



CORVAN ANTICS

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RAMPSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

Illustration: Chevrolet Motor Division



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MEMBERSHIP 335
 NEWSLETTER COPY: Anything to do with FCs (prefer illustrated text)
 NEWSLETTER DEADLINE: First of each ODD month (Jan, Mar, May, etc)
 CHANGE OF ADDRESS: PLEASE send to Caroline Silvey
 DUES, APPLICATION AND RENEWALS: CORVAN ANTICS is published bimonthly
 by CORVANATICS, a chapter of CORSA and CORSA membership is required
 CORVANATICS dues are \$6 (US) a year and should be sent to Caroline
 Silvey. CORSA dues are \$14 (US) and should be sent to:

CORSA, INC Box 2488 Pensacola, FL 32503
 CORVANATICS MERCHANDISE AVAILABLE:
 Window decal \$1 ea; Back issues of CORVAN ANTICS \$1 ea; Jacket
 Patch \$2.15 ea; Club statinery & envelopes \$.05 ea; Complete set of
 back issues 41 All items can be ordered from Caroline Silvey

ON THE COVER: AMERICAN MUSIC BY EMERY CHRISTIANSEN
 Ron Sunday (4th from left) is a member of CORVANATICS and this is a
 promotional picture of his band. To get an American feel for a picture
 so they used Ron's 61 8-door van for this shot. It is also used to
 haul Ron's drums. Ron, his wife and daughter use the van for camping
 during the summer. Ron also owns a '60 coupe and a '64 Spyder convert

FORWARD CONTROLLING WITH THE PRESIDENT

At this moment the sun is out and the grass is turning green. The
 snow is at last all gone and spring is officially here - I thought
 it would never get here.

The winter was a very non-productive time. I started the new year
 by falling on the ice and breaking my arm the first day. Doing every
 thing one handed certainly made me appreciate the great work that
 so many one-handed people do, but it certainly put me behind in all
 my work. I hope to be caught up at least with my Corvanatics work.

We need some tech advisors and a vice president. Don't all of you
 volunteer at once - just a few will do.

A serious FC fault has been brought to our attention by CORSA Tech
 Advisor Dan Brizendine (Circle City Corvairs and Corvanatics). He
 finds that many FC's with manual transmissions have the differential
 pinion shaft splines which engage the transmission output shaft
 spline worn away. Many have failed completely. Usually the different-
 ial splines wear out first. I checked my '63 Corvan and found the

splines worn down until only wafer thin teeth remained. The trans-
 mission output shaft splines were worn halfway through. Inspecting
 many other transaxels that I have stored revealed that all were worn
 heavily but still useable. So, when you have your manual transmission
 out be sure to check these splines. These splines should be lubrica-
 ted at installation. It has been found that Mobil 1 synthetic grease
 reduces spline wear very significantly. Don't let spline failure
 leave your FC trip with a disconnected differential.

Fortunately PG type FC's are not plagued with this malady but they
 do have a problem in the proximity. Their problems are the splines
 between the pinion bore and pinion shaft OD. Many pinions have been
 found loose on the shaft. Locktite Key Lock grade may help extend
 the spline life but a new pinion and shaft are the best bet. It is
 believed that this problem results from rough shifts caused by bad
 vacuum modulators.

I didn't intend to upstage the tech editor with these comments but
 just thought I'd relate a very prevalent problem that many, including
 myself, have encountered.

Tom

CLASSIFIED: *****
 FREE to members; non-members \$/5 line ad. Commerical rates are
 available upon request. Approved furnished 8 1/2 x 11 inserts free.
 SELL: '64 Corvan, very solid body w/1965 110 automatic engine, runs
 excellent but needs a new clutch, transmission is a 4 speed
 \$575 Lloyd Milby, 9292 St Rt 201, Tipp City, OH 45371
 Office 513-845-0747 Home 513-667-8889
 SELL: '63 Red & White Rampside Pickup, 2000 miles on engine overhaul
 new tires, brakes and wheel cylinders, new battery, AM-FM tape
 radio, HD heater motor, converted to alternator, Ziebarted
 inside and out. Tonneau tarp covered, 4 speed, CB radio.
 \$3300 Bob Christensen, 1020 Northfield Dr, Aurora, ILL 60505
 312-898-3321 or 312-898-4462
 SELL: 1967 Corvair 4-door sedan, 110HP, auto with factory air, tint
 ed windows, new muffler, tailpipe (chrome), rebuilt Clark's
 carb, stainless steel inlet valves, undercoating, Viton push-
 rod seals, valve covers, body and interior in mint condition
 The car has 48,000 original miles, \$4,000 John Capra, 232 Edge-
 wood Avenue, Thornwood, NY 10594 914-769-6662 (after 7PM)
 WANT: I am in the need of some good used parts! 5 or any number up
 to 5 of the Chrome or painted hubcaps for a '61 FC. Chrome
 bumper guards for '61 FC. Original type outside rearview mirror
 Good jack and handle, chrome vent shades, rear engine grill,
 The part for a cig.lighter that you pull out to light a cigar-
 ette (mine does not match), day/night mirror, kick plate pieces
 where you step into the truck, chrome pieces that go around
 the headlights, and the part inside the steering column that
 make the turn signal cancel. I also need parts for early model
 car (64) and late (65). Please sent price and any shipping
 costs. Rickey Meals, 104 E. Burk St, Clarksville, Texas 75426

TECH TOPICS by Robert Kirkman

The call has been answered and I am glad to introduce to you in this issue Mr. Bob Marlow as Technical Advisor for EasternUS and Canada. Bob has been associated with many FCs in both business and pleasure and currently has at least one "mint-mint '64 Greenbrier Deluxe that has been in the family since '65". He can serve you best in identifying original equipment (what is stock vs what isn't) but will field any question and find the correct answer. Bob's address is noted below. Contact him as you need or wish (with SASE of course).

At this time, I wish to thank Nico DeJong for pulling all the loose ends together at transition of the Tech editors job. Busy man that he is, he kept sending material through to keep me from sinking right off. Thanks again, Nico.

Tech Topics is a collection of technical questions, answers, tips and opinions. All questions, comments, etc., you have should be sent to a Technical Advisor in your area or with a specialty that matches your needs. Those of general interest will be included in some future issue of Corvan Antics.

Technical Advisors, Location & specialty (more next issue):

Larry Claypool (Central US and Canada) 80th Ave, Lincoln Est., Frankfort, Ill 60243 (815) 469-2936 10 AM to 6 PM except Wed & Sun.

Engine, chassis, Mechanical, and Electrical

Bob Marlow (Eastern US & Canada) 161 Hill St, Midland Park, NJ 07432 (201) 444-1859

Original equipment Identification, FC's in commercial use

Dave Newell, 1481 Hamrick Lane, Hayward, CA 94544

History Consultant, Literature, SASE required for reply

Q: What would be the top three Engine/Differential/Transmission combinations to maximize gas mileage, taking into consideration I'll probably add 200lbs to curb weight with the modifications, and encounter some mountain driving? Currently have 4-speed link age and prefer it.

Bill Wood

Q: I have a rebuilt a van '63 80HP engine. Which is the best trans-axle for all around use and best mileage in my Greenbrier?

Ralph Durbin

A: That's an easy question with an answer that may not be universal. Some owners have had many FCs and an opportunity to compare. Let me edit some comments and thoughts from three of our technical advisors: Larry Claypool, Bob Marlow and myself.

Axle: 3.89 no question that it is best. 3.55 is OK, but a 3.27 from an early '61? NEVER, unless you put in a V-8 engine.

Transmission: No votes for the 3-speed. Bob Marlow says (surprise) Powerglide for dependability. The whole system is solidly durable. The 4-speed is what you really want when the whole system is working and staying together (I,m sure he is referring to the shifter on early models, the roll pin at the transmission yoke, the weak synchronizer on '61-62, the cluster gear bearings, and the clutch and cable ED.) Larry picks the Powerglide for a non-standard engine swap otherwise, its a 4-speed. I pick a 4-speed for performance and recently published instructions to put in the Saginaw '66-'69 4-speed into a FC.

Engine: Of all the original equipment engines we all pick the 95 HP regular fuel engine. The 80 and 110 engines get mixed votes. Fuel may force you to abandon the 110s and go with 80 HP and the 3.89 axle. Larry says the BEST combination is a non-standard application:

140 HP engine
95 HP cam (retarded 4°)
Powerglide transmission
3.89 Axle

Bob Marlow agrees with the 140 engine with 95 cam. Larry says it has good low end torque and keeps its mid-range power. It has good fuel consumption as long as you keep your foot out of the secondaries. Of course, there is the fuel availability problem. One word of caution, he says this setup with a manual transmission does not work nearly as well, placing that combination just above the 80 HP system

Q: I am having trouble finding rear wheel bearings for my Greenbrier Can you help me and others in our local chapter? We found 4 GM bearings locally, but these were the only ones left. Have a source for non-GM bearings that seem OK in every respect, except that they're rigid and therefore - as I understand it - are useless for FCs. Have contacted over a dozen sources without success

John McCullen

A: You're asking for hen's teeth because bearing #7451321 was removed from the service parts catalog in December 1980, and very few are laying around waiting to be found! The rear suspension design of all Corvair FC units requires a bearing that is spherical (self aligning, articulating, flexible type). The reasons for this are eloquently explained and illustrated by Alex Mair (Father of all Corvair FCs) in the SAE serial on pages 21 and 22 of the May/June 1981 Corvan Antics. Bob Kirkman, Larry Thomas and Tom Silvey have been trying hard to find substitute bearings of the proper specs. Tom reported to the membership, during the CORSA convention in Denver, that he was in the process of exploring a number of rather promising alternatives, but there was nothing new to report in March. Meanwhile we appreciate your efforts to try and locate GM bearings or correct will-fits. If you succeed, PLEASE let Larry Thomas (our parts finder) know, so he may help see to it that - instead of being hoarded by profiteers - the bearings will wind up in the hands of those who really need them.

Nico DeJong

A2: Bearing #7451321 is the service part number, the one you could in years past order from your GM dealer. The New Departure Hyatt number AD11154z-16 was used as their in-house number for O.E. bearing, and used AD11154z-17 as the in-house number for the O.E. bearing plus the puller ring. Therefore if you locate any genuine New Departure Hyatt bearings with any of these three designations you have found the right and good stuff.

Bob Kirkman

Q: Here's more info on FC interior door handles and window cranks from Dave Newell.

A: Re. FC door handles, Interior: Any 1960-1966 Chevrolet or GMC truck or 1964-1967 Chevrolet Van or GMC Handi-Van should be the same; the 95 handles are not peculiar to that line only. Exterior You should find that '64-'67 Chevy Van and GMC Handi-Van are the same, or that they will serve as close replacements. Some of those are hollowed-out on the back of the casting (the same as 95 replacement handles in recent years, as supplied by GM.

Dave Newell

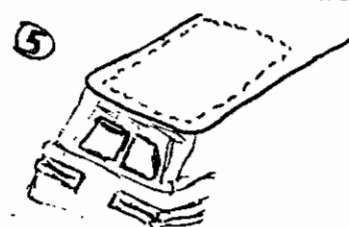
The following article was taken from an APRIL FOOLS edition of the "NEGATIVE CAMBER" (Cincinnati's newsletter) when I was the editor.

A WEAKENED PROJECT

1. Find one early model 4-door
2. Cut roof and glass areas from car, throw rest away (see below)
3. Find one rust free Corvair Corvan.
4. Give up on #3 and settle for one in good condition.
5. Carefully cut a hole in rear of Corvan roof (see below)
6. Buy 27 tubes of "Crazy Glue"
7. Glue car top to roof of Corvan
8. Go to hospital to have fingers separated
9. Alternative to #8 is wear mittens for the rest of your life
10. Paint silver and black with red and blue stripes

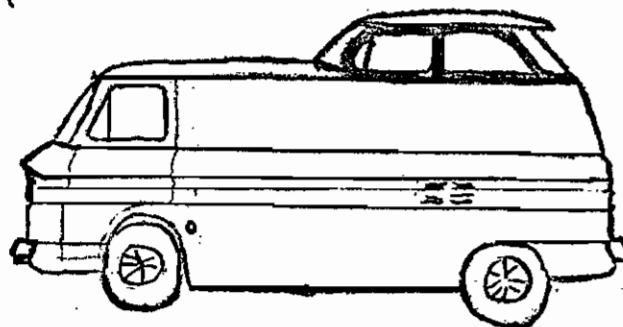


cut on dotted line



cut on dotted line

The finished product



*The Corvair 95
Semi-Cruiser*

TM
78

CORVANATIC PARTS FINDER:

This article is our own "parts finder" Larry Thomas. Larry is one of the first people I met when I first bought a Corvair and attended some of the first meetings of the Corvair Club of Cincinnati. He has been a tremendous help to me and I thought the rest of the club should know more about him. Larry has been a teacher and guidance counselor for the last 21 years. His wife Charlene is also a teacher, and with their two children (one of each) and a garage full of parts live northeast of Cincinnati. Larry has been driving Corvairs since 1970. Still drives one as an everyday car (prefers a '66 Corsa) presently a 66 Monza 95hp/PG/Air/HD suspension (a real Combat car).

Larry loves swap meets... and parts. He was one of the prime movers in getting the Cincinnati Club to hold a Winter Swap Meet each Jan. Larry buys parts because they're "neat". He bought parts for 7 or 8 years before he sold any. He had to sell some of his parts because



he was running out of space in his 26x40 garage. He usually wouldn't sell anything until he had at least 3. As you see Larry is a collector of literature (when some people collect they collect). The other picture is Larry (right) with Mike Demeter (center) and John Sweet selling parts at the National (one of their favorite pastimes).

Some of Larry's favorite parts are: wood steering wheels, Telescopic columns, wire and mag caps and his favorite Corvairs: 66 Corsa and

a 64/65 95 deLuxe. Larry currently (at the time of this printing) owns the following Vairs: '66 Corsa, conv, restored, modified engine and suspension, FM, gas heater, HD suspension, telescopic without a wood wheel, quick steering, black vinyl top and matching interior; '66 Corsa, coupe, Factory air, FM multiplex, Quick steering, HD suspension, telescopic with wood wheel; '67 Monza sedan; '66 Monza, factory air, PG, 95hp; '64 Greenbrier DeLuxe, 4-sp; and '61 Loadside with 140hp. He also has quite a collection of parts and knows where even more are located.

Right now Larry is involved along with several other in trying to find a supply of rear wheel bearings for 95's. Well that is just a short piece on our very own "Parts Finder" and if you have a need why just drop him a note and maybe he can help you find that needed part or maybe he can help find a buyer for some of your extra parts.

Dave Anderson

Gene Brier
&
his buddy "FC"



HAPPINESS IS FINDING A CASE OF NEW REAR
WHEEL BEARING FOR FCs ...AT A GARAGE SALE!

CORVAN ANTICS
423 DAVID LANE
MASON, OHIO 45040

FIRST CLASS

