



CORVAN ANTICS

VOLUME 18

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MARCH & APRIL 1990



RAMPSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



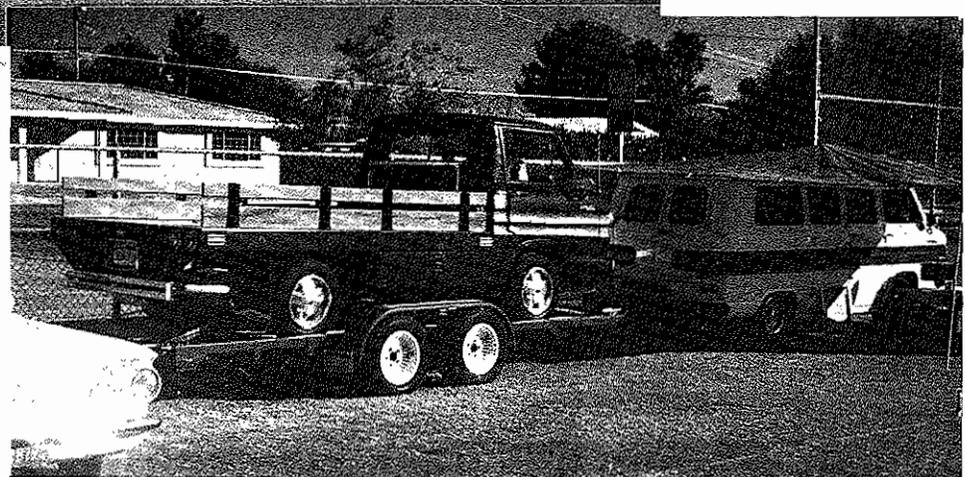
CORVAN

ILLUSTRATIONS BY CHEVROLET MOTOR DIVISION



CALIFORNIA
CUSTOM
FLAT-BED

FC
TRIPLE
DELIGHT!



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.

PLEASE SEND YOUR DUES AND CHANGES OF ADDRESS TO CAROLINE SILVEY AS SOON AS POSSIBLE. ADDRESS LISTED BELOW. SENDING TO ANY OTHER ADDRESS WILL SLOW DOWN YOUR RENEWAL AND POSSIBLY CAUSE YOU TO MISS AN ISSUE!!!

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On The Cover

Owned by Hanako "Digger" Nishimoto of Dinuba, California (who, you will notice, is listed this month as a new member!) this FC Triple Delight made its appearance at Palm Springs last November. There was the very well-done flatbed conversion that was SANITARY. The white Greenbrier tow vehicle was clean as a whistle and was their home base for the Palm Springs weekend. But that's only a double delight, you say...Well it took a while to notice, but the TRAILER is Corvaire powered! It is driven by a remote control box that can be hand held at the front of the trailer or plugged in up at the Greenbrier. I would say that trailer qualifies as a Corvaire forward control - bet he doesn't have any trouble making it up those long hills! FC Triple Delight!

In This Issue

In this extra-size issue you will find: the latest from our Prez, members in the media, aftermarket steering wheel info, Greenbrier goes to Germany, Drive-In info, How Not To Get Ready For A Convention (from DACC "Aircooler"), The Van Advances?, more High Tech from Dan Brizendine and some more great Tech Topics from Bob Kirkman. Beware and oh-no - the unknown cartoonist is back!

What's up for the next issue? That's up to you. We need your articles, photos, tech tips or anything relating to FC's. Let's hear from YOU.

Forward Controlling With The President



CORVANATICS TECH GUIDE

The CORSA TECH GUIDE by Claypool and Wispell has been extremely popular and the San Diego Corvaire Club "Vair Tips" have been very useful as well. I guess it is inevitable that CORVANATICS come up with their own Tech Guide. I have talked to Bob Kirkman about this and he has agreed to help.

I don't see much point in having tips on rebuilding carbs, engines, differentials, etc as all that is covered in shop manuals and the above mentioned guides.

I do see a need for items pertaining strictly to FC vehicles and their unique parts as they are usually ignored by most other "car" tech tips.

I plan on going through all the current tech tips I can find and sorting out those that pertain to FC vehicles. I will ask for all the help I can get in coming up with interesting and useful tips for this guide. Members are urged to write about your experiences with FC's. Your way of doing a repair might save the rest of us some time and aggravation!

Please send your tech tips to Ken Krol so he can put them in CORVAN ANTICS first and then I'll compile them into the CORVANATICS TECH GUIDE.

CORSA CHAPTER REPORT

Did you notice the report on page 7 of the December 1989 Communique? Not only is CORVANATICS the largest chapter in CORSA, but

we also have the most CORSA members of any chapter. Not bad for a club with no board meetings, no monthly meetings and few events!

I think this report is a tribute to our newsletter editor, Ken Krol, as he is the "glue" that sticks us together with his fine paper CORVAN ANTICS. Stand up and take a bow, Ken!

On page 9 of the same issue is a story on a '64 'Brier; inside front cover a '64 'Brier in a mall show; inside back cover a story on a '62 'Brier Boy Scout wagon and none of these people are CORVANATICS members according to my roster! If any of you recognize these people or see FC's in shows, tell them about us!

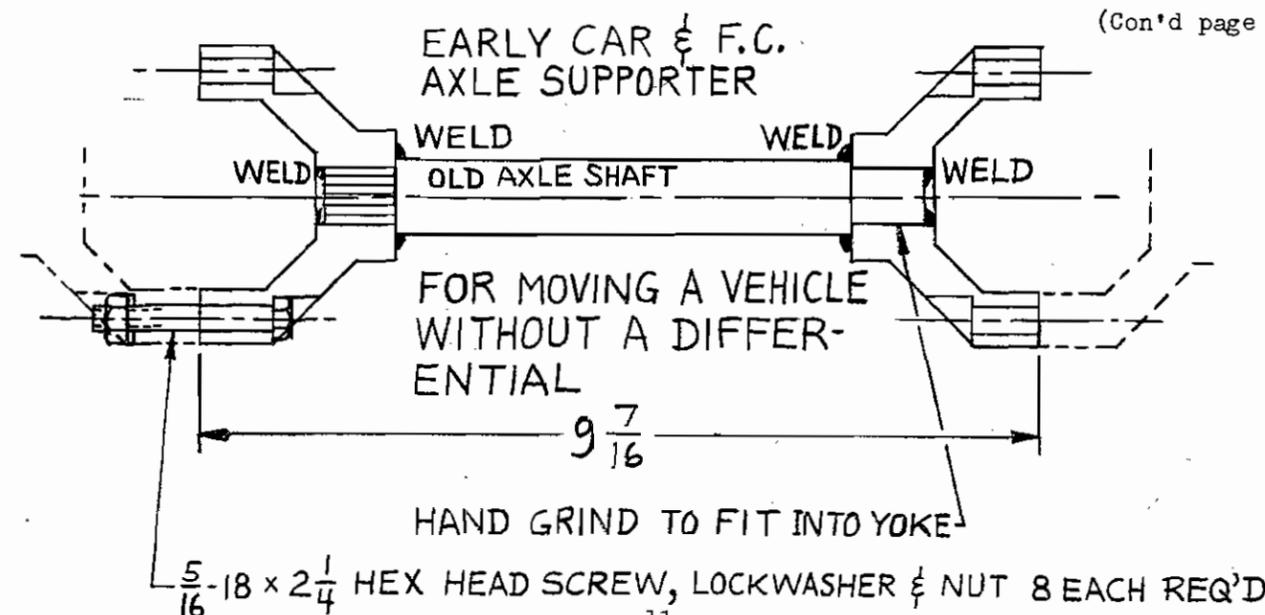
OH, NO! ANOTHER FREE CORVAIR!

My friend, and CORVANATICS VP, Pete Koehler is always coming up with the "Deal of the Century" on select used cars. One night he called and said "I just got a free early Spyder coupe. All we have to do is tow it away!"

So, we go to look at it and the car's only redeeming feature is mag wheels with radial tires. It seems the owner removed the entire powertrain about a decade ago; pushed the car into the backyard, took a break to get married and have three kids! The car was trying to return to the Earth from whence it came.

It was obvious this car wasn't worth taking, but Pete persisted and we talked about

(Con'd page 12)



An Erroneous Report

I became aware in December 1989 of an article penned by someone after attending the CORVANATICS session at the 1979 National Convention in Detroit. I have no idea how much distribution it received at the time. Someone else recently picked up that article, at least in part, and it was run by Corvair Houston in their Nov/Dec 1989 newsletter. The article was headed "95's Are Not Corvairs". That article contained many errors; untruths. Unfortunately three other CORSA Chapters that I know of have subsequently reproduced the entire page of Houston's newsletter, propagating errors/untruths. If CORVANATICS members have seen the "95's Are Not Corvairs" article via membership in another chapter, please consider it erroneous; a perhaps humorous blend of fact and fiction. As Chevrolet engineer assigned to the FC project, I've been able to report in CORVAN ANTICS many facts and insights into the FC. I trust you believe me.

Bob Kirkman

(PREZ - Con'd)

building a dummy drivetrain to support the floppy axles. I told Pete we should donate the car to the Michigan National Guard. They could airlift it out of the guy's yard with a helicopter and fly it up to Camp Grayling and use it as a target for artillery practice!

The more I tried to be funny, the more determined Pete was to take the car. The or-

Members in the Media

FROM CLARK'S HOME-TOWN NEWSPAPER



Clark Hartzel poses with one of four Corvairs he owns.

iginal powertrain had disappeared into somebody's dune buggy so I told Pete I would make an axle support and we'd pick up the car the next night.

We needed to measure the distance between the axle yokes so I used an ancient measuring device - a stick! I broke off a piece and ground it to length on the driveway until it fit just right between the flanges.

I went home and dug into the axle and U-joint pile until I found two loose axle yokes and a scrap axle I had destroyed in one of my dune buggies by trying for the world's altitude record jumping off the side of a sand dune. It isn't the fall that hurts it's the sudden stop at the bottom!

I cut the axle with my 14 inch cutoff saw to the approximate length shown on the sketch. A little hand grinding reduced the O.D. to slip into one yoke while tapping the other end, spline and all, into the other yoke. After fitting the overall length to the dimension shown, I arc-welded the three pieces together.

After spending an hour looking for eight bolts the same length, I finally went to the hardware store and bought eight 5/16-18 by 2 1/4 inches hex head screws with nuts and lockwashers.

The next night Pete and I met at the car and oiled the axle support between the two car axles, pumped up the tires, and Pete towed the car about 60 miles up to a friend's farm for storage. The car eventually ended up back down at Ken Hand's place and he gave me the spacer back. Come to think of it, what happened to the mag wheels and radials, Pete?

FROM "OLD CARS WEEKLY"

Rampsides and Loadside

I had to write after opening a friend's *Standard Catalog of American Light Duty Trucks*. I'm the proud owner of the Corvair pickup truck pictured on page 73. The picture was taken at the 1979 national convention of the Corvair Society of America, where I won the senior division with the truck. However, in the book, it's listed as a '62 Rampside, when in fact it's a '61 Loadside, with no ramp, but a level load floor of dark green wood. *Old Cars Weekly* did an article on my truck in September 1979, which was correct. I still own it, along with several others, and I'm a past president of "Corvanatics," the Corvair National Truck Club. — Ed Gridley, Franklin, Iowa.

Aftermarket Replacement Steering Wheels

A common malady in the Forward Controls is the cracking that occurs in the steering wheel hub area. My first FC, a '62 Rampside, had this problem. It's not fatal, but it is unattractive. It can be repaired with epoxy, sanding and paint. My second '62 Rampside was another matter altogether. Not only was the wheel cracked but it looked like Ralph Nader's dog had used it for a "chew-toy". No amount of epoxy would ever make that wheel look good again!

Since I had replaced the steering wheels on several of my cars with aftermarket wheels, I chose the same route with my Rampside. There are numerous styles available. Most large automotive supply houses have manufacturer's catalogs from which you can select a wheel. The best prices that I could find were from J. C. Whitney of Chicago. Check their catalog for styles and prices.

When selecting a replacement wheel, keep two things in mind. The smaller diameter wheels will require greater steering effort. I would recommend that you select a wheel that is 13 1/2 inches or larger in diameter. The second thing to consider is the amount of dish in the wheel. The standard FC wheel is about one inch. Too much dish will make the wheel look out of proportion. I would recommend no more than 2 1/4 inches. This still leaves you with at least seven options just from J.C. Whitney.

My preference was for the 16 3/4 inch heavy duty wheel. It's a four-spoke stainless steel wheel with a black cushion rim. It has a one inch dish.

Now to the installation. The instructions are simple and easy to follow. Park the FC with the wheels in a centered position. Disconnect the horn lead from under the dash. Remove the steering wheel with the appropriate puller. While the interior of the area is exposed, there are several things you can do that will improve the finished product.

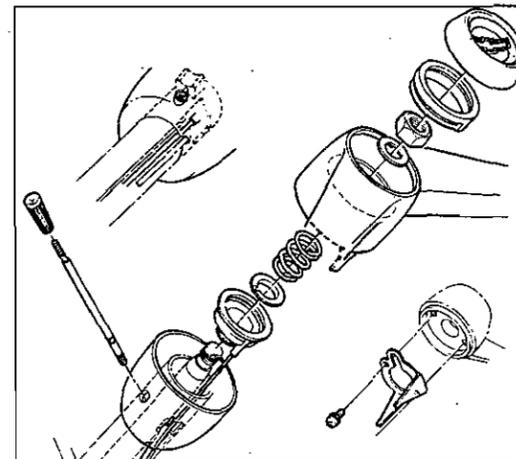


Fig. 4-39—Exploded View of Steering Wheel

Remove the steering wheel post cowl cover (mast jacket turn signal housing). Each installation kit includes a turn signal housing. The mast jacket and housing should be sanded, primed and painted to compliment the interior color scheme. Clean the old lubricant from the various wear points and apply fresh lubricant. Burnish the electrical contacts for the horn. The turn signal lever can be either cleaned and polished or replaced with a new lever. Reassemble the pieces and install the steering wheel per the instructions. Test fit the turn signal lever to steering wheel clearance. The lever can be bent if necessary to obtain the desired clearance. (This is tricky to get the bend in the right position on levers that thread into the directional signal. tech.ed) Be sure to remove the lever from the directional signal to make any bends. The pot metal or plastic is easily broken. Connect the horn lead. Toot the horn and take it for a spin.

Most of the steering wheels offered by J.C. Whitney come with a decorative horn button. The large heavy duty wheel that I selected only comes with a chrome horn button. It's functional but rather plain. One of the steering wheels that I installed on my cars was a Mustang GT replacement wheel. The horn button supplied with this wheel was an attractive, sculptured chrome button. The little horse picture is easily removed and replaced with one of several stick-on Chevy bowtie emblems available. Another option is to modify a Corvair horn button or hubcap insert to fit into the horn button. The Mustang GT horn button is available separately directly from the manufacturer, Grant Accessories, Glendale, California. I purchased several in 1989 for \$7.50 each plus shipping.

A.J. ROLLIN
Philadelphia Corvair
Association

(ed. note: Since very few catalogs actually list FC's, even though they obviously have hub kits that will work, how about a Grant part number our members could just ask for?)

Eastern Division Drive-In

Sunday, June 24th is the date - the Eastern Division Drive-In will be the place to be for East Coast FC enthusiasts! The meet will be held in conjunction with the NJACE All-Corvair Show & Swap Meet. There will be special CORVANATICS awards. Bob Marlow will have details in the next issue. Be there!

Greenbrier Goes to Germany

With well over 250,000 miles on the original 102 HP engine, CORVANATICS member Harry Bennett's Greenbrier is beginning an adventure in Europe. Harry's son drove the 'Brier from its home in Phoenix, Arizona to his military assignment in Alabama. Now, loaded with a supply of spare parts, it's on the way to Germany to surprise a few BMWs on the Autobahn! Stay tuned for details.

How Not to Get Ready for a Convention

This tale starts way back in April, 1989; Helen, Georgia. On the way back from Helen our van started burning an exhaust valve and about mid-Ohio turned into a full-fledged miss. This posed no real problem because the rest of the way home is mostly flat land. We got home with no real big problem and in the next couple weeks I check out the engine and find #3 cylinder low on compression. I remove the head and have the valves ground on that head. The cylinders are looked at and #3 has a little oil in the cylinder, but not bad. So everything is reassembled and the engine runs pretty good. I drive the van through May and half of June when we load up the "toy" and start for Milan Dragway. We make it as far as Flynn's and all the time the van is losing power. Bryce Flynn helped all Friday night to ready the toy to play with, so we hooked his pickup to the trailer and continued on up to Milan. Unloaded, the van did OK which got me to think, "Gee, what's wrong?" We play the rest of the weekend and go home with Bryce pulling the trailer and the van running OK. Sometime in the next couple weeks I drove the van to work and on the way home I was wondering if I was going to make it. The closer to home I got the worse it ran. When I get home the van is parked until the weekend and it goes in the garage. I get the engine out so I can work on it in the open. I start with the left side head since the right is OK? Sure!

As I pull off the rocker cover the problem starts to show itself. The head is broken!: across the cover gasket area, into the fin area, into the head to the valve guide, down to the pushrod tube holes and down the head through the holes. I pull the other head just to be sure everything is OK on that side. Well, you guessed it - #3 cylinder has lots of oil in the cylinder. So I bite the bullet and spend \$300 on .030 over forged pistons, cylinders and rings from Wall's Corvair. In the mean time I finish tearing down the engine for a couple of reasons: 1. #3 piston didn't have an oil groove ring land left. 2. I didn't like the cam in the engine (#304 with retard key).

With everything cleaned up I start reassembly of the engine; new main bearings, 891 cam with retard key. Then I wait for cylinders to come. Everything has gone fine until about this point, anything that could go wrong did! Three weeks to finish before the convention. Well, guess what? It starts with looking for heads. I want 95 HP heads. Everybody has them, nobody wants them. Do I have a pair off? Nope, I can't find one. I look for a 110 HP head and find one. I clean it up, disassemble both heads to put valve guide liners in. The new old head - everything goes OK. The other head with the fresh valve job and guide breaks while putting the liner in. No problem; I have the tools and guides. I try to remove the guide; it moves $\frac{1}{4}$ inch and stops hard. I end up drilling the guide and removing the shell. The bore is OK so I get another guide and start to install

it. I strike it once and it falls through the hole! So I go out back and dig for another 110 HP head and start over with the guide liners. Are you getting the idea of how things are going?

Anyway, I get valves and seats ground on the heads and wait for cylinders and pistons. They come on Thursday and I open one box and admire the new piston and the new bore of the cylinder and set it back in the package. Saturday morning I open all the boxes and set everything on the bench. I clean all the pistons and cylinders and inspect them as I clean. Wouldn't you know it? The last cylinder has a big rust pit at the top of the cylinder where the top ring stops and starts. On the phone I go, "Send me a cylinder ASAP". This is the weekend of July 8-9. I finish assembling pistons and rods and rings and install five pistons in cylinders, with the sixth piston in the ring compressor just waiting for a cylinder. I get the cylinder 2nd Day UPS. On Tuesday, Wednesday or Thursday I put the piston in the cylinder and assemble piston/cylinder to the engine with new bearings. I set both heads on with top nuts so I can turn the engine over to install rod nuts. Once done I start torquing right head. On the last step #1 cylinder top stud snaps in two pieces. Off comes the head, vice grips and propane; stud won't come out; vice grips and acetylene; stud won't come out. So, with hacksaw, drill and tap and helicoil the stud came out. I put the head back one and torqued in place, adjusted rocker arms and install cover. I turned the engine around and wanted a stick of dynamite! I had forgotten the inner cylinder baffle! How, you ask, does the baffle get installed? The rocker arms, stud nuts and pushrod tubes must be removed - which I do and reassemble again. I go back to the other head and start torquing it. On the second step of torquing a nut pulls the threads out. I try another nut. NO luck; there's not enough threads left after putting the spacers under the cylinders to lower compression. So off comes that head and I replace all the top studs with excellent used ones. I install the head and the rest of the sheetmetal with no problems. The engine attaches to the drivetrain with no problems. But! As I'm raising the engine the automatic transmission dipstick tube catches on the firewall and breaks the pan. You know the old saying, "If it's not one thing it's another". I'm ready for two sticks of dynamite! With all that has happened I don't expect the engine to even run, so I hook everything up and try to start the engine. I am pleasantly surprised that the 2nd cylinder over fired and the engine ran fine. The next hurdle is the broken transmission pan. I go out back and pick one out, clean it and inspect it for holes. Extend it (rust treatment) and paint it and install it. I then fill the transmission with fluid and go for a test drive around the block. When

(Con'd page 15)

The Van Advances?

Member Joe Darinsig, of Pennsylvania, sent in a copy of an article published in Mechanical Engineering, December, 1989 titled "The Van Advances - From Short Truck To Tall Car". The article traces the development of the van from the '50's VW bus all the way up to the GM wedge vans (Silhouette, et al.). The article was full of errors but still interesting reading. Due to its rather long length we will reprint only the part on the Corvair. If any of you would like a photocopy of the whole thing, just drop me a line.

Chevy Van With Corvair Engine

Chevrolet's first van, the 1961 Greenbrier Sports Wagon, used the Corvair's rear-mounted, air-cooled, six-cylinder engine. Thus, of all the early American vans, it was the closest to the VW in concept. Chevrolet introduced a windowless van called the Corvan 95 (95 referred to the 95-inch wheelbase). The rear engine, which enabled three people to sit up front, created a low center of gravity with a cargo floor that was only 13 inches high. Because of the engine's location, the rear portion of the deck was considerably higher than the center

cargo floor, like in the VWs.

The low profile and four-wheel independent suspension system gave the Corvan and Greenbrier good road manners. The 80-horsepower, six-cylinder engine (later increased to 95 and then 110 horsepower) could accelerate the 3000-pound van to 60 mph in slightly less than 30 seconds. Speeds of 70 to 75 mph were possible and 17 mpg was standard gas mileage. Three different transmission options were available: a standard three-speed, an optional four-speed, and powerglide. Pickup versions of the Corvan and Greenbrier were also offered. On the Rampside pickup, the side panel could be used as a ramp for cargo handling.

Some of the major errors are: The Corvair vans were never known as "Chevy Vans", they always were advertised as "Corvair 95 series trucks" or "Corvair Greenbrier". There was not a "Chevy Van" until mid-year 1965. The article, on this subject, states that:

GM was the first to replace its original vans. It introduced the Chevy van to replace the Corvair-based vans, which had proven too expensive to produce competitively. The Chevy Van had a four- or six-cylinder water-cooled engine, but by 1967, a 175-horsepower V-8 was available

MID-1964???

FOUR-CYLINDERS IN A 3200 POUNDS PLUS LOAD VAN??? GIVE ME AN 80HP ANY DAY!

The article also states that the Corvan was introduced "later that year". Of course we know that all models were introduced at the beginning of the 1961 model year. Finally, here is all they had to say about the pickup models:

REMEMBER THE PROMO FILM SHOWING THE COMPETITION'S FRONT-ENGINE P/U MODELS DOING HANDSTANDS UNDER HARD BRAKING? KNEW A FELLOW THAT HAD PURCHASED A DODGE VERSION NEW. TO ATTEMPT TO CORRECT THE PROBLEM, THE FACTORY HAD BOLTED A PIECE OF CONCRETE THE SIZE OF A BACK PORCH STEP UNDER THE BACK OF THE TRUCK! WHERE'S OLD RALPH NADER NOW!

Has the van really advanced? I guess if you consider plastic body panels, computers, sleek body lines and a \$22,000 price tag advances then, yes, they have definitely advanced. Has 30 years of evolution given us a better van? Walking through a Pontiac dealer and looking at a new Transport van those EPA figures looked awfully similar to FC mileage figures. They were plush inside like a Cadillac and probably rode like one; early road tests have not given the new GM offerings very good grades for handling. They also complained of a lack of power with more than two people inside and a constant shifting in and out of overdrive. This was with a V-6 engine rated considerably higher in horsepower and torque than most Corvair engines. A better van? Thin-wall engine blocks that are virtually throwaway, flimsy metal and plastic throughout, a vehicle that is just about impossible to work on and astronomical parts prices. Better? In my opinion: NO! Advanced? Maybe. When I want to take off into the woods for a weekend or bring home 40 sacks of ready-mix and 10 sheets of plywood, I'll take my 26 year old Corvair van anytime!

ed.

"How Not To..." (Con'd)

I get back I'm told there's an oil leak. Now what? I look underneath and you guessed it - I get back I'm told there's an oil leak. Now what? I look underneath and you guessed it - the transmission pan is leaking oil. I remove the pan and braze the hole I inspected for and missed.

The pan was reinstalled and refilled. I started adjusting carbs and the van ran out of gas. I went to my gas can and put a couple gallons in and tried to restart. One carb was flooded; easy fix. The engine did restart and ran very good. So I asked Linda if she wanted to go get gas with me on the maiden run. The gas station is only $\frac{1}{4}$ mile away. Well - $\frac{3}{4}$ mile from home the differential locks up hard going 40-50 MPH. The van slides very nicely. The van will not move by pushing or with the engine forward or reverse; so the van has to get towed home. This was Sunday, July 16. Monday evening I take out the engine and drivetrain and go look for a 3.89 axle. Out of 30 differentials do I have one? NO! I have to settle for a 3.55. I get everything together on Friday, July 21. Friday night and Saturday morning we go about 50 miles to see if there are any problems. At 50 miles I change the oil to get ready for an 800 mile trip to Kansas City. With only 50 miles on the engine and differential we hook our parts trailer with a total weight of 2,000 pounds and off we go to the Fraser Car Show. We enter the van with the trailer in the show. So far everything has worked OK, but the saga continues. I will finish the tale in the next issue.

Ken Hand
Detroit Area
Corvair Club

Thermal Idle Air Bleed

After being parked hot for awhile, Corvairs after are slow to start, die and/or idle slow or are on the verge of dying for several minutes. This is due to accumulated condensed gas and vapor in the manifolds because of engine heat transfer "boiling" the gas in the carbs. This is called "hot soak flooding".

Most carbs for the last 20 years have had a built-in valve with a temperature sensitive bimetal strip that "bows" when hot, opening a valve that lets extra air into the intake manifold after the engine is started. This extra air helps the engine idle better by temporarily leaning the fuel mixture. As the engine runs the excess fuel is cleared away, the engine and carbs cool down, and everything returns to normal. This valve is called a thermal air bleed or hot idle compensator. 1964 and later Corvair carbs had vent valves to help gas vapor escape but they never had hot idle compensators.

I think it was around the late 1950's that many cars had "add-on" versions of this valve installed that screwed into the carb base or intake manifold that can easily be adapted to work on a Corvair. You can find them in junkyards and probably on GM cars. They are a steel block about 1 3/4 inch long with a 1/4" pipe thread hollow stud at one end. The strip and valve is on one side and a screw on the other side that adjust the tension of a coil spring against the strip, making the opening temperature variable.

Mount the valve somewhere on the fan shroud where it can absorb heat well, then plumb it into the PCV hose or balance pipe. Air flow toward the fan will cool the bimetal strip after a few minutes of running and not effect normal idle.

I have installed three of these valves to date. When adjusted properly your engine might idle a little slow for a minute after a hot start, even on the hottest days.

PG 3-Plate High Clutch

Several times I have seen powerglides in FC's with the high gear clutch plates worn out prematurely. I noticed the clutch drum almost has enough room to add a third lined plate, which would increase friction surface 33%. This would be a real advantage in a loaded FC and can be done with only minor modification.

There are three steps to make a third plate fit: 1. Grind off the three ridges on the bottom of the piston about 75% to lower it down to the drum. 2. Grind down the notches around the sides of the drums to allow the first steel plate to set lower and again touch the piston. 3. Have the sungear cover/plate surface ground as needed (probably about .010) to give more plate clearance and a smooth friction surface for the third plate.

When assembled, the clutch pack should have

just enough room for the plates to move freely. Eliminating the excess clearance of most high clutch packs will assure a positive shift.

Dan Brizendine

Roster Updates

PLEASE ADD THE FOLLOWING NEW MEMBERS:

Harry T. Bennett 7019 N. Via De La Campana Scottsdale, AZ 85258 (602)991-6100	John Downer 9134 Cadiz Rd. Cambridge, OH 43725
Keith G. Milligan 8 Fairfield St. Seekonk, Mass. 02771 (508)761-7817	Kenneth J. Drye 2512 South Post Rd. Midwest City, OK 73130 (405)732-6867
Ben Turner 7317 McLaren Ave. West Hills, CA 91307 (818)992-8535	Hanako Nishimoto 671 North Villa Dinuba, CA 93618 (209)591-7535

PLEASE MAKE THE FOLLOWING ADDRESS CHANGES:

Patrick Drewery 4830 E. Charleston #6 Las Vegas, NV 89104-6428	Jeffrey Lee Johnson FM 2818 #163 College Station, TX 77840
Earl Reeves 45340 11th St. W. Lancaster, CA 93534	Thomas O'Leary 10817 Sunset Canyon Dr Bakersfield, CA 93311
Robert F. Kohlmann 8686 N. Linden Beach Rd. Fond du Lac, WI 54935	

FC Classified Ads

WANTED FOR FC: Headlight buckets without rustholes, early model car will fit. Ventshades over top of door windows, deluxe interior panels (any color), boomerang arm for steering, 3.89 transaxle. Russ Burgio, 22 Scheu Pk., Buffalo, NY 14211. (716)881-3523 after 5:00 PM EST.

FOR SALE: Rear seat for 1961-62 Corvan/95 with border with tan/grey stripes, very good condition \$75. Metal engine cover \$25 Joe Darinsig, 1751 Chesley Rd., York, PA 17403-4001.

LOOKING FOR RUST-FREE SHEETMETAL to help do that FC right??? Larry's Corvair Parts has ROWS of FC's just waiting to give your FC that vital transplant. Also many other mechanical, glass, axles, etc. Larry's Corvair Parts, 912 N. 86th Way, Scottsdale, AZ 85257. (602)947-9353.

SAVE THIS 1965 GREENBRIER! One of only 1,528 produced this partial model year - how many are left? Solid, RUST-FREE body but no drive train. Too nice to part out - hurry! Only \$300. Larry Aldrich, 912 N. 86th Way, Scottsdale, AZ 85257. (602)947-9353.

Tech Topics

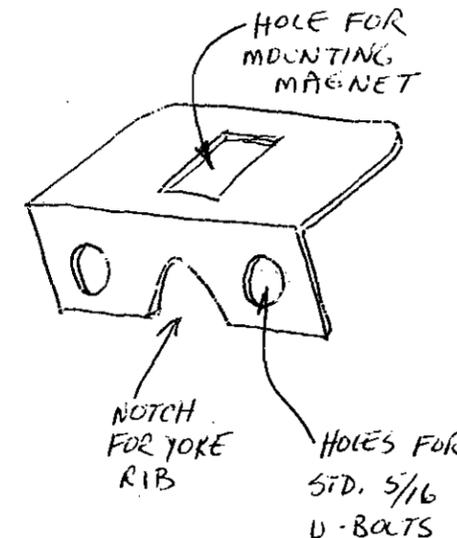


CRUISE CONTROL INSTALLATION IN FC

A number of add-on cruise control units are marketed. The type I purchased works on my Corvair powertrain exactly as you would want a cruise control to perform. Styles vary, but I'm certain any add-on unit will get its speed signal via magnetic pick-up. Installation of the control, the "black box" and the actuator are all straight forward in the instruction booklet. But what do you do about the magnetic pick-up on an FC (or early Corvair)?

My unit called for two magnets on an axle shaft. Illustrations showed FWD cars with magnets strapped to the large diameter inner drive joint. I concluded (perhaps incorrectly) that two magnets placed on an FC small diameter drive shaft might be too close together to get a crisp signal. Also, the axle shaft "swings" during suspension travel. My unit specified the pick-up coil be placed about one inch from the magnet path. With wide spacing like that, the magnets could be placed on the ends of the U-joint to get good separation, and a bit of wobble due to suspension travel would be accommodated. Now how to attach magnets to the U-joint?

I didn't see any way to strap magnets in place, so I made brackets of 1/16 inch aluminum that mounted under the U-bolt nuts. My magnets were sort of a keystone shape, so I put a similar hole in the bracket. The magnet would not pass through due to centrifugal force, and silicon applied to the back side kept the magnets from falling out.



NOT TO ANY SCALE

The pick-up coil was mounted to a bracket that in turn was mounted by the lower LH bolt holding the transmission to the rear axle. A typical bracket (see sketch) may mount the magnet over the U-joint trunnion, or "out in air" toward the wheel. If mounted over the trunnion, it must fit close so as not to interfere with the axle side adjusters with the suspension in the rebound position (as if jacked up to change a tire).

The cruise control unit I used was made by Dana. The kit included a variety of extra brackets, vacuum fittings, throttle pull devices such that there was no difficulty in finding parts to use on the FC (or Corvair). Once installed, there were instructions for adjustments to set speed below which the unit was not to work; to set cruise exact, or to bump it up or down a bit when activated; to maintain speed without overshoot and undershoot hunting.

Cruise control was a pleasant addition. Installation went smoothly and worked properly first time. The only "problem" was necessity to cut and splice in wire length due to distance where you control it, and where the Corvair engine is located.

FRONT SUSPENSION MOUNTING BOLTS

If you have removed an FC front suspension for any reason, you may have wondered why three bolts came up from the bottom and could be removed. The fourth bolt, the right rear, came down from the top, with nut at the bottom. This bolt cannot be removed from the body as it was placed there during body construction. It was placed there before some of the floor pan was added. Why? Well, I had forgotten, but the assembly manual says it was an optional position for use with vehicles equipped with the direct air heater. At this time it seems the heater duct work may have made difficult access to a nut for installation or torquing. Therefore the bolt was built-in and needed only to be held while the nut was tightened from below.

This optional position specification would lead you to believe that gas heater FC's did not have the bolt built in. I have never disassembled a gas heater job, so I do not know what was done. I expect all FC's had the bolt built-in to avoid a body build scheduling problem and avoid a goof when it came time to install the front suspension.

WHO DONE IT?? PART II

In the SEPT/OCT 1989 CORVAN ANTICS the question was asked as to the origin of the FC sketch that keeps popping up. Prez Clark Hartzel came up with the answer. The sketch was made from a photo in Tony Fiore's book

"The Corvaire Decade". The vehicle was owned by Louis Guion III at the time owner credits were given in the book. The vehicle was pale yellow, and certain of the panel joints were very faint, and therefore were not copied when the sketch was made.

SIDE DOOR LIMITER BAR SEAL

I never saw a vehicle without the seal, but I see mostly Greenbriers. I looked it up in the P & A Book. My book shows it on section 16 page 14. There is a seal (group 16.430) and a retainer (same group). When I went to the group I see what it's all about. Of course pickups are excluded. The seal was used on 1961-62 Greenbrier and Corvan, but 1963-64-65 was used on Greenbrier only. I can only assume this was a cost cutting measure, about like cancelling the rear grille on certain models.

FC STYLING FORE-RUNNER?

The 1957 Fiat "Yacht Tender" pops up now and then. Do you see a resemblance between the 1957 Fiat Eden Roc Yacht Tender and our faithful FC?



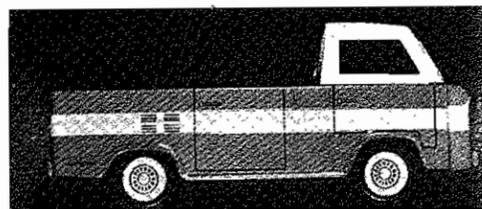
1957 Fiat Eden Roc Yacht Tender in Southampton.

Grille area may look a bit like later Mercedes van also. Since this vehicle was sprung off the Fiat 600 Multipla Chassis, it of course had rear engine, rear drive.

FC TOYS

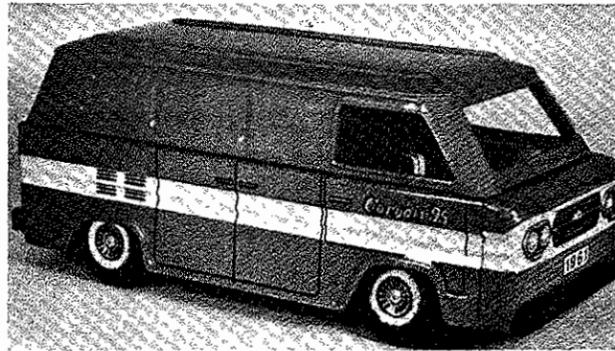
Very clever these people from overseas! The Monza Model Quarterly of Winter 1986 contains some FC toy models that never existed.

We have the Rampside with a door handle on the ramp, same as the front door. Wonder which way they thought it would hinge open?



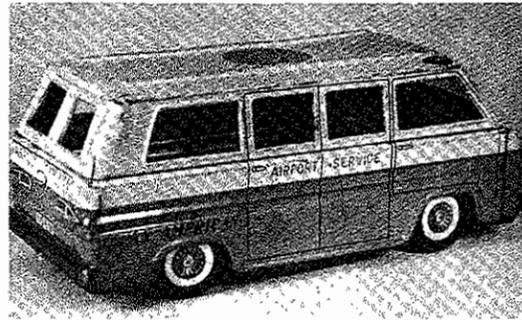
CHAUFFEUR DRIVEN RAMPSIDE???

Then there is the Corvan with side-opening doors from the beltline down, only. You had to be very short to enter.



CAUTION: LOW OVERHEAD VEHICLE!

The Greenbrier Airport Service vehicle had a handle at the rear of the rear side door as if it could be opened without opening the front side door first.



EVERYBODY TO THE REAR OF THE BUS!

Some Corvans had no side opening doors at all, and perhaps a one-piece rear end door ala the second series Volkswagen van.



LOADING CONVENIENCE THROUGH THOSE...oops!

Sort of amazing the conglomeration of pieces they assembled, which we can recognize, although they are "off by a country mile".

Bob Kirkman

Photo Credit: All FC toy photos are taken from Monza Model Quarterly, Winter 1986.

BRACKET & BOLT ON REAR SUSPENSION CROSSMEMBER

Maybe you have seen a lonesome bracket on the rear suspension crossmember, with a big bolt that seems to go nowhere. What's it for? Well it looks like a crude way of keeping the powertrain from moving forward on its rubber mountings (two transmission mounts and one rear engine mount). If that is so, why? I could remember it only with manual transmissions, and could speculate on two reasons for its use. However, a design layout was obtained for review.

Engineering's layout L-58501 lists the "feature" as: Adjustable stop acting as engine stabilizer between rear C/M (crossmember) & 3 & 4 speed trans support.

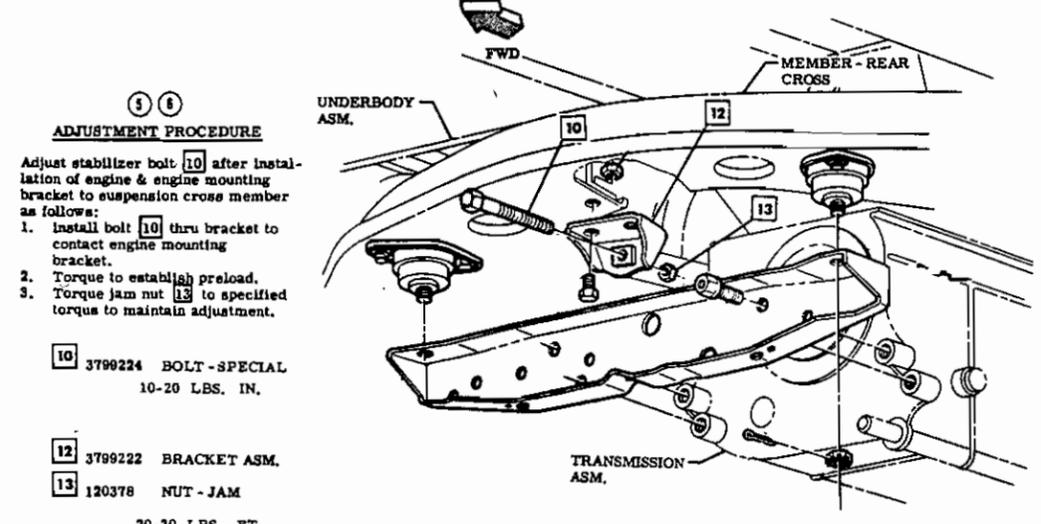
The layout was started 1-5-61 and finished 1-8-61. That means the FC was already in production before the design was done and any parts made. Therefore it was designed to cure (or alleviate) some manual transmission related problem, and early production FC's were obviously produced without it.

After the powertrain is mounted, the big bolt was to be torqued to 10-20 inch pounds, pushing against the transmission crossmember. This is a very small torque which resulted in nudging the powertrain rearward. You couldn't do that gentle job today with a rusty bolt torqued into rusty bracket threads.

The layout does not give the reason for the part, therefore we will have to speculate. If any Corvanatics member has "played" with this part and observed differences with or without it, please write up your observations. My first speculation might be that it reduced fore/aft surging of the powertrain due to torque fluctuations associated with a manual transmission. Such fluctuations might be felt as bumpings to the driver. An automatic trans torque converter smooths out such torque peaks. But why would the same thing not apply to the Corvaire? The second speculation might be related to the gear shift mechanism. There is much mass involved in the shift tube and the large, forged shift lever that runs from the front crossmember to the shift knob. Fore/aft motion of the powertrain might have tried to pull the transmission out of gear rather than shake the shift mechanism. Mass of the FC shift mechanism is much greater than a Corvaire. Late model Corvairs did adopt a design to reduce shift lever shake. However I believe this was a pleasability refinement rather than a problem solution.

I checked the 1964 FC "Assembly Manual" and found the bracket not included! That means the part was "killed" somewhere between the 1961 and 1964 models. Again I will speculate that the later FC shift mechanism "in the floor" was enough different to allow deletion of the bracket and bolt. Perhaps Dave Newell has some document related to the subject. Guess I like to shoot from the hip and perhaps generate some dialogue or interest, rather than do a complete research and say, "well folks, this is how it is".

ASSEMBLY INSTRUCTIONS
3777000

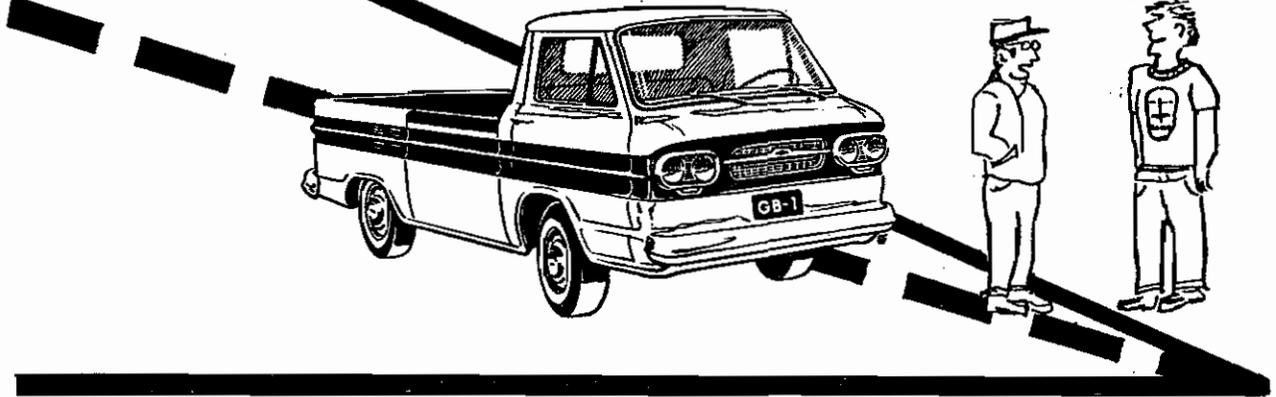
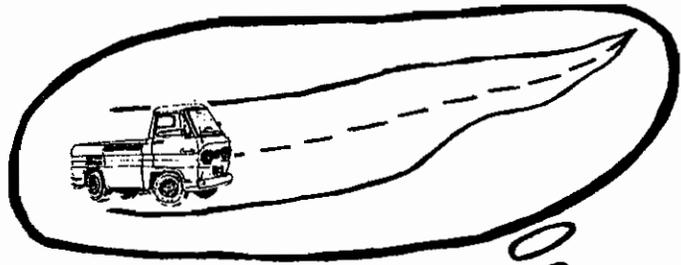


- ADJUSTMENT PROCEDURE**
- Adjust stabilizer bolt [10] after installation of engine & engine mounting bracket to suspension cross member as follows:
 - Install bolt [10] thru bracket to contact engine mounting bracket.
 - Torque to establish preload.
 - Torque jam nut [13] to specified torque to maintain adjustment.

- [10] 3799224 BOLT - SPECIAL
10-20 LBS. IN.
- [12] 3799222 BRACKET ASM.
- [13] 120378 NUT - JAM
20-30 LBS. FT.

CHEVROLET MOTOR DIVISION				GENERAL MOTORS CORPORATION			
DATE	SYM.	REVISION RECORD	ECR	DR.	CK.		
4-3-61	5	ADJUSTMENT PROCEDURE ADDED	35618	CS		1961V-247	
	6	NOTE REMOVED					
CS Ref. Prelim. 25.00 ECR 22093 2-5-60			MODELS: R-10			SECT.	SHEET
			TITLE: ENGINE MOUNT - FRONT			6	37.00

Gene Brick
&
his buddy "FC"



"I GUESS IT HAD TO HAPPEN SOMETIME!" by THE UNKNOWN CARTOONIST

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

FIRST CLASS



CORVANATICS

THE FORWARD CONTROL CORVAIR PEOPLE