



CORVAN ANTICS

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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.

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On The Cover

On the right, the "Scoutmobile" of Memphis, TN's Boy Scout Troop 511. Article in this issue by the 'Brier's owner, Henry Peabody. Left and below, customized, and I do mean customized, Loadside owned by one of our Colorado members. Would the as-yet unidentified owner like to step forward with an article on your sharp truck?

In This Issue

The Flight of the Yellow Brick, front suspension modification, Scoutmobile FC, a CORVANATICS DRIVE-IN near you, the PREZ speaks, Tech stuff.

Club Boutique

CORVANATICS MERCHANDISE AVAILABLE THROUGH CAROLINE SILVEY

Window decals - \$1 each. Jacket patches - \$2.15 each. Club stationary and envelopes - 5¢ each. Back issues of CORVAN ANTICS all volumes up to vol. 2 #3 are 60¢ each (9 issues) Vol.2 #4 through current issue are \$1 each. Complete set up to Vol. 17 #1 for only \$75.00 (a bargain!)

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

CORVAN ANTICS TECHNICAL INDEX is free to members who haven't received it.

Forward Controlling With The President



CORVANATICS DRIVE-IN OCT 21-22 IN MICHIGAN

Calling all CORVANATICS members to join the Detroit Area Corvair Club in their annual Fall tour to Frankenmuth, MI for dinner and shopping in Michigan's "Little Bavaria". After walking off your dinner we're going to drive north to Houghton Lake and see "Mr. Chevrolet", Pinky Randall, and his 35 old Chevys ranging from a 1914 Light-6 and baby grand up to a Cosworth Vega. He has a '64 Corvair Monza Convertible "tour car" and a 1969 Monza Convertible with only 28 miles on the odometer. Pinky is an interesting guy and I'm sure everyone will enjoy the trip. As I write this, I'm waiting for Pinky to call back on whether we go there Saturday night or Sunday. If, for some reason, Pinky can't do it either day, we'll have a tour of Northern Michigan planned for Sunday October 22nd. In any case we'll stay overnight in the Houghton Lake area and tour south Sunday afternoon.

Meet Saturday morning at 8:00 AM at Oakland Mall in Troy, Michigan, I-75 at 14 Mile Road East. We will leave for Frankenmuth at 8:30 AM and stop at Hank Graff Chevrolet in Davison for a break and to pick up our friends from Flint. We will arrive in Frankenmuth and take Weiss Street to the east of Bronner's Christmas Wonderland and park in the lot at the east end of the covered bridge. Lunch (or dinner if you prefer) is at noon. We will meet back in the parking lot at 3:30 PM and leave for Houghton Lake by 4:00 PM. It is about 110 miles from Frankenmuth to Houghton Lake so we should arrive about 6:00 PM. in time to check in at a motel and eat again if you didn't "stuff" yourself at Frankenmuth. For further information call me at (313)293-1587.

VINTAGE CHEVY CLUB TOUR

On August 23-27 the Lower Michigan region had a tour across Lake Michigan and up through Wisconsin into Michigan's Upper Peninsula and back south to Gaylord, MI.

I loaded the Greenbrier Wednesday morning and my son Mark, age 11, and I took off about 11:00 AM for Ludington, MI. VCCA had already reserved rooms in motels for the whole trip so all we had to do was show up and pay!

We arrived late afternoon at the hotel and mingled with all the other Chevy owners. We had twenty cars ranging from a 1928 Chevy Roadster up to a 1971 convertible. "Mr. Chevrolet", Pinky Randall drove a '64 Monza convertible. We ate dinner together and were free to do as we pleased in the evening. Dick Reames of Kalamazoo, MI let me drive his '28 Roadster down a back road behind the motel. It was quite a challenge to shift the old

"crash box" without grinding the gears. The 4 cylinder engine pulled strong and propelled the car much faster than its mechanical brakes could stop it! It was fun but I sure wouldn't want to drive it in heavy traffic!

Mark got tired of looking at old Chevys, so we went down the road a mile or so to a go-kart track and a putt-putt golf course. He beat me in go-karts (he's lighter!) and I beat him in golf. The West Michigan State Fair was going on across the street so we went there too!

Thursday morning we loaded our cars onto a 500 foot ferry and had a leisurely four hour ride across Lake Michigan to Keweenaw, Wisconsin. The women played cards and the men sat around telling lies! After unloading in Keweenaw we hit the road for Green Bay and north to Manistique, MI for the night. We had a banquet-style dinner at the motel. Everybody made it OK with no breakdowns.

Friday morning we drove to Soo Junction and gave the cars a rest while we took the "Toonerville Trolley" to the Tahquamenon River, loaded onto the "Paul Bunyan" for a nice river cruise to Tahquamenon Falls. We walked a half-mile from the docks to the Falls. Pictures were taken of the Falls and we then backtracked up the river and trolleyed back up to the start.

We drove from Soo Junction to Newberry for evening dinner and motel. After a nice dinner we all took our cars into town and "cruised" for a while, then made a Dairy Queen stop. When you think of "cruising" you think of teenagers or people in their 20's, but some of our cruisers were in their 70's!

Saturday morning Mark wanted to go to Mackinac Island so we left the official route and stopped in St. Ignace and took the Catamaran across the island. We took the carriage ride, walked through the town, went on an old restored schooner and finally returned to the Greenbrier about 3:00 PM. We drove across the Mackinac bridge and re-joined the group at Old Mill Creek. This is a restored water powered saw mill dating back to 1790. The lumber for Fort Mackinac was cut at this mill and they had an excellent demonstration of how lumber was cut by hand and how it was so much faster to use the power of the falling water to do the work.

We then drove to Gaylord, MI for the final stop on the tour. We had a banquet at a local restaurant and some novelty awards were given out. It was a problem finding a "Hard

The Flight of the Yellow Brick

As long-time owners of Corvairs (since 1964) we have always had at least one. In fact our son was raised in the back seat of a 1965 Corsa 140 convertible. When our son left home for college we assumed it would be in a Corvair; however, for better or worse, he chose a Fiat X/19. About two years ago we started looking for a Corsa Convertible for his graduation present. We found several but none that the price and body suited us. We then noticed a 1965 Greenbrier for sale in the CORVAN ANTICS newsletter. Having bought a 1961 Rampside a year-and-a-half ago, we were becoming acquainted with Forward Control Corvairs. As our son is about to move out of his college apartment and into the business world, we thought that a Greenbrier would be the best vehicle for him.

A quick call to Ken Krol secured the Greenbrier. Specifics that make this story interesting include:

Vehicle has not been driven in a year

Vehicle has an 80 HP '62 car engine

Vehicle has a three-speed transmission

Vehicle is shod with 8 inch wide G70-15 bias-ply tires

Vehicle is located in Phoenix and we're in Shreveport

I took a week off from work, trunk full of spare parts, and a tow bar (just in case) and my wife and I struck out for Phoenix, 1201 miles away. Two uneventful days later we arrived in north Phoenix, called Ken and made arrangements to go get the Greenbrier Friday morning. Luck still holding, Ken and I took his 1964 Van to fetch the Greenbrier. The vehicle we had just purchased turned out to be a 1965 Greenbrier Sportswagon Deluxe in original Corvair "Crocus Yellow". It has six doors and most of the trim pieces, bells and whistles indicated by its "Deluxe" designation. It also had one flat tire (but only one). A prime of the carbs and a set of jumper cables and it started right up. I don't know if my surprize or Ken's relief was greater! As I started to back it out of the driveway, the first problem was manifested; neither of the accelerator pumps worked. One more jump start and we were on the way to the filling station to get the new tires mounted, a can of carb cleaner and a tank of gas. With the tires mounted and gas tank full, Ken and I parted company at the hotel. Now the plot thickens.

There had been thunder and lightning in the mountains all morning and now it started to rain. Since my wife and I had planned to start back and drive until dark, we now desperately needed windshield wipers. Windshield wiper blades don't last long in Phoenix and, besides, it seldom rains. It took two hours to get the blades and get back to the motel; by which time Phoenix was in the midst of a class three flood! (Water a foot deep in all

streets and stalled vehicles everywhere.) Plus there was the ever present "red neck element" driving 40 MPH in his high rider 4 x 4 pickup leaving a three-foot wake that inundated everything in its path.

As we were not too confident in our Greenbrier's flotation (not to mention that of our little Thunderbird), we opted for total cowardice and did a quick check with the motel folks to get our room back. After a good night's sleep we struck out at six the next morning. One must remember that I had never driven a three-speed floor shift (all my Abarths and Corvairs are 4-speeds); also I had never driven an 80 HP Corvair. Lastly I had never driven a Greenbrier. Of course, being in the Air Force, I haven't driven a car without a seat belt in 20 years.

After a weather frontal passage it was windy and gusty; talk about rocking and rolling down the Interstate. If I timed it just right, passed an 18-wheeler under an overpass, I could streak from the left shoulder to the right shoulder in the blink of an eye. Making things more interesting, add into the equation about 3 inches of steering wheel play. There was never a problem of going to sleep at the wheel; just trying to stay alive for the next minute or two. After about 30 minutes my wife had the audacity to ask me over the CB if I was sleepy. Just past Tucson there arose on the horizon the first MOUNTAIN. The CB phrase "downhill truck" comes to mind. Hitting the bottom of the hill at 65 MPH (flat on the floor) and 3200 RPM the Greenbrier slowed rapidly. At 40 MPH a downshift to 2nd brought the revs up to 3800 but significantly slowed the speed decay. The Greenbrier stabilized its speed at 35 MPH (3500 RPM) and was passed by everything on I-10 except a tortoise and a loaded Pinto station wagon. Somewhere in those first 500 miles and 12 long hours (probably about halfway up the third mountain) the name "Yellow Brick" was coined. (CB's force everyone to be cute.) Finally, at Van Horn, Texas, my body (not the "Brick") gave up and I called it a day. 500 miles in one day is not too bad for a 23 year old wagon with a 1962 car engine in it that is supposed to have 135,000 miles on it. Oh yes, it used a quart of oil.

We were on the road at 0700 hours the next morning, hoping for Shreveport about midnight if the 49 year old body (and the wife's 46 year old one) could make it. Fortunately it was downhill all the way. It took 16 hours but we made it. Just "push the pedal to the metal" and the speed stabilizes at 65 MPH. We had to stop every 250 miles for gas. The "Brick" was getting just about 19 MPG but I didn't trust the fuel guage.

The "Yellow Brick" now has a fresh VB
(con'd on page 34)

A Visit to the Front Suspension

Now that we have visited and revisited the 3.89 differential to everyone's satisfaction, let us revisit front suspension modifications, even if it has been visited before. I've only been receiving CORVAN ANTICS for 3+ years now and have not read anything about this. I would like to share with you a modification that worked well for me.

I restored our Greenbrier about three years ago - finished it in time to drive it to the Chicago convention. From there we went to New England, down through the South, into Texas and ending at the Golden Gate Mini in San Jose, California for a total trip of nearly 10,000 miles. I had in the standard Greenbrier front springs (0.655" diameter coil wire) and Clark's standard shocks. Everyone knows the result: a soft but nearly undampened ride due to the inadequate shock absorbers, and very susceptible to cross-winds.

Sometime before the Kansas City convention, at the suggestion of Dave Palmer, I made the following modifications: Replaced the Greenbrier springs with Van front springs (0.690" diameter coil wire) with one turn removed. The cut end was heated and reformed as the last coil was. The result was lowering the front bumper 2½ inches. No problems of wheel clearance were encountered. The shocks were replaced with Clark's adjustables set on "firm". A front air dam from a 1982 full-size Chevy Pickup was mounted. It fits very well, but needs some careful trimming on about 6-8 inches on the corners. S-10 Pickup will not fit - I found out the hard way, but it fits my 1965 4-door very well.

The final result was apparent on our trip to Kansas City and back of nearly 5,000 miles. A very comfortable ride that was firm, but not harsh. Much more stable in cross winds. The benefits were well worth the work.

By the way, I use 3.89 gears and would consider any others a mistake. But then, I also have an automatic.

Bob Galli
Atascadero, CA

Boyscout Troop 511 Scoutmobile

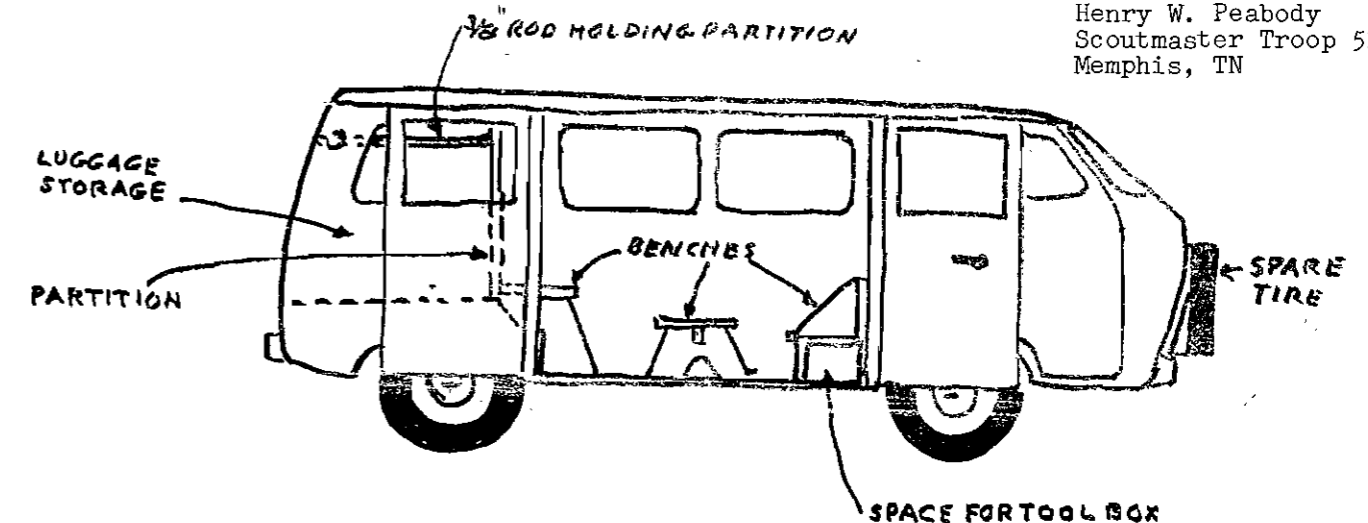
Our Boy Scout Troop was desperate for reliable in-house transportation. The Troop is sponsored by the residents of a subsidized apartment. It does not have access to church busses or similar vehicles.

Our problem was solved in August, 1980 when the Scoutmaster had the opportunity to purchase a 1962 Greenbrier for \$1,200, including four extra axles with bearings. The 'Brier was converted to a "Scoutmobile". The two rear seats were removed and stored and three plywood benches were constructed. The front bench was anchored to the two rings near the floor behind the 'Brier's front seat. The other two benches were held down by surplus army straps through fittings anchored in the T-slots for the original seat hold-downs.

A 3/4 inch plywood partition was installed behind the rear bench. This was done without any change to the van. This partition allows the storage of packs and bags up to the roof and there is no possibility that the luggage will fall on the Scouts with a panic stop. The spare tire was mounted on the van's front on a specially built rack.

The Scoutmobile has traveled over 20,000 miles carrying up to 15 Scouts to campouts and other Troop activities. Incidentally, the total mileage on the Greenbrier is over 190,000 miles.

Henry W. Peabody
Scoutmaster Troop 511
Memphis, TN



Roster Updates

CHANGES OF ADDRESS:

Andy Amescua, Jr. Delbert Wulf
4201 Arthur Circle 707 Ocotillo Lane
Leander, TX 78641 Yuma, AZ 85365
(was Iowa)

NEW MEMBERS:

Lloyd E. Sells 1028 SW 54th Oklahoma City, OK 73109 (405)634-1000	Paul Varner 2041 Benson Ave. Ontario, CA 91762 (714)986-5681
Francis Tanner 3320 SE 24th St. Del City, OK 73115 (405)677-1935	W. P. Suchy 1349 Taylor Place Escondido, CA 92027 (619)745-2928
Richard Stuhr 3128 Astoria Blvd. Oklahoma City, OK 73122 (405)934-8450	Warren Soignier 1110 Moisan Kenner, LA 70062 (504)469-4854
Chris Short 618 S. 2nd Street Odessa, MO 64076 (816)633-5724	Ray Schick 1237 Burnham Colorado Springs, CO (719)392-8224 80906
Blake Palmer 6804 S. Rockford Pl. Tulsa, OK 74136 (918)481-1102	Timothy Palmer 11410 N. 94th E. Ave. Owasso, OK 74055 (918)371-6434
Walter Hundertmark 2322 N. Cooper Colorado Springs, CO (719)632-2865 80907	Dale Dewald 245 W. Broadway Argenta, IL 62501-0013 (217)795-2116 or (217)333-1096 days
Robert Brought 226 Rivendell Drive Pelzer, SC 29669 (803)243-2760	Joseph Darinsig 1741 Chesley Rd. York, PA 17403-4001
Peter Koehler 27446 Beacon Square Farmington Hills, IL (313)478-0906 48019	Fred Matthews 1223 Dorris Mt. Morris, MI 48458 (313)686-2680
John Miller 719 Miami Court Temperance, MI 48182 (?)847-6443	David Gould 42804 Mound Rd. Sterling Heights, MI 48310
Thomas Wisby 807 S. Jamestown Tulsa, OK 74112 (918)834-7539	Ken Wilhite 9560 Mapleway Indianapolis, IN 46268 (change of Address)

In the Red-Faced Dept.

Regarding group photo of CORVANATICS officers: "The man in the Corvaire Club of Cincy T-shirt" was our Central Division Director Mike Demeter. A thousand apologies, Mike. As in many national organizations you just never get to meet some people and, even though their name is familiar to you, "you wouldn't know them if you saw them".

LAW OF LIFE'S HIGHWAY: If everything's coming your way you're probably in the wrong lane...

NOW THERE IS NO REASON TO MISS OUT ON THE FUN AND CAMARADERIE DUE TO DISTANCE

THE 1989 CORVANATICS DRIVE-IN

3 Locations

OCTOBER 20-21-22. TO BE HELD IN CONJUNCTION WITH THE DETROIT AREA CORVAIR CLUB TOUR TO FRANKENMUTH, MICHIGAN. FOR INFO CONTACT: CLARK HARTZEL - (313)293-1587
PETE KOEHLER - (313)478-0906

OCTOBER 21-22. HELD AT THE CORSA NORTH CAROLINA FALL CORVAIR AFFAIR, HILTON UNIVERSITY PLACE IN CHARLOTTE, NC. THERE WILL BE SPECIAL CORVANATICS FC CLASSES IN THE CONCOURS AND AUTOCROSS. CONTACT SPENCE SHEPARD FOR DETAILS: (704)554-6769

NOVEMBER 11. TO BE HELD AT THE GWF&S IN PALM SPRINGS, CALIFORNIA. MEET WILL BEGIN AT 10:00 AM. FOR INFO CONTACT:
JIM CRAIG - (619)366-9104
KEN KROL - (602)866-2786

(Yellow Brick - Con'd)

crankcase engine (1964 110HP) and a 1963 4-speed transmission. Believe me, with the play taken out of the steering, it is a lot more fun to drive. I have found a set of 1984 Caprice wagon rims and getting the set of tires mounted on them is my next project. Upholstery in in the works for the Fall. Who knows, if the "Brick" continues to grow on me, my son may never het a Corvaire for graduation.

James Davis
Houghton, LA

(PREZ - con'd)

"Luck Award" winner as nobody had a breakdown but we finally gave it to one guy who needed a push a couple times due to a weak battery. It was determined that Mark and I were the youngest "couple" on the tour so we got that award. We also drove farther from Fraser to Ludington than anybody else so we got the "long Distance" award, too! By the time we got home the Greenbrier had chalked up another 1,000 miles. It was a great time and I'd do it again in a minute. In fact, tomorrow morning my wife and I are taking the 'Brier to Vermont for the annual Bill Cotrofeld Tour!

Keep on truckin', Clark

Tech Topics

A FRONT BRAKE HOSE CONCERN

I don't recall when the FC front brake hose problem started, and whether or not it was ever cured beyond a "quick fix". The problem was that the front brake hose could be cut by the wheel rim in a tight turn. Bad news! The Engineering fix, for field customer and for production, was to add a "clip" to the hose somewhere around mid-way, and run a soft spring to suspension member. This guided the hose so that it would not loop into the wheel rim on a full turn. After X-number of years the clip and/or spring may have rusted away. No problem. By that time the hose was well-trained with a "set" that kept it from harms danger. A new hose, however, could put you right back into a problem. I had to learn the lesson all over again when I rebuilt a 1964 Greenbrier. Today, you seemingly can't buy an exact replacement hose from your friendly auto parts store. You get a longer one as a sub. So be extra careful when checking hose clearance once you get the job done. It was Engineering's position that brake hoses should be installed without a twist. You put the hose into the bracket to the nearest hex flat that the hose naturally assumed. In later years I know the engineers checked clearances (all kinds of new vehicles) with the hose mis-aligned by at least a flat each way. This was to be a safety margin in case someone goofed during installation anywhere in the vehicle's life. I don't recall that Engineering ever directed that FC hose be installed anything other than natural routing. It's too difficult to insure someone does not twist it the wrong way, and a twisted hose can be somewhat erratic in movement. The more I ramble on here before ending this article, the more I believe the problem could have had something to do with cotton vs. cord, and/or rubber type and wall thickness.

AXLE CLUNK CORRECTED

Clark Hartzel has talked for more than a year about a clunk-clunk-clunk in the rear axle of his powerglide Greenbrier. It did not yield to any amount of inspection, push/pull, kick or axle change. Desperation reigned! Seems maybe Pete Koehler found the problem recently and affixed a cure. One relatively new U-joint had the "caps" loose in the axle yoke. They are supposed to be a press fit. That U-joint was discarded and a used (but serviceable) U-joint was pressed into the yoke. No more clunk. Repeat. No more clunk!

I recently was shaking early model shafts during a Fall check-up, and the LH joint checked loose both in rotation and in shake. The joint was relatively new, but it came out for a look-see. Wonder of wonders, both caps had been walking/spinning in the yoke. No press fit! If you want to check yours, I believe it is sufficient to look at the snap ring ends while everything is still in the car. If the cap is walking/spinning, there will be witness marks left by the snap ring; a smooth wiped path on the end of the cap.

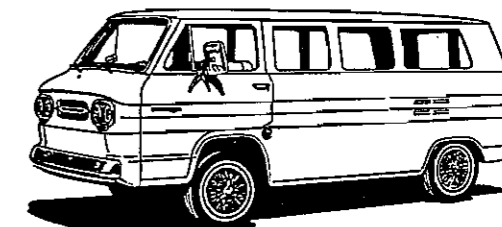


THIS TECH EDITOR BUSINESS...

It's a lonely job! I get maybe 2-3 letters a year from the membership. Doesn't someone out there have something they want explored or explained? Doesn't someone out there have some neat repair or installation they have done that is not common knowledge? Unless you help me, it's going to continue to be whatever pops into my head that gets printed.

WHO DONE IT???

The accompanying sketch of a Greenbrier is showing up in many chapter newsletters. I don't know where it originated, but the first thing I noted was a mirror of somewhat more recent vintage. Some panel joint lines are shown, and some obvious ones on the front and side are omitted. I assume the sketch was made from a photo of someone's current Greenbrier. Anyone know the owner?



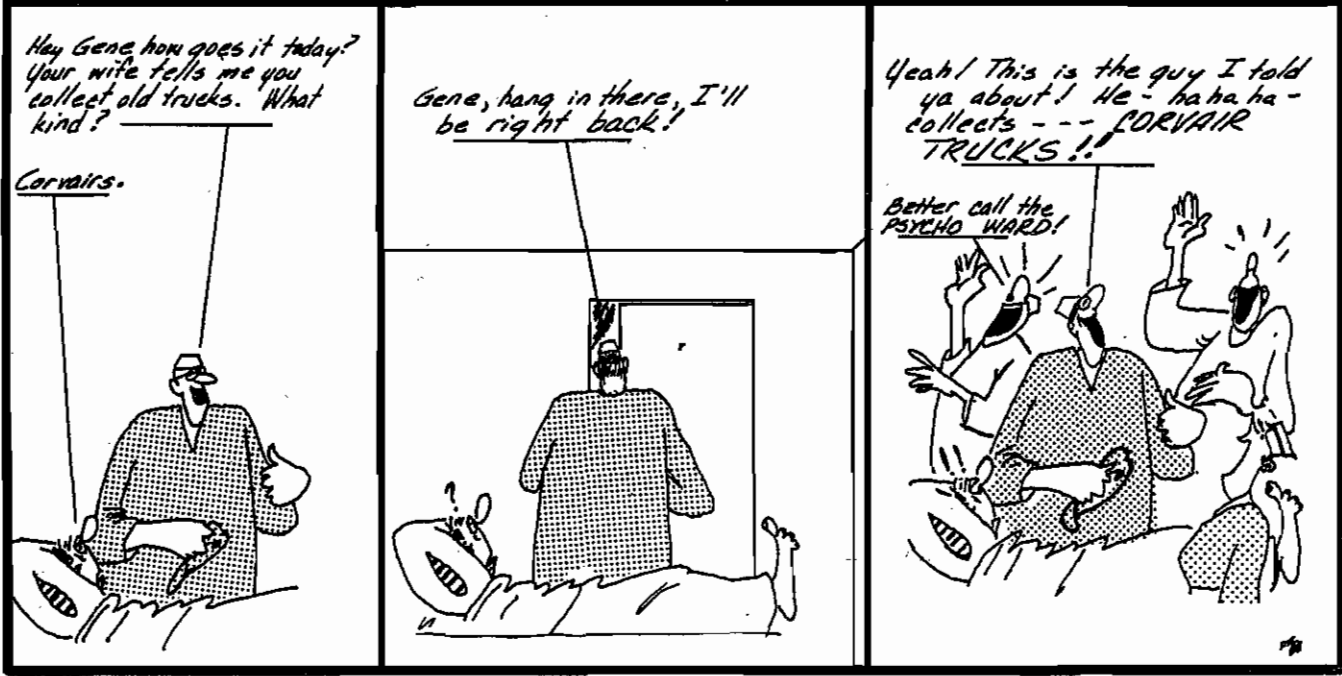
1963 Corvan (late - floor shift). Straight and rust-free, 3-speed, original engine in boxes, owned since 1968. Trailer out for \$100. Rick Miessen, PO Box 183, Pine, AZ, 85544. (602)476-4768.

1961 Greenbrier Deluxe, 4-speed, blown engine, extra 1961 van engine (runs), no rust, original seats, paint, interior & chrome hub caps. Towable, needs 3 wheels and tires. Good restoration project. \$395. Jeffrey Lee Johnson, 1401 F.M. 2818 Apt. 227, College Station, TX 77840.

My wife wants me to cull my - I have a 1963 Greenbrier and one eight-door van 1962 a very rare Corvan two badly wrecked vans too weight out. Ed Upham, 3158 S. 6th, Abilene, TX, 79605. (915)677-0888.

Greenbrier, 4-speed. All original, rust-free AZ van, red & white. Great daily driver or easy restoration. Runs great. \$950. For info contact: John Priddy, 16654 S. 36th Way, Phoenix, AZ 85044. (602)759-9696.

GENE BRIAR AND HIS BUDDY F.C.
in: Gene really gets sick!



CORVAN ANTICS
17433 N. 16th LN
Phoenix, AZ 85023

FIRST CLASS



CORVANATICS

THE FORWARD CONTROL CORVAIR PEOPLE