



# CORVAN ANTICS

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RAMPSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

Illustrations: 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

A scene from the 1988 CORSA National Convention in Asheville, North, Carolina. An outstanding example of a fully custom FC Corvair, Lem Redick's highly modified pickup proves both functional AND beautiful! Just look closely at this shot taken at the Swap Meet and count how many changes - obvious and subtle - that make this truck what it is.

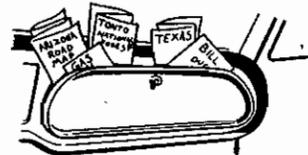
## In This Issue

Convention coverage!!! Tom Silvey covers FC participation and the Corvanatics annual meeting, our great centerfold of FC Convention photos courtesy of Betty Gridley and Caroline Silvey, our "staff" photographers, a "327" in an FC? and Bob Kirkman explores more tech stuff for your enjoyment.

## From The Editor's Glovebox

Just a few quick words. Why is this issue so late, you ask??? A couple reasons, really. 1. The annual Summer material slump. 2. Since we didn't have enough material to publish we decided to wait a little longer and give you late breaking Convention coverage. Hope it was worth the wait.

More quick words... We need material - please get those articles in, quick! We have had a very poor response to the important FC survey. Please sit down now if you haven't filled it out yet and get it in. **WE NEED YOUR INPUT!**



# Forward Controlling With The President



We just returned from the National Convention in Asheville, North Carolina. It was a good convention. No convention is so perfect that it satisfies everyone. We have attended thirteen consecutive conventions and have learned not to expect them to be up to the advertizing promoting them. We just take them the way we find them and have fun wherever we go.

CORSA North Carolina deserves a word of praise and thanks for a good convention.

We will try to report as much as we can but when trying to enjoy the convention, sell and buy parts and especially talk to so many people it is hard to take good notes and correctly identify photographs.

There were no doubt more FC's at this convention than at any other we have attended. The high number of especially good Rampside pickups was quite surprising. While many came from the rust-free Southeast there were some excellent ones from the rust belt.

Some of the excellent FC's we saw are shown elsewhere in this issue.

We had a good CORVANATICS Meeting. After a short discussion of old and new business we had a general discussion and question and answer session with answers provided by Larry Claypool. Larry Claypool, as most of you know, is one of the most knowledgeable FC and Corvairs persons in CORSA. His ability to answer questions in a very concise, easily understandable and pleasant way makes him a pleasure to listen to.

My discussion on aluminum oil pans and my attempt to prove that they are little better, if any, than the standard part may have irritated a few people (one person stalked out of the meeting shaking his head). If I offended anybody I am sorry. Hopefully I'll have time to run some more tests to prove my point. If I do I will publish the information. If you know any pertinent information on the subject or want a discussion, call me or write.

We had a display of FC models and FC sales literature. Several people brought their models for display. Member John McCardle of Indianapolis had a beautiful plastic Rampside model. John's displayed collection of FC literature was available for all of us to leaf through and enjoy. His collection of FC literature is one of the largest in existence. "Thank You" John for the excellent display!

As indicated in our meeting, our plans for a CORVANATICS Membership Roster to be available at the National Convention were thwarted by CORSA. At last year's convention member and Eastern Director Ward Bourgondien suggested that CORSA could put an asterisk by each CORVANATICS member's name in the new CORSA Directory and there would be no need to carry two rosters when traveling. Before we left the convention we thought everything was on track and we were to forward the Club directory to Ward, which we did.

When Caroline and her assistant Betty Gridley checked out their newly-purchased CORSA Dir-

ectory they found no mention of CORVANATICS. Don Waddell, CORSA ex-president, standing by asked what the problem was. When told the problem he informed them that CORSA couldn't do what we wanted because it would not be fair to the other chapters. What a miserable excuse! What other chapter would even need what we asked for except the Ultravans Group and Lakewood-Monza Group? Placing the blame on whoever is responsible for the decision is pointless since the deed is done. However, it would have been good to know our request had been turned down so we could have started earlier on our own roster. (Where was all that "Service to CORSA members" that is promised each year at the business meeting?) So we're working on a CORVANATICS Membership Roster which will be out soon.

The new Roster is a very good one. It gives the names of all CORSA members in each town in each state or province with area code, telephone numbers and members address. An alphabetical listing is also included. This CORSA Roster is definitely worth the five dollar cost for travelers and parts hunters.

Don't forget the CORVANATICS Drive-In at Frankenmuth, Michigan on October 14th thru 16th. Be sure and let Sneaky Pete Koehler know if you'll attend.

I just resealed a Corvair engine using the Felpro silicone "O" rings mentioned in the July Communique (Page 15) by Bob Kirkman. I was surprised to find them in stock at the Indianapolis Felpro Distributor. I found them to be quite satisfactory, especially since they were the same hardness as the Viton rings (about 70 Durometer). They should last longer than the Viton rings in hard working engines in such vehicles as FC's and Ultravans.

Unfortunately, if you buy just the pushrod tube seals they come in packages of ten at 37¢ each. The distributor is supposed to call the factory and try to get them to package them twelve to a package. I think you will like them, especially since they are readily available.

Tom Silvey

### FINANCIAL STATEMENT

June 30, 1987 to June 30, 1988

Balance as of June 30, 1987 \$2794.27

RECEIPTS: Cash on hand, dues, decals, patches, stationary, newsletters, paint index, tech index & misc.....\$2228.84 \$5023.11

DISBURSEMENTS:  
Newsletters..... 772.58  
Stamps..... 561.00  
Typewriter..... 293.97  
Misc & Supplies..... 290.75  
\$1918.30

Balance as of June 30, 1988 \$3104.81

Caroline Silvey  
Sect/Treas, CA

1988 CORSA National Convention



## GREENBRIER DELUXE AND A 327

No, this is not an article on a 327 cubic inch V-8 modification. But it is an article about life with a 3.27:1 rear axle in a Greenbrier.

I have a 1964 Greenbrier Deluxe with all 3 seats in it. I do not do a lot of hauling, nor have I done any towing with it. But I have had the thing full of people and I have had some cargo in it, also.

The reason for the 3.27 axle? Well, I am not a glutton for punishment, but when I was putting together my Greenbrier, I just didn't have anything else around at the time to use. I had several trucks to use as donors but the two that had stick shifts already had 3.27 axles in them from cars. I had a good 3.27 axle sitting out and thought that it might provide good gas mileage when cruising the highways. So in went the 3.27 and thus life with it.

Well nearly 2,000 miles later I am ready to take it out and put a new-found 3.55 axle back in there. (The one that was in it when I had bought the van was trash.) I have a four-speed in the van and it is the one that came with it, so it is nothing special like like the four-speed that came with the early trucks in 1961. Check out a 4.27:1 first gear ratio compared to a 3.65:1. The third gear in the transmission as-is will run out to about 65MPH at about 5000 RPM.

Life has been unkind to the truck in the highway department. Sure, the 95HP engine does pretty good around town, but don't try to drag race anyone. Don't even think you'll have the best acceleration in the world either. I know that a Corvair truck is probably not the best for a 1/4 mile run, but the 3.27 does leave something to be desired.

I have been out on the road with it and it will cruise at 85 to 90 MPH. But that poor engine back there does have to work a lot in order to do it. I have full gauges that I installed and have never had the thing overheat, but keeping your foot buried in the carpet is not what I like to have to do to keep up with traffic. Around town it seems I really have to work the engine harder than with other trucks with the 3.55 or the 3.89. Gas mileage you might ask? Well I get about 17 to 20 MPG in town and on some short highway trips about 23.3 MPG. That was with four adults and a lot of luggage, and at 80 MPH more or less.

Now it might have been better to use a 110HP or even a 140HP engine in the truck, but I still believe that in fourth gear it would take a lot to keep the thing running at highway speeds. I opted for the 95HP because of the poor gas we get now-a-days, and I have had 95's in cars and they are proving to me to be very tough and long-lived engines.

So if you are rebuilding that daily beater and all you can find to put in it is a 3.27:1, hold out, find yourself a 3.55 or a 3.89. I would not recommend the 3.27 even if you had the early '61 truck transmission. Fourth gear will get you down!

Donald Richmond, Sr.

## FC Classified Ads

1963 Corvan, rust-free, 4-speed, overhauled 110HP van engine. Greenbrier side doors with windows. New silver paint with black belt. On cover CORVAN ANTICS in January. \$1,000. Delbert Wulf, Route 1, Box A-144, Chelan, WA 98816. (509)687-3644

\*\*\*\*\*

WANT: 8-door Greenbrier, manual transmission, good body. Can handle mechanical improvements. Kermit Robinson, 2334 South Live Oak Drive, Moncks Corner, SC 29461. (803)761-6061.

\*\*\*\*\*

For sale: Rear quarter window w/s for the Greenbrier. Used, but naturally soft. No chemicals, treatments, coatings, etc. No checks, cracks, splits, paint or sealers. What price do you ask for a rare item? I will say \$100 plus shipping for the pair. Satisfaction guaranteed. One pair only. Bob Kirkman, 1820 Moffat Rd., Leonard, MI, 48038.

\*\*\*\*\*

Road-Tested FC parts, too good to scrap, too big to keep: Front bench seats, one recovered in black synthetic cloth, \$75, 3 well-worn originals, \$10 each. Engines, one 1961 80HP FC, one 1962 80HP FC, \$50 each. Glass, every Greenbrier window except windshield, any piece \$5. Bob Marlow, 161 Hill St., Midland Park, NJ 07432. (201) 444-1859.

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## CORVANATICS DRIVE-IN 1988

Come to the Drive-In! This year CORVANATICS will revive the annual driving event called the "Drive-In". In years past there have been several of these events and the turnout was good.

The date for this event will be October 14th through October 16th. It will be held in conjunction with a Fall Color Tour to Frankenmuth, Michigan, hosted by the Detroit Area Corvair Club. You should plan on arriving in Detroit area Friday evening, the 14th. Our host hotel for Friday is the Dillon Inn in Farmington Hills, Michigan. The Dillon is located just off I-696 at the Orchard Lake Road exit. Rates have been quoted as \$42 for a single or double. There is limited parking for RV's on site.

If you need more information, or want to reserve a spot at our dinner table on Saturday evening write me a note or give me a call. The address is:

Pete Koehler  
27446 Beacon Square  
Farmington Hills, MI 48018

or call: (313)478-0906 after 6:00 PM EDT.  
(313)293-1587 Clark Hartzel

Thanks. See you on the 14th!

Pete Koehler

## Tech Topics



### CONVERSION TO BUCKET SEATS

Wesley Goecker has provided a very interesting description and photos of his conversion to bucket seats. He had many objectives and constraints, the most interesting of which were to accomplish bucket seat installation without drilling any holes in the FC body, and no welding of anything. He met his objectives using a sub-platform and Chevette buckets. Wesley's detailed description goes beyond space available in CORVAN ANTICS, so we have included photos for a general idea. Anyone interested can drop Editor Ken Krol a note and receive a copy of the complete write-up. Head room is always a consideration for those that "sit tall".

Now, what do you do with the front bench seat that you took out? Well, Wesley has another article and photos of converting that seat into a rear seat. A copy of that may also be obtained from the Editor.

### FRONT DOOR SEAL "REMOVED FROM SERVICE"

DACC's member Don Arner's 1961 Rampside has a weatherstrip on the door that goes across the top, and down the front and rear sides to the general area of the belt line. Since it seems unique among DACC area vehicles, Don wanted to know whether it had been production, aftermarket, or an engineer's doodling.

I contacted historian Dave Newell and he shot back this Assembly Manual page for the 1961 model showing the seal #3-3778499 removed from the page in November 1960. Also enclosed is the following note taken from the 1962 Truck Engineering Features book.



Fig. 10-52a—Door Outer Weatherstrip Installation

FRONT DOOR SEAL. The closed-cell sponge rubber seal cemented to the upper half of the front door frame of conventional line models is eliminated as a result of tests which indicate adequate door sealing is provided with the remaining door opening seal.

### ENGINE COMPARTMENT FLOOR PANEL FASTENERS

I recall maybe three types of fasteners for the floor panel. Give me some feedback after you read this, but I believe one was a big hex headed sheet metal screw.

Bud Olender was the Chevrolet Staff Engineer for trucks and for the FC body. He was a big

man (and had a similar temper) and was the author of the unofficial "Olender door test". If he could open a door, grab the top rear edge and lift himself off the floor and, when released, the door had sagged no more than 1/16 inch, then the door, hinges and pillars were OK for structure. Well, one day Bud got really up-tight about the floor panel screws. He probably owned two or three of every tool, but he must have been caught without tools one day when he wanted to see the engine. Maybe one of the other bigshots bent his ear. Anyway he was fuming about those screws. I can see him now telling how something easier to use was necessary. He reached into his pocket, pulled out some coins and said something to the effect that if the owner only had a quarter in his hand, he should be able to get at his engine. After the engineer had heard several hours of that and been subjected to numerous demonstrations with a variety of audiences, he got with the fastener engineers and the screw with the steroid-affect-ed Phillips cross recess was developed. I'm not sure many of us could really tighten and release the cover with a quarter, but Bud had the strength and hands to bend the quarter if necessary.

### FC IDLER ARM SUBSTITUTION

Ken Hand of DACC says, "There have been a couple of fixes for idler arms for the FC. I will relate my fix. I looked at several idler arms and found the late '60's early '70's Corvette idler arm to be about the closest in overall size, with an exception that it is bent the wrong way."

Ken goes on to state that with a press and support blocks he could cold-bend the forging to be ala FC. He has 3000 miles on the substitute arm now. If you have interest, call or write Ken at 6426 Harriet, Pontiac, Mich 48054 or phone (313)666-9736. (Remember that you can have your original idler, as well as boomerang rebuilt. See past issues of CORVAN ANTICS. ed.)

### SLOPPY SHIFTING FIX

To a large extent, sloppy shifting is due to wear on the shift tube coupler and the shift pin that attaches to the transmission shaft. A shift pin is fairly painless to buy new. The coupler costs enough to make you want to find a way to fix the worn, oversize holes. You can weld up the holes and redrill, but that leaves the metal soft and subject to faster wear again. Consider buying a hardened, split roll-pin at your auto store with which to make a hardened bushing for the coupler. A roll-pin size a smidge over 3/8 inch OD has an ID that is quite a good fit for the new shift pin. Use a good (also sharp) 3/8 inch drill bit to enlarge the worn coupler holes. Hammer or press the roll pin clear through both sides of the coupler. Then visit your friend that has a cut-off wheel or a high speed 4 or 5 inch grinder to grind away all of the roll-pin between the two legs of the coupler. Grind away enough on the outside of the coupler legs so that the shift pin cotter pin can be installed. You now have a shift coupler with hardened bushings.

Bob Kirkman

**GENE BRIAR**  
**AND HIS BUDDY F.C.**

*IN: NIGHTMARES IN BROAD DAYLIGHT*

Like man, I thought this was going to be a cool job workin' at this Chevy place, but haulin' all these old Corvair parts to the scraper is a bum trip, 'specially in this old heap. Yesterday new engines and junk, t'day all these goofy boxes of new rear axle bearings. Must be a couple thou' back there!



IDEA BY: FRED JOHNSON

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