



CORVAN ANTICS

VOLUME 11

NUMBER 6

NOV & DEC 1983



RAMPSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

ILLUSTRATION BY CHEVROLET MOTOR DIVISION



CORVANATICS in the mountains.

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MEMBERSHIP -300
 Newsletter copy: Anything to do with FCs (prefer text with pictures)
 Newsletter deadline: First of each Odd numbered month
 Change of address: Please send to Caroline Silvey.
 Dues, applications and renewals: CORVAN ANTICS is published bimonthly
 by CORVANATICS, a chapter of CORSA and CORSA membership is required
 CORVANANTICS dues are \$6 (US) per year and should sent to Caroline
 Silvey.
 CORVANATICS merchandise available: Window decals \$1 ea; Back issues of
 CORVAN ANTICS \$1 ea; Complete set of 51: Jacket patch \$2.15 ea; Club
 stationery & envelopes \$.05 ea; and all items can be ordered from
 Caroline Silvey.

ON THE COVER:

This is the Delbert Wulf family in the Grand Tetons. They drove from Iowa to Yellowstone National Park; Coeur De Lene, Idaho; Bremerton, Washington; Crater Lake, Oregon; Modisto, California; Tiajauna, Mexico; Yuma, Arizona; Phoenix, Arizona; Albuquerque, New Mexico; Denver, Colorado and home to Maquoketa, Iowa. They were gone for 39 days and drove 6530 total miles and used 319 gallons of gas at 20.37 MPG. They drove a 1963 Greenbrier pulling a small Nimrod tent trailer.

The van has a Spyder dash, 4 speed, 140 with 110 heads and a Dale Distributer with no problems except a blown tire. They changed the oil 3 times and added 3 quarts in between changes. It was 110 degrees in Yuma and Phoenix but with a sun roof they were able to stand the heat. Del, Bev, Amy and Jay Wulf made the trip.

For those of you who pay attention to those things we made a mistake on the cover last issue and put Volume 11 Number 4 when we should have had Volume 11 Number 5. Sorry for those of you who use those numbers to catalog your issues.

Dave Anderson

FORWARD CONTROLLING WITH THE PRESIDENT:

It is interesting how apparent membership activity varies with the seasons as indicated by the apparent lack of questions and other correspondence in the FC mailbox in the fall. Bob Kirkman sees the same trend in his mail also. However, by the second week in December the mailbox starts filling up again.

Some of the flood of mail no doubt was generated by the recently mailed Technical Index and Roster - we have had many requests for back issues of the newsletter by members who want the technical articles. This proves the value of the index. Nico DeJong, Terk Terkelson and Jack McCullen, the technical index committee, all deserve a big thanks for a job well done. Many hours were spent on compiling the index and the roster, getting them printed, stuffed, addressed, stamped and mailed. All of this time and travel was donated by the committee and the secretary/treasurer. Of course, I got to help get it all together for mailing. The printing and mailing cost several hundred dollars but we didn't have to charge you any extra for it, this is a membership benefit. If you have not received your index or roster by January 1, 1984 please let us know and we will send them to you. Additional index copies will cost \$1.50.

We have advertised the CORVANATICS binders to go with the index in many past issues. However, deliveries are so far behind that your money will be returned to you soon. I suggest that you use the CORSA box like binders. They are not as durable as the ones that we had hoped to get but I find them quite satisfactory.

What have I been doing? I've been rebuilding transmissions and differentials for other people and Caroline and I have saved one Rampside and one Corvan from going to the crusher.

Caroline and I wish you a MERRY CHRISTMAS and a HAPPY NEW YEAR!

Tom Silvey

TRAVEL HELPERS:

Douglas Hanson
 6410 Brinton
 Fork, Maryland
 21051
 1-301-592-6885

Albert J Reidel
 1320 West 39th Street
 Erie, Pennsylvania
 16509
 1-814-866-7640
 (Complete service & parts
 for all years & models)

PICTURE CREDITS:

The following two pages of pictures were taken at the National by Kyle Gipson of Billings, Montana. We don't have any identification though of who they are so lets hear from the owners or their friends and we will identify them later. Thanks for the pictures, Kyle!!



FROM THE EDITOR'S GLOVEBOX:

HELP FOUND !!! One of the nicest notes I've gotten in a long time came from Arizona the other day from Ken Krol. He said that he would like to give the editor's job a shot. I know that alot of you were going to volunteer but had not gotten around to it yet. I am sorry but Ken has beaten you all out for the editors job. I know that I will be giving Ken all the help that I can and hope that you will too. As a matter of fact I hope that any of you who had been thinking about sending something in should do so now so that he will have a choice of what to print and have a nice backlog to work from. I would like to thank all of you who have sent me copy to work from and in the past 4 years and it has been fun. I know that you will be as generous to Ken as you were with me . Thanks again.

*****NEW EDITOR *****NEW EDITOR *****
Ken Krol
6701 N. 30th Dr.
Phoenix, AZ 85017

*****NEW EDITOR *****NEW EDITOR *****

Dave Anderson

CLASSIFIED *****

FREE to members; non-members \$3/5 line as. Commerical reates are available upon request. Approved, furnished 8 1/2 x 11 inserts free.

SELL: Van top rack - think it is original - good shape - pitted - chrome will have to be stripped and redone \$100.00
Set of 4 Corsa hub caps - fair shape \$50.00 Robert Witchey,
445 Glen Oaks Drive, Apt 3-C, Muskegon, Michigan 49442
1-616-777-3890

SELL: '64 Greenbrier delux, 3 seats, 102 HP car engine, automatic, recently replaced: Michelin radials, brakes, battery, shocks, fuel pump. Runs very well, additional parts included : 110 HP car engine and all parts required to convert 'Brier back to 4 speed. \$1500 or BO Chuck Latty, 33129 W. Chicago, Lavonia, Michigan 48150 313-421-7897

SELL: New black carpet (Clark's) for 1960-64 Corvair coupe. \$55.00
Charlie West, 429 Edinburgh Drive, Fayetteville, NC 28303
919-864-2439

WANT: FC ramp or replacement skin in good condition for '62 Rampside. Sam Schneider, 2902 Hancock St., Lot #49, Bellevue, Nebraska 68005 402-292-8807

WANT: Second design FC gear shift lever, GM #3834006. Blue dash pad for a 1965-66 Corvair; would like to trade excellent black pad but will consider purchase. Charles West, 429 Edinburgh Drive, Fayetteville, NC 28303 919-864-2439

TECH TOPICS:

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 need. Those of general interest will be included in some future issues of CORVAN ANTICS.

Technical Advisors, Locations and Specialty (more next issue)

Gary Segal & Julius Berky (Eastern US and Canada)
4644 York Rd, Baltimore, MD 21212
Preventive Maintenance and Gas Heaters

Wally Brenneman (Central US and Canada)
Rte #1, Kalona, IA 52247
Mechanical plus Body

Dean Hansen (Western US and Canada)
9825 Oso Ave, Chatsworth, CA 91311
Powertrain, Chassis, Electrical and Air Conditioning

REAR AXLE POSITRACTION

GREAT. Yeah, couldn't do it without it. Yeah, almost like four wheel drive. Yeah, looking for one for my Greenbrier.

We probably hear all those things and more about positraction axles, but just how healthy and muscular is it???

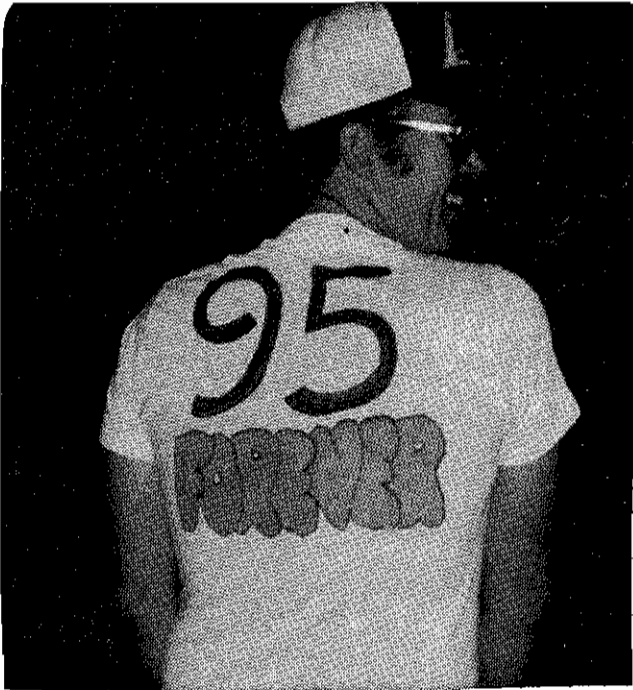
Early in FC production, I got a call from the St. Louis plant saying that Positraction units were no good; they were not working. I flew to St. Louis to observe their demonstration and it went like this. A Greenbrier was parked with one rear wheel on a free turning floor rollers. Opposite wheel was on dry concrete. A man stood in front of the vehicle with his hands pushing on the body on the front lump. The driver could not move the vechile off the rollers. If the vehicle was unstrained (the man stepped aside), then the vehicle could be driven off the rollers. So, what did we have???

I learned that engineering's performance goal was that the vehicle would climb over a "2x4" if one rear wheel was on "glare ice". The official engineering specification was that the unit would generate a minimum of 50 foot pounds to turn one axle shaft with the other axle shaft grounded, and the differential case free to rotate (differential and case assembly #3813553). What this results in to us is that with one wheel on "glare ice", the other axle shaft will produce a minimum of 50 foot pounds of torque.

Now, a tire static loaded radius (dimension from axle center to ground) for the FC is about 12 inches, or one foot. Therefore, a Positraction axle performing to minimum specifications would generate approximately 50 pounds of thrust; a value that one man could resist reasonably easily. That sounds quite anemic for performance, but the Positraction does get the job done. There would be many testimonials to that fact. Many times you just don't need more than 50 foot pounds of thrust to get you going!

SO.....

Positraction rear axle. Great. Yeah!!



THE STAFF OF
CORVAN ANTICS
HOPE THAT THE
NEW YEAR WILL
BE FULL OF
HAPPINESS AND
BE ONE THAT YOU
WILL WANT TO
REMEMBER FOREVER.

D Anderson

**CORVAN ANTICS
425 DAVID LANE
MASON, OHIO 45040**

FIRST CLASS

