



CORVAN ANTICS

VOLUME 15

NUMBER 1

JAN & FEB 1987



RAMPSIDE/LOADSIDE

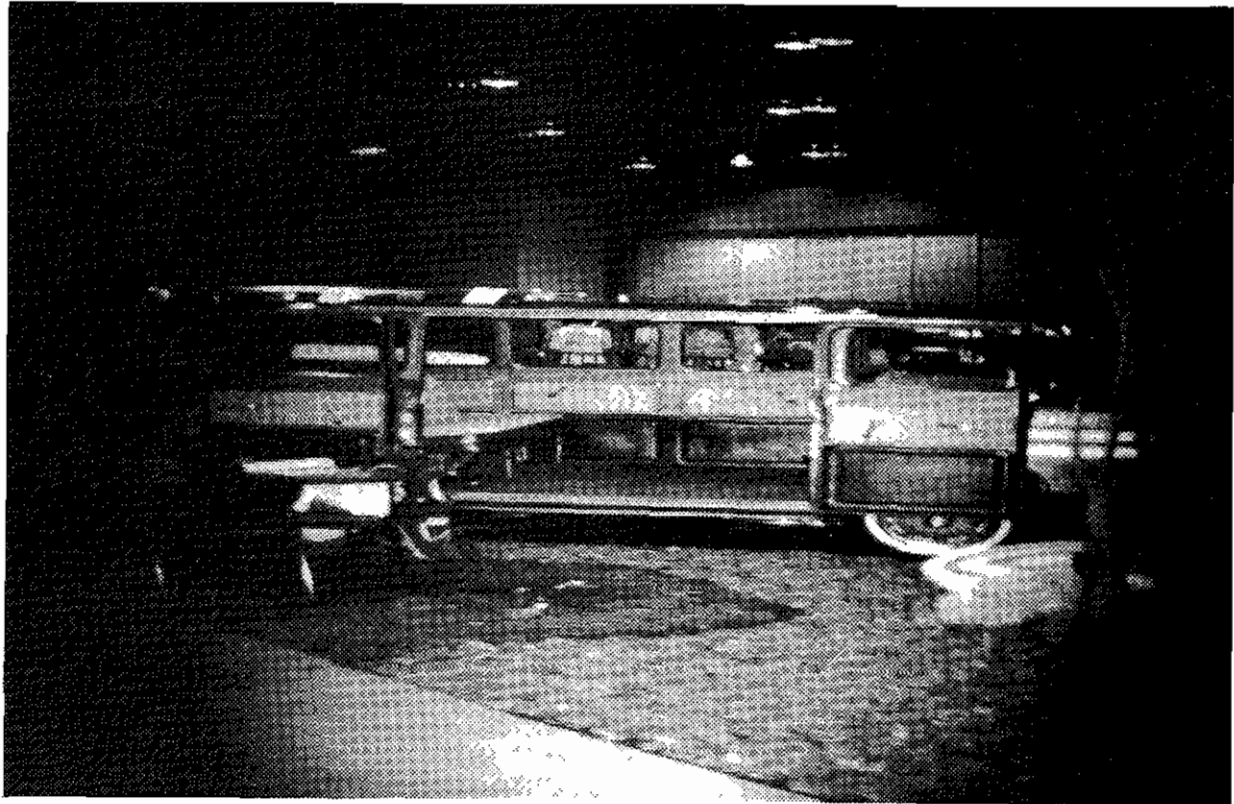


GREENBRIER SPORTSWAGON



CORVAN

Illustration: Chevrolet Motor Division



DIRECT FROM THE COBWEBS OF YOUR MIND
WE PRESENT "GREENBRIER DREAM"

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.

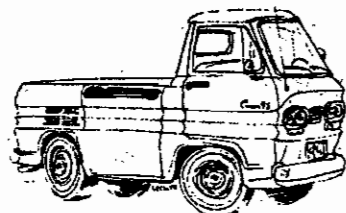
Membership in CORVANATICS is open to any CORSA member with an interest in Forward Control Corvairs. Annual dues are \$6 (US) and should be sent to Caroline Silvey.

Changes of address should be sent to Caroline Silvey as soon as possible.

FOUNDER	Ken Wilhite	3025 N. Meridan #503	Indianapolis, IN 46208
PRESIDENT	Tom Silvey	Box 68	McCordsville, IN 46055
VICE-PREZ	Ed Gridley	Box 158	Franklin, IN 46131
SECT/TRES	Caroline Silvey	Box 68	McCordsville, IN 46055
BOARD OF DIRECTORS:			
EAST	Robert Marlow	161 Hill St.	Midland Park, NJ 07432
CENTRAL	Mike Demeter	7108 Ravenwood Dr.	West Chester, OH 45069
WEST	Jim Craig	7731 Peacock Dr.	San Diego, CA 92123
AT LARGE	Ed Gridley	Box 158	Franklin, IN 46131
AT LARGE	Cecil Miller	2034 Storm Canyon Rd.	Winston-Salem NC 27106
HISTORIAN	Dave Newell	PO Box 588	Orinda, CA 94563
EDITOR	Ken Krol	17433 N. 16th Ln.	Phoenix, AZ 85023
TECH ED.	Robert Kirkman	1820 Moffat Dr.	Leonard, MI 48038
HUMOR ED.	Dave Anderson	423 David Ln.	Mason, OH 45040

On The Cover

Much has been written in these pages about the great cargo capacity, people capacity, load carrying ability and even a few words have issued forth on the subject of shorter FC's. Well, if you've ever wished for even more of this cherished space, even dreamed of bigger, more capacious FC's, well, check out the example on this issue's cover... For you technoid types that are wondering "how the..." let me tell you! An anamorphic projection lense, when screwed onto a 35mm camera lense makes for some interesting effects!!!



In This Issue

Our Tech Editor, Bob Kirkman, let's us in on his here-to-fore undisclosed BODY BUILDING METHODS, Prez Tom Silvey reports in from right here in Phoenix (well, OK, Mesa), FC/TV and Lee Richardson admits he was "Raised on Corvairs".



Flash

Forward Controlling With The President



It is so hard to get a pen to fit my hand and get started writing after my hands have gripped a steering wheel for so many days lately. On Christmas day Vice president Ed Gridley, wife Betty, Caroline and I started for Mesa, Arizona in our motor homes.

We towed the same '67 Monza that we towed out here last year. So far its been towed approximately six thousand miles without much difficulty. Fortunately most of the towing has been done in relatively cool weather. After towing about 2,000 miles the Powerglide oil does change to a darker color, indicating that the temperature is running higher than normal. There are some reasons for this.

First, the Powerglide oil is normally cooled by the fan on the torque converter when the engine is running. This is necessary because there is almost no air flow over the oil pan. What air flow there is over the oil pan is many times moving forward, not backward. In addition, the towing vehicle is pumping hot air from its engine cooling system right out in the path of the towed Corvair. All of this leaves the Corvair Powerglide with not much of a way to reject its heat.

Secondly, where does all this heat get generated? Without the torque converter turning it probably is not full of oil since most of the oil above the center line drains back to the case. This in turn raises the oil level in the gear case where it can be churned by the gears, clutches and drum thus generating heat which, if not rejected to some cooling medium, causes the oil temperature to rise. In addition to this heat source the rear pump is pumping oil throughout the oil system for lubrication. This oil flow is at maximum pressure regulator valve setting pressure since there is no manifold vacuum to the vacuum modulator to reduce the oil pressure to match engine load. Thus the modulator thinks the engine is at full throttle. All of this pumping and churning of oil and rotating parts being lubricated generate heat that must be dissipated or the oil temperature will rise.

The FC's, except for a few early 1961 models, have an oil cooler mounted in the left side air intake passage near the battery. So in reality the FC Powerglide is better for towing than the car Powerglide. Ultravans also used this Corvair Powerglide transmission oil cooler.

Larry Claypool indicated in a tech tip that towing a Corvair with a Powerglide could overheat the oil. He's certainly right and I believe I won't tow mine in warm weather. Some people have towed their Corvairs with the engine running at idle just to keep the oil cool.

Now don't get all upset with fear about overheating your Powerglide Corvair by towing it. Harry Moore (now deceased) of Anderson, Indiana towed his Powerglide Corvair 20,000 miles with no special precautions and no apparent harm. We all know that hot oil doesn't lubricate as well as cool oil (within reasonable limits). So it appears that towing your PG Corvair will probable take some miles off the PG life, but won't kill it instantly either.

I believe that if the oil level could be kept low enough that the gears did not churn the oil there would probably be no problems. I hope to do

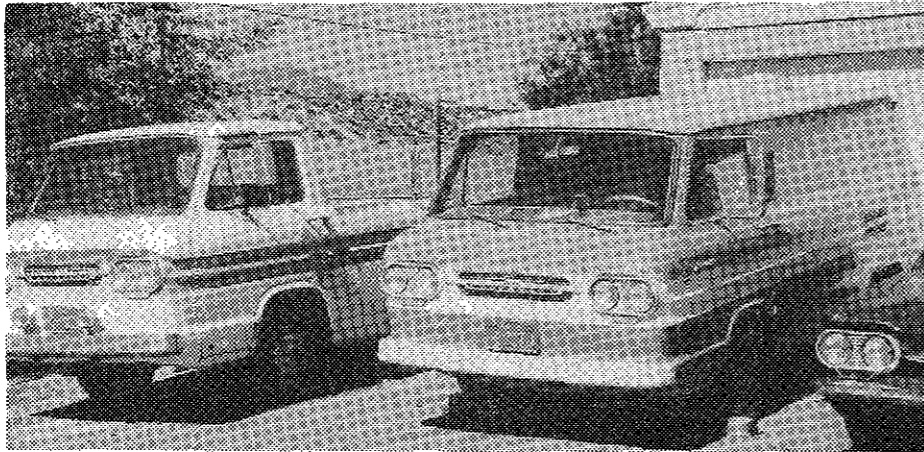
RAISED ON CORVAIRS

The first time I saw a Corvair was when my Dad brought home a 1961 Lake-wood for the family to inspect. We were to decide if we were going to buy it. As a joke my Dad opened the trunk and proclaimed that the engine was missing! For some reason we didn't buy it.

Later on we bought a '61 Deluxe Greenbrier. It was the family car. We went from our home in California to New Hampshire and back in it one summer, and to Victoria, British Columbia, Canada and back another summer. It also served as a crew and gear hauler for the local Boy Scout Troop. Several times when it was loaded down we would all have to jump out and push it up the steep hills, due to not enough horsepower for the Power-glide.

Then my dad bought an old 1960 4-door. The body was in pretty bad shape. So instead of trying to fix it up Dad decided to let my brothers and I learn to drive it in our 2½ acre back yard. That's where I learned to drive and shift gears. The old buggy ran good! (Caught fire once due to a leaky fuel pump). After about a year or so it was towed to the junk yard.

Also while I was growing up my Dad bought a 1963 Spyder Convertible with a blown Turbo. A friend of his helped him overhaul the engine. That was the first time I had ever seen an engine of any kind apart. You could say that the Corvair engine is what basically got me interested in my profession of today. (Mechanic) When he put the engine back together they Rochesterized it instead of replacing the Turbocharger. My Dad also had a '65 Corsa with a Turbo for a short time. My oldest brother bought a '62 Coupe for a car to run around in. It now or was in parts at our local junior college being dissected by the auto shop classes.



When I was a junior in high school I saw a 1961 Corvan sitting in the back of a used car lot. I inquired about it and it was for sale, so with some money borrowed from good old mom and dad it was mine! It only ran on five cylinders due to a broken valve guide - with a new guide installed I was in business. I put in carpet and panelling, AM/FM 8-track and a CB radio. I repainted it, and with some parts from a wrecked GTO it had electric windows.

My wife and I met in my senior year of high school, so the Corvan was my wheels for school and dates! I taught my wife how to drive in the old Corvan - with a few ground gears and a run stop sign she did pretty well.

The following winter, after I graduated from high school, my wife (girl friend at the time) and her family moved from California to Pueblo, Colorado. That next summer I decided to go spend the summer with her and her family, so the Corvan was loaded and off I went! When I got about 50 miles from home I started to hear a metal-to-metal scraping sound. The fan bearing was coming loose from the crankcase cover, causing the fan

to come up and rub the shroud. About every 100 miles I had to stop and push the fan back down. (I was determined to get there!) I did get to Colorado two days later, then I had my Dad send me another cover off a spare engine I had. By the way, while I was there we got engaged!

One the way back to California, I got as far as Grand Junction when the throttle cable end broke at the engine. With a few calls on my CB and a tow from a friendly CB'er I made it to a campground and spent the night. In the morning I found a garage with a welder and off I went after re-pairing the cable... Later in Utah I was losing power and discovered no gap in the points, so with an eyeball adjustment I was off again. The next day, when I got to Barstow, California, I had just gotten off the freeway to get some lunch, I suddenly lost power and the engine was making a loud banging noise. Since I was only about 100 miles from home I called home and my brother rented a tow bar and we towed it. After tearing it down we found the Corvan had swallowed a valve seat...

After a year of letters and phone bills, my wife and I were finally married here in California and the Corvan became the family car - our only car. Almost ten years later our family has expanded. Besides our 3 children we also have 3 Corvairs: we still have the Corvan, of course! Also a '61 Rampside and a '63 Spyder-less convertible. (110 HP engine - soon to have a turbo and engine.)

Our three children have already been exposed to Corvairs at an early age like I was. Who knows? Maybe they will be interested in them and want them to be a part of their lives like their father...

Lee Richardson
Palmdale, CA

FC Classified Ads

1961 Rampside, good condition. New paint in 1985, tires have very little mileage on them. Asking \$2200. Call (215)323-2229 or write: Bill Krause, 695 North Hanover St., Pottstown, PA 19464

(PREZ - con'd from page 3)

some experimentation to determine towed PG oil temperature and desired oil levels. Perhaps someone has already done this. If so, let us know so we can publish the results.

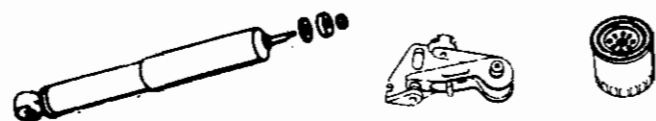
After the 2,000 mile trip the Monza would hardly run. I was puzzled and set out to determine the trouble. Remembering that when choking the engine manually, if the engine speed increases then the engine is probably running too lean. If it slows down it is either satisfactory or running rich. This test proved the engine to be running very lean. A little searching revealed that the hardened air balance tube hoses had broken - probably on some of the rough roads we had encountered.

Sometime I think there is never an end to repairing a Corvair to keep it running. But after having to adjust the timing, clean the plugs, replace the alternator voltage regulator, replace the fuel tank selector valve, fuel hoses and vacuum hoses on our relatively new (6,000 mile) Chevrolet 454, I think the old Monza with 130,000 miles on it is pretty dependable after all.

You may get tired of hearing about our Corvair car experiences. However the problems experienced do apply to the FC. Also, our FC's are safely tucked away in the garage for the winter.

Tom Silvey

Tech Topics



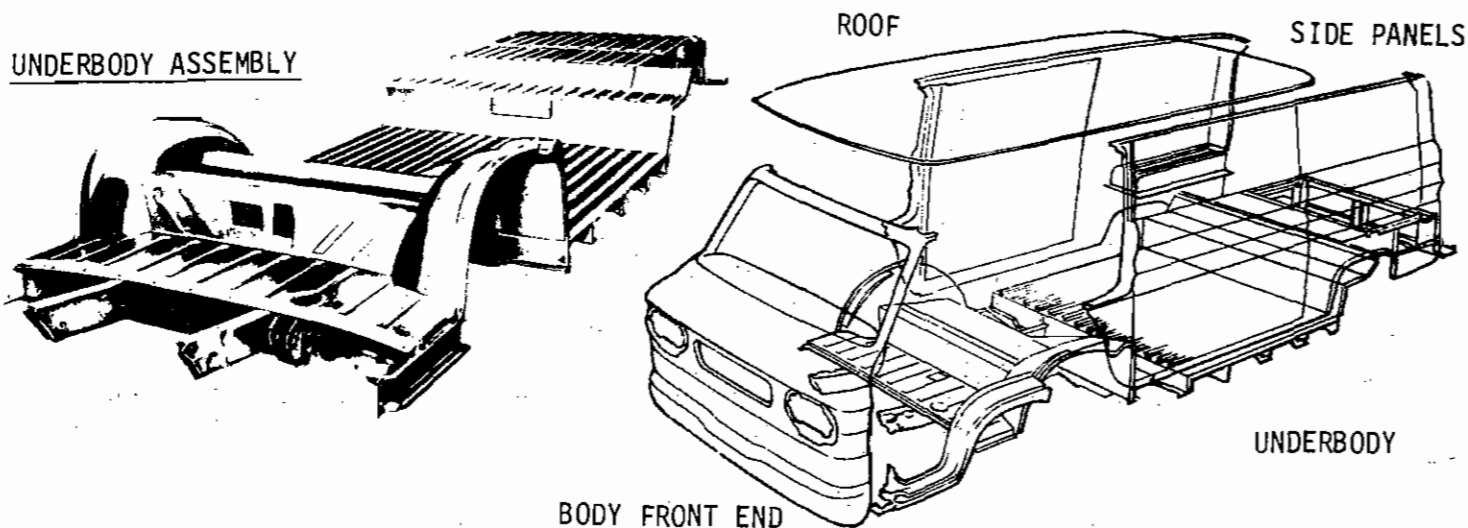
Return with me to those thrilling days of yesteryear when out of the past (1961) came SAE Papers by Alex Mair about the FC Body (reprinted in CORVAN ANTICS in 1976 and 1977).

As stated in his presentation, the body was essentially made of 5 big chunks:

- Underbody
- Front end panel
- Roof
- 2 body side panels

The assembly plants (Flint and St. Louis) built the underbody, which was essentially a fully fixtured and welded assembly. The roof, front end and body side panels were made in Indianapolis, Indiana and shipped to the assembly plants. The final build of the body was pretty much one of bolting all the pieces together to make the box. Yes, bolting. Body sides bolted to the underbody. Front panel bolted to the underbody. Roof bolted to the body sides and to the front panel. Open the side doors and look up. All those bolts are holding the body ride and roof together. If you took out all the side windows and looked up, you would find more bolts. Lift up the front floor mat to expose a whole row of bolts across at the front of the flat portion. Take out the inside panel at the top of the windshield to find another row of bolts. Crawl underneath to find more bolts at the cross sills. Arc welds were used at ends of the big sections, and the front rocker panels were extensively spot welded. It's a fairly rigid finished body, but I bet you were surprised that it was not a fully welded unit.

MAJOR BODY SUB-ASSEMBLIES



Now, more surprises (I assume). The underbody built by the assembly plants had tape applied to some areas, and it was painted. Just the underbody. The big chunks (front end, roof, body side panels) were shipped from Indianapolis already prime painted on the outside, and finish painted on the inside. Yes, Fawn, red, turquoise, etc. These parts also had been masked at weld places. The roof had the insulating/trim pads already in-

stalled. The side cargo doors were already hung in place on the body side panels to save shipping space. To the best of my recollection these were removed at the assembly plant and later re-installed. I could be mistaken. The big chunks were bolted in place and welded where necessary. The outside was wiped clean, opening masks installed, weld spots touched up as necessary and the exterior was painted and sent through the bake ovens. No dip tanks. No interior paint booths.

There are many details that I have not recorded, mostly because the memory grey cells have been on stand-by for too long. However I think you can see a build process that may not be at all like you expected.

Bob Kirkman

FC/TV

Do you like to reminisce about the good, ole' days when your FC was new? Check out the re-runs of the television series of those by-gone days - "Route 66" with Martin Milner and George Maharris.

When it comes to vehicles, most thought of that series runs to "Tod and Buzz" tooling down the road in their shiny new Corvette. But shiny new Corvair vans are frequently seen if you pay attention to some of the background shots. One Greenbrier van has been seen several times in different episodes and probably belonged to someone in the production crew.

But the "record" episode is the one with Peter Lorre, Lon Chaney, Jr. and Boris Karloff. Two Greenbriers appear in the same scene with some nice close-up shots of one. They were pictured as being used as airport limos at the O'Hare Hotel in Chicago.

Later, in the same story, a delivery of a coffin is made to the hotel. And not only was the delivery made in a brand new and shiny Corvan - but an 8-door no less! I jumped up, grabbing for my wallet, but remembered it was only television before I could make an offer.

William W. Dalrymple
Hyattsville, MD

From The Editor's Glovebox



Well, it looks like I'm going for the record... With this year I begin my 4th year as Editor of our fair publication. For our newer members, our previous Editor, Dave Anderson, held down the fort for the four years before I took over. Now Dave supplies us with the "Gene 'Brier" cartoons that grace our back cover. I don't think any other CORSA Chapter has their own cartoonist. (By the way Dave - this is our last one - please send us some more!!!)

This year's CORSA National in Chicago will be here before we know it. I'm planning on driving to Chicago for the Convention in my "baby", my '63 Monza Convertible, assuming of course I finish its total restoration in the next several months. Let's all try to work toward another outstanding CA Annual Meeting. As in the Convention itself, this will require some advance planning and a lot of work from a few members or a little bit of work from alot of members. Needless to say, we would prefer the latter... If you will be attending the Convention and our annual meeting and have any ideas for activities, please contact any of your officers or or your director. I would like to see CORVANATICS again sponsor a trophy or two for FC participation in Concours, Autocross or other events. Keep on FC'ing!

Gene Buck
his buddy "FC"



He's always late.
I'll bet his ancestors
came over on the
"JUNEFLOWER".

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

FIRST CLASS



CORVANATICS

THE FORWARD CONTROL CORVAIR PEOPLE