to tow it to the drag strip. This started a 12-year-long hobby of drag racing that just got out of hand. I was spending too much money and not having much fun trying to be competitive in a rich man's game.

I gave up drag racing and used all my parts to build a sand rail dune buggy. I built a half-dozen different buggies and had a ball playing in the sand and going camping with my family. Unfortunately, all the frustrated drag racers took over the sport and started spending "big bucks" on racing buggies so it became a racing game instead of a family sport. I finally got tired of loading things on trailers so I gave up the buggies and returned to just driving Corvairs on the street again!

I have a '63 Monza Coupe that will soon become my daughter's car as soon as she complete's drivers training. I have two '61 Greenbriers and a rare and useless '62 Loadside

(con'd on page 14)

Dan did one right

My name is Dan Brizendine. I'm a member of Circle City Corvairs and Corvanatics and a Tech advisor. Enclosed are pictures of my 1964 Greenbrier I finished restoring about two years ago and diagrams for making 14OHP FC air cleaners.

The Greenbrier is an 8-door that was built primarily as a family vehicle and for trips. I could have bought a better one, as it had been wrecked in the right quarter and about half the floor was rusted away, but it was cheap, low mileage and generally straight and an 8-door so I took it.

The body is stock except for emblem changes and back-up lights (and Cragger wheels).



Some features and changes on the Greenbrier include: balanced 14OHP engine with .020 forged pistons with an advanced turbo cam; Powerglide transmission with a three-plate high clutch and recalibrated modulator; 3:55 gears; 16 plate engine oil cooler; a cruise control; single exhaust with turbo GM muffler; thermal idle air bleed; four primary carbs with 1965 style linkage; back-up light and license plate light built into the engine door handle; volt meter in place of boost gauge in Spyder dash; Delco AM/FM cassette in original radio box; two stage Mica master cylinder; all custom interior with 4 inch pleated seat in short velour, cut pile carpet with center and rear floor areas held in with velcro, rear door trim panels; headliner; much added insulation and sound deadening materials; Corvette steering wheel. There are other smaller things I can't think of right now. I do have a plan for A/C but I don't know if I'll ever do it.

Dan Brizendine
Circle City Corvairs
Indianapolis, IN

Roster Updates

Walter H. White
1411 E. Gonzalez St.
Pensacola, FL 32501
(add to roster)

Don Palmer
609 N. 5th St.
Lompoc, CA 93436
(add to roster)

Robert Gabriel
2463 Westfield Ave.
Winston-Salem, NC 27103
(add to roster)

Eugene Loibl
14961 Old Point Rd.
Tampa, FL 33613
(add to roster)

Billy Bruce
125 Julie Rd.
Tyrone, GA 30290
(change of address)

Mark Holcombe
32 Highland St.
Waverly, NC 28787
(add to roster)

Robert Bradbury
2912 Moyer Rd.
Powhatan, VA 23139
-528-2419
(change of address)

Louis D. Reece
161 Domo Dr.
Swannanoa, NC 28778
(change of address)

Peter Shanley
270 Walnut St. #5
Pittsburgh, PA 15238
(change of address)

Robert Terkelson
2466 34th Ave.
San Francisco, CA 94116
(add to roster)

Delbert Wulf
436 Beldon Ave.
Iowa City, Iowa 52246
(moved from WA)

IF ANYONE HAS NOT RECEIVED THE 1988 ROSTER OR THE 1972-1988 TECHNICAL INDEX PLEASE LET ME KNOW.

CAROLINE SILVEY

Jeff Palmer
421 N. Daisey
Lompoc, CA 93435
(add to roster)

Paul Peterson
5140-G W. 106th St.
Englewood, CA 90304
(add to roster)

Larry Brown
2500 Eastway Dr.
L-15
Charlotte, NC 28205
(change of address)

Walter Berry
208 Strawberry Ln.
Clemson, SC 29631
(803)654-3633 home
(803)656-3351 off.
(add to roster)

Byron Eaton
1700 Gattis School
Round Rock, TX 78664
(change of address)

Jack Irwin
5962 Pea Ridge Rd.
Huntington, WV 25705
-736-2340
(change of address)

Henry Hultquist
1641 S. 17th
Lincoln, NE 68502
(add to roster)

George Reidel
90 Vine St.
Wrentham, MA 02093
(add to roster)

David Sutherland
5003 University Ave.
Cedar Falls, IA 50613
(add to roster)

Don E. Tilque
S 12801 Betz Rd.
Cheney, WA 99004
(change of address)

F.C. "Factory" Air Cleaners

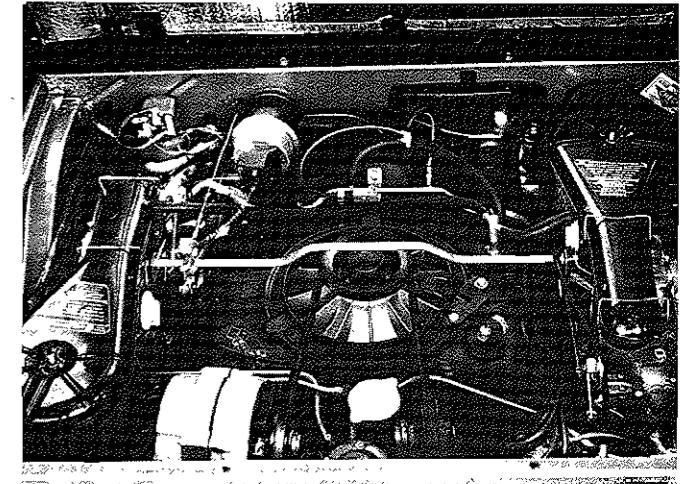
Many people have gone away scratching their heads after seeing these air cleaners, so they must look like something the factory should have made, which is exactly what I intended! They obviously require some sheet metal working skill, but if a person does not feel capable he can take the project to his favorite body man.

The air cleaners require four early tops and they aren't as hard to make as you might think. The hardest part is keeping the edge flange perfect. The "extensions" will probably have to be angled a few degrees to clear things, depending on how your engine is equipped and which air filters you use. There are many "odd" sized filters being made these days that can be used on Corvairs (including turbos) of which I've listed three AC numbers.

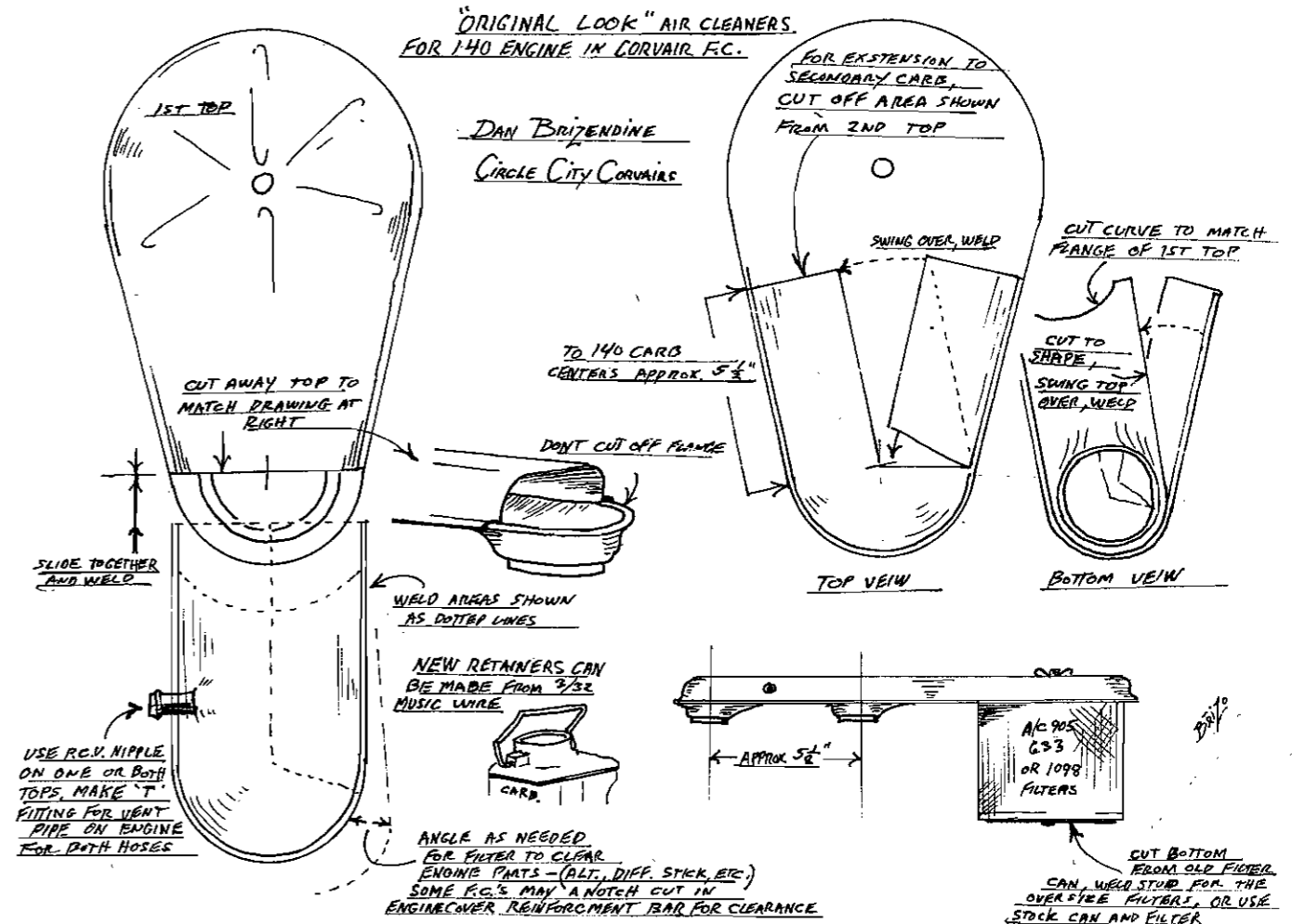
The weld seams are finished in the same way

as "body work" but any filler used on top must be kept thin, as the spring retainers will gradually mash down into it if it is too thick.

Dan Brizendine
Circle City Corvairs
Indianapolis, IN



AC AIR FILTER #'S 905, 633 OR 1098
MAY BE USED WITH THIS FILTER SYSTEM



F.C. Classified Ads

FOR SALE: 1964 GREENBRIER 110/PG, 6-door, 3 seats, \$500. 1963 Rampside 108/4-speed, \$350. 1964 Corvan, 95/3-speed, parts car, \$100. All titled and running. Reason? Moving - no room for toys anymore! Rob Morse, 3904 River Oaks Circle, Louisville, KY 40241 (502)423-9426.

WANTED: two unbroken FC rear door/tailgate "reflectors". Don't care how badly the reflector "red" has become. Bob Kirkman, 1820 Moffat Rd., Leonard, MI 48038

1964 GREENBRIER, Daily driver, "Blue Bondo", \$500. Phil Balantyne, (313)928-7362

1963 GREENBRIER, standard, 80HP, 4-speed, 50,000 original miles, engine resealed, Dale flywheel, new clutch, new WSW Michelins, no rust, 2nd owner, not used winters, aqua w/ white belt. Drive anywhere. \$3500. Phil Balantyne, (313)928-7362.

Prez column continued...

pickup. I also have a '34 Chevy Master Coach that has nothing to do with this story!

Although I enjoy going to car shows and swap meets, my main interest is in driving Corvairs. I put 15,000 miles on my "good" Greenbrier last year. It went east to Maine and all over Vermont on Bill Cotrofeld's annual color tour; south to Helin Georgia for Corvair Atlanta's meet; south to Asheville, NC for the National Convention and south again to Tampa, FL for Christmas to visit my in-laws. It will go west this year to Kansas City for the National Convention and who knows where else!

As a Corvair driver, I'm concerned about parts availability and I'm thankful for CORVANATICS members like Bill Cotrofeld, Cal Clark, Larry Claypool, Lon Wall, Mike Demeter, Larry Thomas, John Bennetto and the Henrich clan for keeping our sport alive by finding, fixing and reproducing parts and having them available at swap meets and Corvair events for us.

Enough about me! Let's get together at the National Convention and plan some activities for CORVANATICS members. Pete Koehler and I will do another "drive-in" to Frankenmuth, MI this Fall and plan a tour of Michigan's Thumb area. Maybe our Directors can plan some driving events for their area and get our members out of their garages and "on the road again".

Be sure to write about the event and take some pictures for Ken Krol to put in the newsletter.

See you in Kansas City.

Clark Hartzel

Axle Ratios Revisited

There has been a substantial amount of commentary on the "proper" rear axle ratio for the Corvair 95. It seems that most of the opinions have concluded that the 3.89 ratio is the "best" for all Forward Controls.

The 3.89 ratio was standard on (all?) Powerglide equipped FC's and the 3.27 ratio was used on (all?) straight drive models. I have owned and driven Greenbriers with both 3.89 and 3.27 ratios and have settled on the 3.27 ratio as the one I very much prefer.

I prefer the 3.27 with a 4-speed transmission and have had many tens of thousands of miles of experience with this combination. I have even towed other Corvairs (including another Greenbrier) for a total of approximately 5000 miles without regretting my decision to stick with the GM recommendation.

With the 3.27 ratio and 205/70R14 tires I can cruise comfortably at 65 or 70 MPH without feeling I am overworking the engine because of the higher revs of the lower axle ratio. The engine is quieter than with the lower ratio and there is adequate power. Fuel economy is probably slightly better also. I can drop down to third gear when necessary (such as long hills) and comfortably maintain 60 MPH under almost all conditions. It is very much like using 4th gear as an overdrive.

I do most of my driving on Interstates, but also do some occasional "off roading". The low 1st gear is excellent for starting off and second gear is good for 40 MPH. I feel the 3.27 ratio gets the maximum use out of the transmission.

I must caution that the engine must be strong to pull the "tall" ratio, but a solid 110 HP is adequate. A good 95 HP would probably do just as well and I have used 140 heads (with only two carbs) with no problems. I do not have excessive trouble with "pinging" using regular (not unleaded) gas. I find that the best cure for pre-detonation is to keep the engine well-tuned and use your right foot to reduce ping when it does occur by lifting your foot and even going to a lower gear if necessary. I also recommend cleaning carbon and lead deposits from the combustion chambers. I regularly drive in 90 degree plus weather and drove to the Chicago convention from Charlotte in weather close to 100 degrees (just ask my wife and kids) with the only problem being one case of vapor lock after stopping for a meal.

I realize that the selection of a rear axle ratio involves personal feelings about subjective items such as how "hard" the engine is working, but I want to make the point that there is no "best" answer for all circumstances. Don't feel you are stuck with the "wrong" gearing if you have a 3.27.

Spencer Shepard, Charlotte, NC

Tech Topics



4-SPEED TRANSMISSION WEAR-OUT PROBLEMS

Early model 4-speed transmissions (through 1965) have a design weakness in the Counter gear (or Cluster gear) shaft and needle bearings. Problem was fixed in 1966-69 by use of larger capacity shaft and bearings.

Problem is one of metal fatigue of needle bearings and shaft on the first gear end of the shaft. FC's encounter a more severe problem than Corvairs due to greater 1st and 2nd gear loads.

Which fatigues first, the needles or the shaft? I vote for needles first, as I have seen badly spalled needles with the shaft just beginning to show a spalled section. Perhaps it could go either way and I just have not seen enough examples.



The photo shows first gear end of the shaft with spalled surface complete width of the rear row of the needles. Wear, or spalling, is continuing in a thumbnail shape pattern under the inner row of needles. End result of such deterioration is wear particles in other bearings and between gear teeth; noise/growl; eventual destruction.

Wear on shaft is localized due to gear mesh forces, but the counter gear internal bearing surface continually rotates. Generally that gear escapes serious damage if new parts are installed before deterioration progresses further than shown. Problem "fix" can be nothing better than a new shaft and needle bearings for a fresh start. You could convert to a 1966-69 Saginaw 4-speed but that comes under the category of "big medicine"; a possibility on the FC but not a simple parts swap.

FC REAR SUSPENSION CONTROL ARM FATIGUE CRACKS

As far as I know, the early Corvair and all FC rear suspension control arms were always the same part. Arms on the FC carry (via the coil springs) a much greater load than those on a Corvair. Quite a few FC control arms that I have inspected have fatigue cracks in the "spring seat"; an area that cannot be inspected without removing the springs. Of course if things progress far enough, you will know!

The spring seat in the control arm is a helix, matching a spring when under load. At the very end of the spring, the control arm upper and lower stampings come together, so the metal is double thickness. But go around the helix three-quarters of the way, and the upper stamping has raised above the lower

one. Here is one thickness of metal, unsupported, and here is where you are most likely to find a crack. I have never seen one cracked-to-failure, but there have been some so spider-webbed with cracks that I would not consider salvaging by grinding V's and welding.

THE NOS "GOOD STUFF" IS STILL AROUND

This incident could probably be repeated many times over throughout the United States.

A local gentleman had been involved for a number of years with Corvairs; repair, rebuild, drive them, etc. Time came, however, when he gravitated to other interests and then moved to the other side of the state. A friend, a local Corvair Club member, inherited the pile of accumulated Corvair parts for an undisclosed sum. I saw the top of the pile before any inventory was taken, and noticed a NOS FC rear axle bearing, a NOS FC boomerang and a stack of 5 NOS FC muffler supports! Just like NOS parts for classic Packards keep popping up, the FC stuff is still out there - some where. If we only knew where all the dust-covered stuff was squirreled away!

MUFFLER BACK PRESSURE

Wally Kostelnik and Don Arner and perhaps Phil Ballantyne were discussing a September 1988 CORSA Communique article by Director Burnie Weddle. The article, in part, related the use of various mufflers on his 110 HP automatic Greenbrier.

Round muffler (stock for FC)	= 16 MPG
Oval muffler (1964-69 Corvair)	= 19 MPG
Dual turbo type	= 20.5 MPG

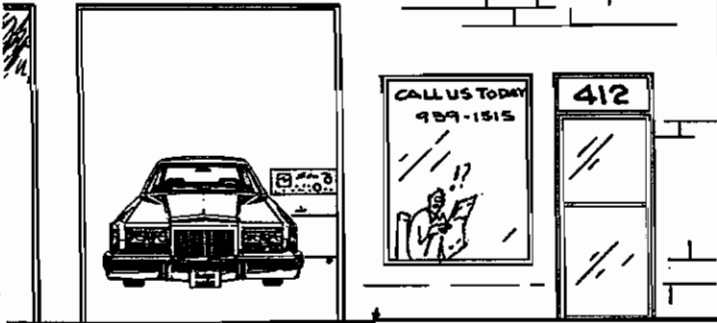
I too read the article back then, and wrote a letter to Walker Mfg. who made mufflers for production, and continue to do so for today's service. Their reply came on 2/18/89.

	Back pressure
Round muffler	2.38 "Hg (inches mercury)
Oval muffler	2.90 "Hg " "

From back pressure results, it would appear the round muffler would breathe more freely and then should have the edge in power and economy. Anyone want to repeat Burnie's experiment to compare results? Maybe go to the K.C. Convention with a round and come back with an oval, and have your friend do just the opposite?

As a general rule, a high back pressure system is quieter than a low back pressure system, but there are always exceptions. It's not too difficult to design a high back pressure system that is noisy!

♪ Wee Tune ♪
EXPERT TUNE-UPS & OIL CHANGES



You want a tune-up and an oil change for a **WHAT?!!!!**



GENE BRIAR & his buddy FC.
In: Tune-up time!!

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FIRST CLASS



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