



CORVAN ANTICS

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RAMSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

Illustration: Chevrolet Motor Division



THE INFAMOUS KLINGON WARSHIP NOW IN RETIREMENT

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.

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On The Cover

The infamous Klingon Warship enroute to Parsippany, NJ for '84 CORSA Convention. Yes, that is snow at the top of Colorado's Trail Ridge Road in July! She never missed a beat the whole 8000 mile trip! Does that sign on the side say SDCC? You bet!

The '62 Klingon Warship has been retired to the backyard. What a terrible fate! After 11 loyal years! So here (photo to right) she is on her last trip from Phoenix to San Diego in January 1990. She never made it!

Señor Marsh Hepler
North Tijuana Cor-
vair Club
(San Diego Corvair
Club, too!)



Forward Controlling With The President



THE AQUISITION OF 4R126S108347

Most normal people in the Michigan area restore their Corvairs in the winter when all car hobby activities halt due to snow and salt on the roads. I've never considered myself normal, so I usually wait until the hobby season starts and wish I had worked on it all winter when I had the time. What does a "couch potato" like me do when his '61 Greenbrier is looking shabby after two years and 24,000 miles of driving? The answer is simple - buy a new one that someone else has worked on all winter to make it look good!

Such a vehicle was available and I had already seen it before I bought my '61 'Brier. I did not buy it then because I thought it was too "pretty" to drive. Today my attitude about Corvairs is "every one of them ought to be driven", regardless of how pretty they are. A few phone calls and letters later I was the proud owner of Dick Ferrey's '64 'Brier. It is white with a red stripe and has the Deluxe red and white interior. Dick thought it was a 110 HP engine but the turkey roaster has a 95 HP decal on it. I haven't checked out the part numbers on the heads to see what they are. In any case, it has a 4-speed trans, which I wanted after two years of Powerglide "slushing" with my '61. Powerglides in the 1965-69 cars work fine but just don't perform well in Greenbriers with the extra weight and wind resistance. Old ladies on bicycles can beat the average Powerglide Greenbrier up a mountain road!

Dick and I agreed on a date and time and I flew into New Jersey with a road atlas and a gym bag with a spare fuel pump and a few common hand tools to change the pump or gap the points.

Dick had installed a new Delco battery and the vehicle did start and sounded OK in the driveway. My first problem were the seat belts. They wouldn't go around my immense body so I made a note to change them when I got home.

Off I went from Far Hills, NJ, north on 206 to I-80. Dick told me the gas was "old" and to fill up with premium as soon as possible. He was correct there, as I was getting a lot of spark knock and missing as I tried to accelerate. I filled it up with gas and told myself it would run better the farther I drove it. After 25 miles it was still knocking and bucking, so I got out and retarded the spark until it would go down the road without "tinkling". The bucking and coughing was still there, but I figured once I got it up to freeway speeds it would be alright. I finally reached I-80 and took off for Pennsylvania. It didn't do bad on flat ground but everytime I tried to floor it going up

hills it would start backfiring through the carbs and lose power. The first exit into Pennsylvania I got off I-80 and pulled into a gas station with a convenience store. I pulled the engine cover and air cleaners off to discover what I had expected: no squirts of fuel from the accelerator pumps. After buying a cold pop and a can of carb cleaner, I started to work taking the top of a carb off to check out the accelerator pump. I found all kinds of "goo" in the bottom of the carb. I didn't have any sockets with me and couldn't get the carb base off the head, so had to scrape out the crud as best as I could with a screwdriver and the carb cleaner. The pump seemed OK and the squirter holes were open. The problem was the pump check valve was stuck into it's seat and I couldn't pull it up with needle nose pliers. I finally gave up, put everything back together, installed a new bronze stone and added two cans of carb cleaner to the gas tank. I filled up with premium and hoped for the best.

Hope wasn't good enough, as it ran just as bad as before and wasn't getting any better! Finally, while trying to accelerate up a steep hill on I-80, it backfired so bad the muffler split open and now it was sounding as bad as it was running!

I pressed on and finally made it to Ohio for an overnight stop. The next morning it actually started running better and I was feeling better about making it home, when all of a sudden it started to backfire on the LH bank everytime a piston came up. I suspected a broken rocker arm or burnt valve, but it didn't matter as I didn't have the tools or the parts to fix it. I called home and gave my wife all the details and asked her to call Pete Koehler for a tow home. Fortunately he was home and came to get me.

What does one do in a turnpike rest area for four hours waiting for a tow home? I ate lunch for starters. I then watched a Jeep catch on fire in the parking lot and burn to the ground before anyone could find a fire extinguisher or the fire department arrived. Just when I thought I had problems someone else had bigger troubles than me!

Pete finally arrived in his GMC pickup with a tool box, a bunch of spare parts and a tow bar. We pulled the rocker cover and indeed a rocker arm had broken. In a few minutes we had installed a "select used part" and we were on our way. The trip home was uneventful, just noisy! After arriving home I replaced the blown muffler, rebuilt both carbs and it runs fine. I'm writing this report in the motel in Ontario, California at the CORSA National Convention. Drove the

Two Dents I'll Never Fix

This is going to reach back a couple years. You first have to understand that I never wanted a Corvair van. I was into late model coupes and progressing from a 110 HP engine to a 140 HP. Pulling the Powerglide out and installing a Saginaw 4-speed also added to the performance of my Monza coupes. Then my brother - on a whim - started our FC story. My brother Jeff found a well used - really well used - I mean really really well used - but not rusted 1964 Greenbrier Deluxe for just a couple hundred dollars. Hey, it ran. Just barely. The engine emitted the fine aroma of well-aged exhaust fumes and the body had several coats of "what's it" paint in gray, orange and white. Someone had cut out the wheel wells about four inches larger than stock and had done a bad job at that. He only had the driver's seat and fair interior panels.

This 'Brier Deluxe had a powerglide with a 102 HP engine as I remember. My comment to Jeff was "what did you buy that thing for?" Now I don't recall his exact answer but I do remember his wife was out of town and he had a week to get it running and cleaned up before she came home. Well, let me jump ahead about a year from the day he brought this gutless, smokey monster home. By now he had located two rear seats out of a 1961 'Brier. We got together and put a quicky paint job on the body in original aqua with a white stripe. He worked over the brakes and ball joints and also installed a 110 HP car engine with open chamber heads. You couldn't get that low compression engine to ping on pure tap water! We also installed my low, low mileage 3.89 differential to give that powerglide a little hand.

Jeff also installed a nice new pair of bias tires - well at least they had tread and were round. Sort of! The van ran great except when you made a turn at medium speed, like a freeway offramp. That's when you could see your own taillights coming around your shoulder. This was a combination of alignment, tires and make-do shocks. By now you may be asking "what about those two dents I'll never fix?" I'll get to them later!

About this time Jeff informed me that he had decided to sell the 1964 Greenbrier. I think this was because it couldn't do zero to sixty in six or seven seconds like his turbo! Anyway, since the FC had my 3.89 differential in it, he gave me first shot at buying the van. I didn't want a Corvair van. I didn't even like the way they look, like a big green box on wheels, but after all it was a Corvair and I am a committable Corvair nut. We agreed I should drive the van for a few weeks before displaying a "For Sale" sign. Now this was my first experience with a Corvair 95.

I can remember back in 1962 when my father came home after test-driving a new Greenbrier and how thrilled he was with the van. We never bought one but Dad had Greenbriers on his mind for quite a while. I was beginning to

see why he felt the way he did. This 1964 was no rocket on the highway. With the engine it had at that time, zero to sixty times were in the 30 second range. Handling could be improved with a little investigation and experimentation, also getting rid of those tires! But above all the Greenbrier was fun to drive. The short wheelbase made u-turns a snap. We only had the FC in our driveway a couple of days when we made a 250 mile trip across the state. The 'Brier performed well even in the rain on that trip, except for the defroster which was poor at best. The following week my wife Sharon drove it to work each day. Finally I heard this 'Brier flying up our long gravel driveway with Sharon at the wheel, grinning from ear to ear, and she said "I like this van". As they say in the funny papers: the rest is history! Over the next few years we invested in many improvements.

I built a new engine; a complete drivetrain rebuild; new upholstery; a decent paint job inside and out; good radial tires; alignment; lowering the front springs one coil; gas shocks. I welded in the rear fender wells so the body is again all original in appearance. Thank you Larry Aldrich for all the body parts! Those cut out wheel wells really bugged me. Nearly every Corvair parts vendor had a hand in supplying parts for our FC project and now after eight years our '64 is our everyday reliable transportation. I happen to like the powerglide transmission in our rig. I've driven standard transmission FC's and still prefer the automatic. I challenge anyone to drive in Los Angeles traffic with a standard transmission while eating a sandwich. Not just any sandwich, but one of those belly busting, artery clogging, foot long, cold cut filled with extra mayo and mustard falling apart all over your lap and messy but ooooh so good variety sandwiches!!!

We use our van for hauling parts, camping trips, you name it. In fact, we just got back from a trip to Las Vegas. The three seats are great. The dog has his own seat and I can still catch a few Z's on a long trip on seat number two while Sharon zips down the road.

Last Fall we had the misfortune to have a Bozo back into our van. His pickup truck bumper pushed in the left side from two feet in front of the rear wheel well back to the rear fender corner. It was quite a dent that crossed the body seam, pushing the body metal inward about three inches. Circumstances resulted in my having to repair the dent myself, which is fine because I take pride in the knowledge that I can do body and paint work at least as bad as some of those so-called professionals up town! We decided to give our 'Brier an all-over paint job after I had worked out the body damage. In two or three spots there were these little bubbles where rust was trying to pop out. A good shot with the sand blaster and some gas welding took care of those problem areas. Around the van body I tried to draw and smooth out any small dents and dings I may find each time I paint the van.

This works out about every five or six years as the intense sun and occasional smog of this area of Southern California really breaks down the paint. There are two little dents, just two, that I will never fix. Oh come on... if the van keeps getting better and better why leave two miserable little dents? After some investigation I found the origin of those dents. Located on the right hand side of the van, under the side doors on the bottom body lip you will find these little dents. They are about 38 inches apart and not too noticeable at best. Where did they come from?

As it turns out those dents were put there by the forklift that lifted our Greenbrier off of the car it was stacked on at the junkyard. That was several owners ago but remain today as a small reminder of how this FC almost became a foreign import car and how far it has come.

So there you have it, the story of our 1964 Greenbrier and its recovery to the joy we drive today. Sharon just told me she found a business card on the windshield with a short note: "Nice van - do you want to sell?"

Dave Palmer
Ventura County Corvairs

(PREZ - Con'd)

'Brier here about 3800 miles zig-zagging across the country.

Is there a moral to this story? Probably the best advice would be to take a big tool box with you when buying a Corvair that has been sitting for three years! A pair of rebuilt carbs would be nice, also. And never leave home in a Corvair without a spare fanbelt, rocker arm and ball, pushrod and fuel pump. Fuel pump diaphragms have a habit of rupturing in the most out of the way places. I've had at least six Corvair rocker arms break over the years and of course fanbelts are normal wear items and will always break where it is inconvenient to fix, like on a freeway!

Stay tuned to see if I make it home from the Convention.

Clark

FINANCIAL STATEMENT

June 30, 1989 to June 30, 1990		
Balance as of June 30, 1989		\$2346.48
RECEIPTS:		
Dues, decals, patches, stationary, newsletters, paint index, tech index and misc.	\$2130.95	\$4477.43
DISBURSEMENTS:		
newsletters	\$1124.07	
postage	803.57	
supplies	182.00	
	\$2109.64	
Balance as of June 30, 1990		\$2367.79

Caroline M. Silvey
Sect./Treas
CORVANATICS

Roster Updates

PLEASE MAKE THE FOLLOWING CHANGES OF ADDRESS

Jesse James Wright 3080 E. Prospect Rd. York, PA 17402	James Smeall 2707 39th St. NW Gig Harboe, WA 98335-7932
--	--

Patrick Drewery
P.O. Box 2175
Tonopah, NV 89049-2175

PLEASE ADD THE FOLLOWING NEW MEMBERS

Robert Tidwell 318 N. Santa Ana Los Banos, CA 93635 (209)826-0703	George Robson 829 Seventh St. Hermosa Beach, CA 90254
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Bill Rudolph 528 Victoria Rd. Woodstock, GA 30188	Marsh Hesler 2117 Siegle Court Lemon Grove, CA 92045
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Stan Light P.O. Box 13 Ellenton, FL 34222 (813)746-0478	Ed Keller 2461 Jannebo Rd. Birmingham, Alabama 35216
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Milton Simon
1513 6th St. Ste.201
Santa Monica, CA 90401

Hub Kit #s

All kits are still available from the manufacturer and can be ordered from your local Grant distributor.

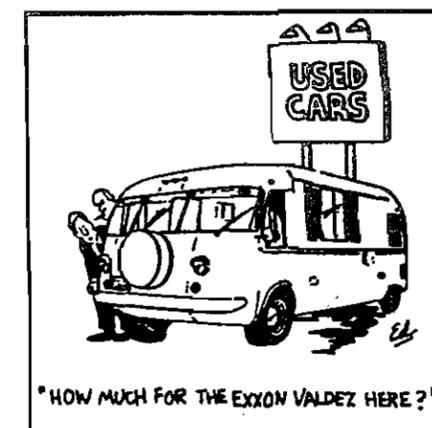
1960-63 FC and Corvair cars & 1964-65 FC use Grant #3161 or 4161

1964-66 Corvair cars use Grant #3192 or 4192

1967-69 Corvair cars use Grant #3162

The Mustang style horn button was ordered directly from the manufacturer: Grant Industries, 1-800-952-6947.

Al Rollin



Tech Topics

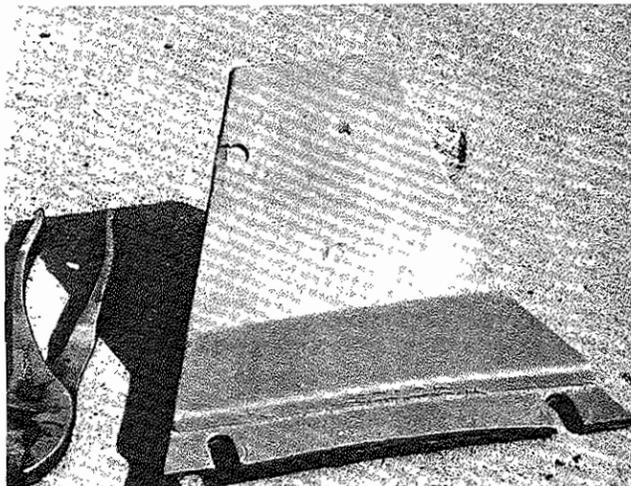


THE LAST PIECE DESIGNED AND TESTED BEFORE FC PRODUCTION COULD START

This vehicle business never runs as a series of events. It gets compressed into overlapping or parallel events. The design is not all done before some tooling starts. Tests are started on prototype parts before production parts are available. Production is scheduled before the last tests are completed. At least "back then".

In those days there were two main tests for vehicle durability. Schedule "P" was the Belgian Blocks; the rough stuff for 3500 miles. Schedule "U" was general durability for 36,000 miles, much of it considered highway type driving. The FC was progressing well on schedule "P". Completion of schedule "U" should be just a formality. Major body sections were arriving at assembly plants in preparation for start-up. Then, the bad news. The floor pan was breaking up around the steering gear brackets on a schedule "U" vehicle. A fluke? No, another one did it too. Something about the general durability schedule was about to stop production before it started.

The engineers analyzed the situation and devised a reinforcement. Ideally, the reinforcement had to be simple and quick to tool, easy to retrofit on any units already assembled and cure the problem, of course.



The reinforcement (see photograph) is located on top of the floor in the area of the steering gear. If you lift your floor mat and sheet felt deadener you will see it. It bolted in with some of the same bolts that attached the body front panel to the underbody. One additional bolt went through the toe panel and through a steering gear reinforcement below. The parts proved to be successful in preventing cracking on the schedule "U", and was assembled into all vehicles before they left the assembly plants. Once

assembly plants had enough parts, Indianapolis welded them in place on the body front panel. All bolts were still used. The part in the photograph has been spot welded in 22 places! Somebody really nailed that part down!

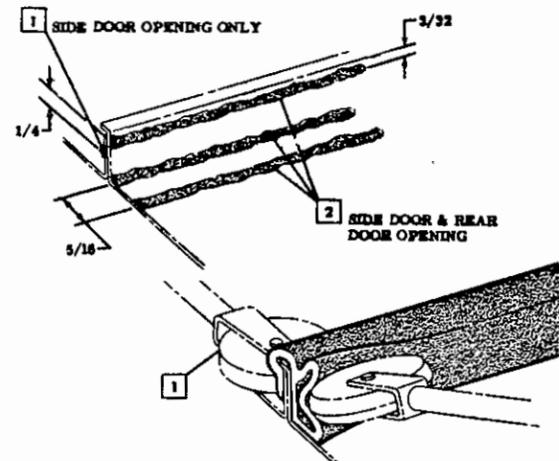
GREENBRIER RUBBER FLOOR MATS

Henry Peabody has written for suggestions for replacement rubber/plastic floor mats for Greenbriers; especially the wide center section. I have not searched nor been advised of something workable. Does any CORVANATICS member have any experience with regular pickup bed mats, or something else? The Greenbrier uses a double layer; one with bottomside ribs to smooth out the surface, then the mat we walk on and drop ice cream cones on. Anyone know of a modern product that perhaps would serve both functions? Let me know, and we'll share the information in a later issue.

THE FRONT DOOR WEATHERSTRIP FLAP FLAP

The FC front door weatherstrip was to be attached with several beads of cement applied to the body flange. Today's weathersrip-adhesive-in-a-tube says apply to both body and weatherstrip, etc. However the assembly plant stuff worked when applied to just one surface. Less chance of making a mess, also. The flap that went on the inside of the body flange was to be cemented also. Accompanying information from the assembly manual shows entire details for application.

The Flint assembly plant for FC's always fought Engineering on cementing the inner flap. I often mention Flint. It's not that I am always picking on them. It's just that St. Louis was 600 miles away and I didn't visit there very often. We little guys did not get very far in enforcing the specification. In fact, one of the resident engineers at Flint usually fought us downtown guys also.



WEATHERSTRIP INSTALLATION PROCEDURE

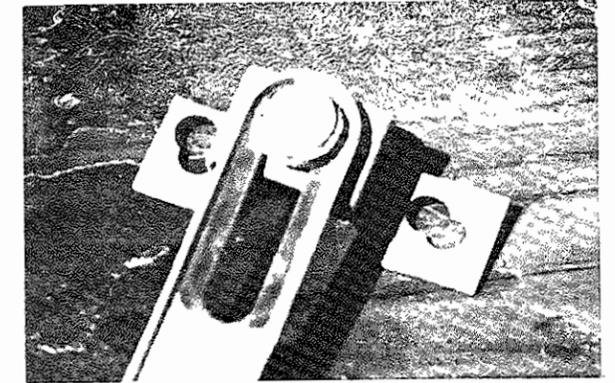
The plant's point was that without the flap being cemented the weatherstrip didn't fall off and it didn't result in water leaks. So why expend labor to cement it? The staff engineer for FC's was a big guy. Tall and big and strong. Behind his back, his men credited him with the origination of the "Olender Door Test". Big Bud Olender would open a door, grab the top rear edge and lift himself off the floor. If the door when released was not sagged more than 1/16 inch, the hinges and structure would probably be fine for durability. Well Bud often met with some of the Quality Control brass to persuade them to adhere to specifications. He would demonstrate that sometimes you could roll out of the seat, catch the flap with your coat shoulder, and fold it under wrong by accident. Generally the QC people would confirm that they wanted to build a quality product, etc, etc. Maybe some were cemented for a while; more were not. I think Bud eventually decided to fight other windmills, but the specification was never changed. Well, there was a modification. The assembly manual was amended to permit the flap cement to be applied later in the process; not at the same time as the outer cement was applied. That should have relieved the messy part of weatherstrip installation.

BINOCULAR, HOURGLASS AND KEYHOLES

The assembly plant does not like to shut down a line during working hours. Man and women standing around with no vehicles going out the back door means no profit. I won't profess to know how it is today, but "back then" it often happened that a part wouldn't fit or the operator couldn't get a bolt through or started. Missing parts or missing operations goofed up downstream work. Maybe a couple problems could be muscled through, but not a steady diet of it. And the assembly line was not supposed to stop. What to do? Well, "back then" the whole inventory of offending parts were sent to a salvage department. The problem may have been an Engineering error, a production source error, or even (Heaven forbid) a problem of the assembly plants own making. Whatever, the plant took the position that if the holes didn't line up, they would punch, drill or ream one into the part that would allow assembly without worry that the line would have to be stopped. So this is where you will find binocular, hourglass or keyholes manufactured. If you have disassembled much an an FC, you have probably found some of these holes. The accompanying photo is a small example of assembly plant rework. You will note evidence that the bolts had been tightened close to holes that appeared to be in the right spot. The other holes appear to be "way off" position. There was no evidence whether the source or the assembly plant put in the "bad" holes.

There was a problem with this rework operation. If a production source had been in error, and later corrected it, the assembly plant could go on with rework for quite

some time without knowing the original problem had been fixed. It usually came to light when the assembly plant billed the source for rework, and the source said "NO WAY!".



There was one rework at the Flint assembly plant that always dismayed me. At the rear quarter panel, way down low at the back, was a 3/8 or 7/16 inch diameter hole that was to line up with an internal bumper bracket. The bumper with its end bracket attached here. Generally Flint brought out their big daddy tapered reamer and enlarged the quarter panel hole to one-inch! Nothing ever fell off or failed due to that, but it was a sloppy way to do things.

By the way, I'm sure you have caught on to binocular and hourglass holes. Key holes were similar, but the added hole was much larger than the original.

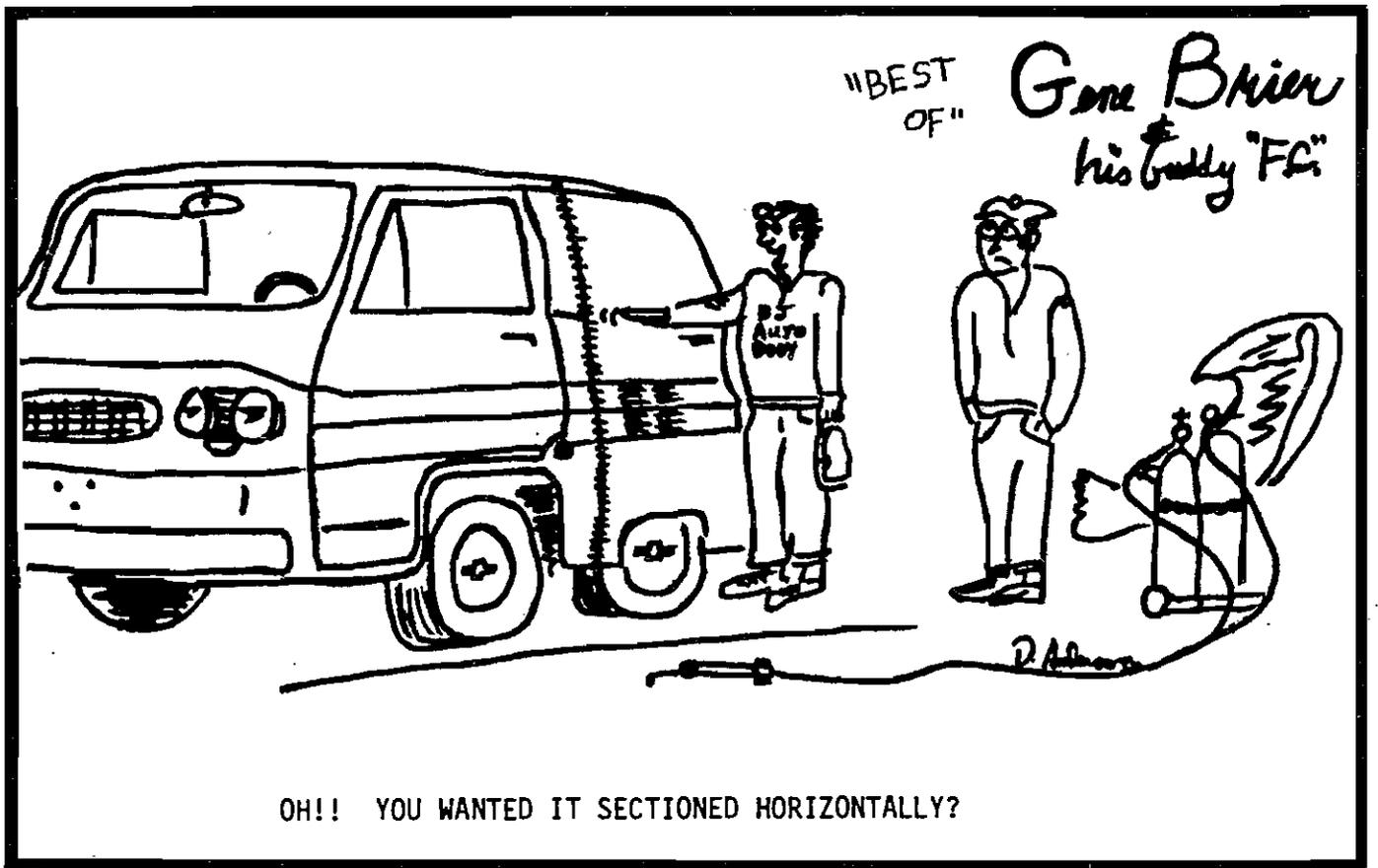
Bob Kirkman

FC Classified Ads

WANTED: 1965 Greenbrier parts in excellent condition: "Greenbrier" side emblems (385-6033), no pits; red and white deluxe interior panels ('64 or '65), no rips; red rubber floor mat over engine, undamaged; outside door handle for side doors (no pits); side door handle mechanism (part that lets the handle flop down when it's worn). Jean Allan, 50 N. Main St., Southport, IN 46227. (317)784-6727 eves and wknds.

FOR SALE: 1964-65 4-speed transmission (2) rebuilt with new synchro rings, needle and ball bearings, counter gear shaft, seal and gaskets. 1961-65 3.89 ratio rear axle (2) rebuilt with new roller bearings, gaskets and seals. Pattern on gears set. Internal splines good. \$250 each plus UPS. Contact for package deal on trans, axle, FC cross-member and inner drive shaft. Bob Kirkman, 1820 Moffat Rd., Leonard, MI 48367

FOR SALE: FC driver's bucket seat frame, springs and adjusters, trim totally shot. \$50. Bucket seat from ???(milk wagon?) Was installed as front passenger seat in Corvan back folds forward - trim totally shot. \$20 shipping extra. Bob Kirkman, 1820 Moffat Rd Leonard, MI 48367.



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

FIRST CLASS



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