



# CORVAN ANTICS

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RAMP/LOADSIDE

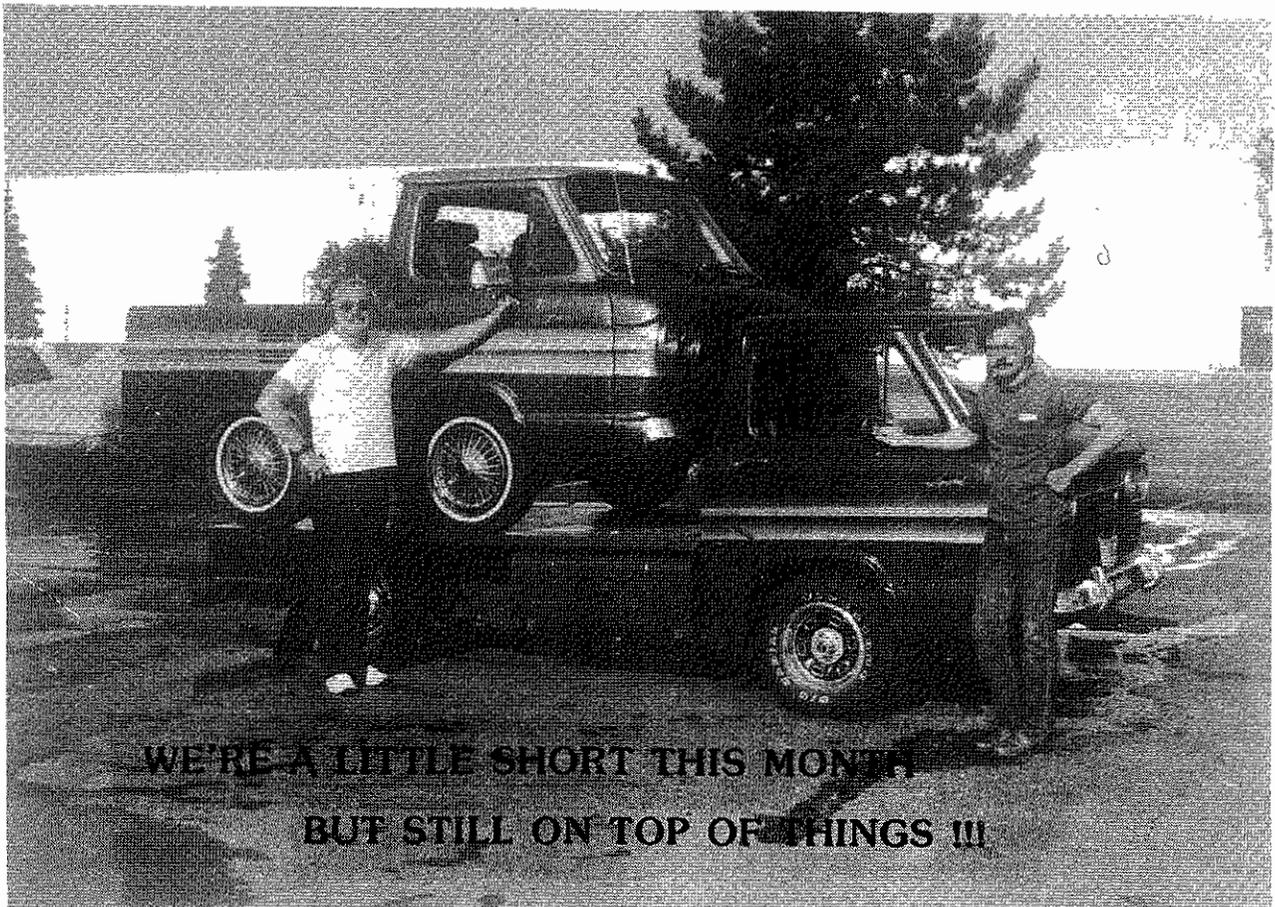


GREENBRIER SPORTSWAGON



CORVAN

Illustration Chevrolet Motor Division



WE'RE A LITTLE SHORT THIS MONTH  
BUT STILL ON TOP OF THINGS !!!

# CORVAN ANTICS

The official Bi-monthly publication of CORVANATICS,  
a chartered chapter of CORSA. Established Sept. 1972.

Membership **326**

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

Our cover photo was taken at the Detroit Area Corvair Club's "Silver Concours" event held last summer in Troy, Michigan. Stu Lagerbauer is standing alongside the "Crampside", which is loaded onto the back of "Flat Fred", a modified Corvair 95 flatbed truck. The owner/builder of the flatbed is Ron Heinrich of Deshler, Ohio. He is standing in front of "Fred" in the picture.

## In This Issue

A "short" article by our Chief "Big Cheese" Pete Koehler, Nico's next installment of the Corvair SAE Papers (from those great folks who brought you SAE 30, SAE 40, SAE 50...), Tech Whiz Bob Kirkman exposes "The Thumpers", Presidential Prose, and, finally, To Duct or Not To Duct? (That is the question!?).

## FC Classified Ads

1964 Corvair Van, rare Travco custom factory pop-top camper, 2nd collector owner, complete, original, 95HP, PG, hitch, manuals, awning, extra parts. Runs fine. \$2400 OBO. (805)772-7436. George Finneran, 798 Luisita St., Morro Bay, CA 93442.

1961 Greenbrier, 110HP, 4-spd, 3:55. Original Arizona van. 12,000 miles on rebuilt 1964 engine. Front tire rack and rear bed platform, both removable. \$3195 or best offer. Bob Morey, 3108 E. Whitton, Phoenix, AZ, 85016 (602)956-1471.

## Forward Controlling With The President



Another newsletter is due and Caroline and I are still here in the Phoenix area enjoying the good weather. We attended the Phoenix Corvair Club meeting in February. Met a lot of nice people, some of whom are CORVANATICS members. There were two very nice FC's there. One was a Rampside that belongs to Larry and Ruth Aldrich (actually Ruth says it is hers but since Larry found out how much fun it is to drive a Rampside she hardly ever gets a chance to drive it). The other FC was a Greenbrier not owned by a CORVANATICS member but we are working on him to join. A week or so after the meeting we met Larry at his storage facility where he removed some much needed body sheet metal to replace some of the lower rusted out areas on our Greenbrier and Corvan. We certainly enjoyed and appreciated Larry's enthusiastic way of showing us all of his vehicles and parts.

Larry has a good supply of FC's from which to cut body sheet metal. In addition he has many FC axles with good bearings that he has regreased and has for sale to anyone who needs them. As I said in a previous issue, anytime that a member has wheel bearings for sale we will tell you about it. So if you need wheel bearings or other parts for FC's or other Corvairs call Larry at (602)947-9353.

While we are on the subject of rear wheel bearings, let me add a few words more about running temperatures. While checking mine during our trips locally and on one trip over to Los Angeles, I found that the bearings ran hotter on the short trips about the city than they did on the 350 mile trip west on I-10. This is no doubt due to some heat generated by braking and the reduction of air flow during city driving.

As I mentioned last time and I will say again, we must all help our editor if you expect to have a newsletter coming to you six times a year. If material submitted to the editor does not increase in quantity pretty soon we may have to drop back to the old practice of only four newsletters a year. I really hate to see this happen because I feel one of the best improvements that has been made in the Club was the change by ex-president Ed Gridley to go from four to six newsletters per year.

You may not be aware of this but the fairly steady level of Club membership has been due in a large part to the old members that sold their FC to someone and told them about CORVANATICS. We should all appreciate this action by former owners, and it is sincerely hoped that when any of you sell your FC you will convince the new owner to join our Club.

I would also like to indicate a bit of experience that I have had when converting a 110HP engine to a 95HP. When I did this I did not have time to rebuild a distributor for a 95HP so I used the old distributor. It worked well during the cool weather but when we got to Ar-

izona where the weather was warmer I got some detonation on regular fuel. The gentleman mentioned above who owned the nice Greenbrier told me the same story about his 95HP conversion. After looking at the advance curves for all Corvairs (may be purchased from Clark's Corvair Parts) it is fairly obvious why the 110HP distributor will cause some detonation when used on the 95HP engine. The reason for this is the advance starts much later for the 95HP engine.

One solution to this is if you have several old distributors around, buy the Tech Tips from the San Diego Club that covers about all the information that is available on distributors. This article has been published in some other newsletters and I have several copies. Subject article by member Jim Craig (also Director) with a lot of information furnished by Dale Manufacturing gives almost all of the part numbers and ways of identifying parts so that one can disassemble several old distributors and come up with the proper part for a 95HP distributor. If you don't have all the right parts some are available from Clark Corvair Parts, a very few from GM and once in a while even from the local parts store. I recently built a distributor for a '64 Spyder this way. As soon as I get home my 95HP will get the proper distributor, or as near as I can get to it.

It appears a little early to say much about the National Convention for 1986 but please realize that we have only two issue after this one before the Convention. Therefore, it is time to get those plans for Spring going so you can have the FC in good shape to take to the Convention.

HAPPY FORWARD CONTROLLING-- TOM

## Club Boutique

CORVANATICS merchandise available through Caroline Silvey:

Window decals - \$1.00 each. Jacket patches - \$2.15 each. Club stationary and envelopes - \$.05 each. Back issues of CORVAN ANTICS - over sixty issues - all volumes up to and including vol. 2, #3 are 60¢ each (nine issues) Vol. 2, #4 thru present issue are \$1.00 each. Complete set is only \$50.00

FC Paint Mfg. codes, Paint combinations, prices and options (21pp.) is \$4.50.

CORVAN ANTICS Technical Index - Complete listing of technical material published between 1972 and 1984. 8½ x 11 bound - \$1.50ppd.



## A Short Haul

Several years ago when I lived in the Chicago area a friend of mine, Stu Lagerbauer, and I teamed up to build a Forward Control Corvair. Stu thought up the name "Crampside" which fit perfectly since we cut four feet out of the middle of the truck. Stu wrote a very nice article which appeared in the CORSA Communique along with a cover photo of the finished product. This was about the December 1984 issue. Since completing the truck, Stu has been driving it everyday and has had fun amazing people with the fact that it doesn't fall over on top of itself since it is so short (approx. 49" wheel-base).

I have felt sorry ever since I signed the title over to Stu and moved on to my new job responsibilities in Detroit; sorry for not being able to play with the Crampside any more. All of that changed a few months back when I spied an ad in the CORSA Communique for a "Shorty Rampside". Bob Coffin of Moby Dick Racing Enterprises (Yenko Stinger racer!) was the seller. Here was my chance to get back into "short hauls" in a Corvair truck!



Bob sent me a nice set of slides of the truck. Unfortunately, what was left wasn't really what I had hoped for. The actual surgery was performed along the same line that Stu had followed when our "Cramp" was built. The section removed was the exact width of the ramp gate. All of the conversion work was done on Bob's truck, but it had deteriorated back to the point that a full body and mechanical restoration was required. I couldn't afford to buy it, haul it back to Michigan and then rebuild it from the ground up again. But I was willing to try if the price of admission was right.

A short note to Bob brought the answer I wanted to hear. Since nobody else had wanted to buy the truck from him, he was going to remove the "good" spare pieces off of it and junk out the remains. If I supplied Bob with these FC rarities (ie 4 speed crossmember, etc) I could have the carcass!

Plans are still in the works to go out to Boston and retrieve this special Corvair truck. Hopefully it will be shown at many Corvair shows in the future, perhaps along with the Chicago-based Crampside of Stu Lagerbauer's.

Now for the question of the hour: How many other Crampside-like vehicles were built? I have seen shortened early model Corvair sedans, early model converts and even a four-wheel-drive late coupe that was shortened a bit to fit on a Jeep chassis (also a Communique cover car from a year ago or so). I once saw a shortened VW van (Kombi?) at a Rod and Custom Show. How many other shortened Corvair FC's were built? At last year's Sloan Summer Festival car show Stu drove his Crampside from Chicago to Flint, Michigan and entered it. While we were sitting on the tailgate a fellow came up to us and insisted that we "stole" his idea. Sure enough, in his backyard he had a shorty Rampside just like Stu's. It was cut and welded in the same place, but it was too rusty to ever be finished and driven on the street again.

## THE CORVAIR 95 - CHEVROLET'S SPACE-AGE PANEL TRUCK by Alex C. Mair PART XIII - ACCESSORIES

A complete line of functional and decorative accessories are available for the Corvair 95 models; however, only the more novel Direct Air Heater and Level Load Floor will be covered here.

The direct air heating system (Fig. 35) utilizes the engine heat rejection principle to warm the passenger and load compartment. All major components are mounted to the underbody. The system consists of two main units: a rectangular-shaped air mixing chamber mounted directly over the transaxle area and a 3-speed centrifugal blower attached to the underside of the air mixing chamber.

In operation, hot air from plenum chambers surrounding the cylinder banks is transferred through circular ducts to the air mixing chamber. Cold air from the engine compartment is introduced through the body side panel air inlet louvers. The cold air is forced by the engine centrifugal blower to the air mixing chamber inlet through ducting extending from the front of the engine upper shroud. The amount of cold air to be metered into the air chamber is governed by the position of the cold air shut-off door located in the air chamber inlet. A pivoting door directly over the blower blends the air entering the passenger and load compartment.

Heat outlets in the panel and station wagon models consist of a louvered opening in the front face of the rear underbody raised area, a transverse heat distributor mounted to the front seat riser, and defroster outlets. The pickup models however, incorporate only the forward outlet and defrosters.

A removable, 3-piece floor panel assembly (Fig. 36) is provided for pickup owners who require a level load area the full length of the

Figure 35 - Direct Air Heater

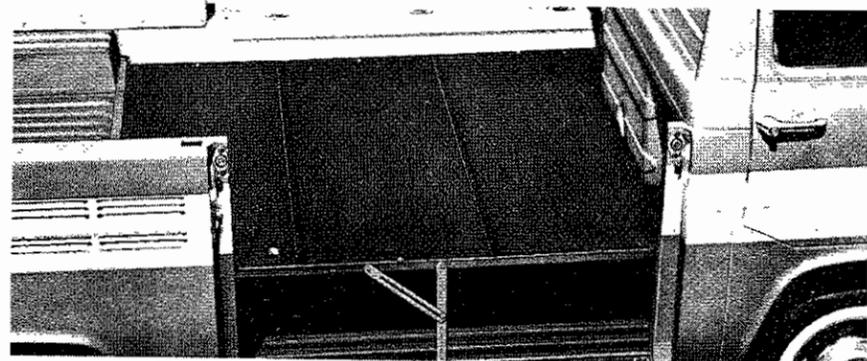
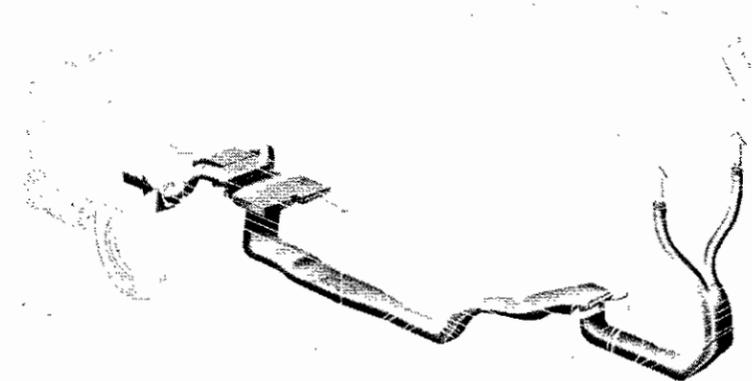


Figure 36 - Level Load Floor

pickup box. Panel material consists of 3/4-inch fir plywood. Each floor panel is supported with an inverted L-shaped angle iron bolted transversely to its underside. The supports seat on similar braces attached longitudinally to each pickup box inner side panel. In addition, folding legs riveted to the transverse member lend support to the center panel, which, in

turn, strengthens the front and rear panels.

Pickup capacity is approximately 37 cubic feet with the level load floor installed. By lowering the rampgate on Rampside models, approximately 23 cubic feet of the space beneath the floor can be utilized for carrying additional cargo.

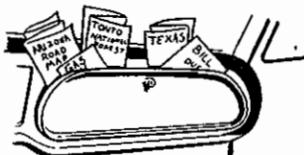
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Source: Nico H. DeJong

(to be continued)

## From The Editor's Glovebox



Hello Corvanatics! First thing this time I would like to apologize for the unfortunate timing of last month's cover in light of the Shuttle disaster. Dave Palmer sent the material to me about six months before and it was planned for that issue several months before. It went to press three days before that unfortunate day, too late to pull it.

We have had a few things trickle in from our members for publication, but we still need YOUR article and/or photos, PLEASE!!! We need your support.

You may have noticed in this issue and occasionally in past issues some pages done in a two column-reduced format. We are interested in hearing whether or not you like this format, and if you do, would you like to see it become permanent. Let us know what you think - yea or nay, OK?

Ken Krol

## To Duct Or Not To Duct ?

I would like to pass along my experiences with air scoops on my 1964 Greenbrier. I know that the designers of the FC claim the air inlets are placed so the engine gets enough air for proper cooling, and different people at meets claim air scoops are not necessary, but I am not convinced.

I restored my van in 1979 and rebuilt the engine, cleaning and painting everything. I made a pair of scoops from the heat element housing from a clothes dryer. They extend two inches.

If you think about it, the only air the engine gets is from the negative air pressure created by the blower, and every change in direction it has to make decreases the velocity. At 50MPH I opened the battery cover and air was pouring out, so I know I have positive air pressure in the engine compartment. After 25,000 miles the engine is as clean as the day it was installed, has never leaked any oil and the heater puts out enough air that the blower is not necessary. If the engine is running cooler than it was designed to run, so be it, I'm happy with the results. I keep the warm air outlets in the lower shrouds covered, no reason the engine should be breathing its own hot air, barring iceing conditions. If the engine in your FC seems to run too hot, this will solve the problem.

Paul Henrich  
Holgate, Ohio

(Continued from page 12)

Are there any other "Crampsides" out there? I seem to recall reading about one in the Phoenix area four or five years ago. It wasn't quite as short as Stu's or Bob's. It was completed and street driven. I don't remember the name of the owner/builder, though.

(ed.note - The Phoenix shorty FC, featured in CA, Jan/Feb 1984, was a 65" wheelbase Loadside owned by Harry Bennet, a member in Phoenix. Completed about 20 years ago, it is currently undergoing a show-quality restoration)

Maybe some other Corvanatics members could tell us about other shorter-than-stock Corvair FC's. Were there any shorty vans or 'Briers? While I have heard of and seen some lengthened Corvair vans, I've never seen a shortened one. How about it???

Pete Koehler

## Tech Topics



### THE THUMPERS

Sorely pressed, memory struggles to turn back the years of time to focus on "The Thumpers". Bits and pieces fall into place. Some solid facts surface to assist memory.

The time is about 1962. Chevrolet dealers are encountering a number of customer problems with Corvair "thumpers". When the engine is hot, it idles with a thump-thump-thump, or a boom-boom-boom. It's like a fast heart beat. You not only hear it, but you can feel it by touching the body anywhere. Disassembled engines revealed nothing. When reassembled the noise may or may not be gone. Chevrolet Engineering is brought in to find cause and correction.

What the dealers' shops have found is that pulling the #5 spark plug wire will pretty much eliminate the thump. Also, if the eight bolts holding the crankcase together are loosened and the case halves are shifted as much as the dowel pins allow, and the bolts retightened, the thump may be gone. The noise is definitely in the front, near the clutch or automatic convertor.

Question were asked as to what had been changed in the engine lately. Maybe a recent change had hidden effects. Shortly before, the rear main bearing was changed from a full flange to a half flange. This would seem to have no effect on a problem up front, but the engine plant went back to full flange, just in case. I have found half flange rear mains in 1963 engines, so the stock may have been used up later when the half flange was shown not to be the problem.

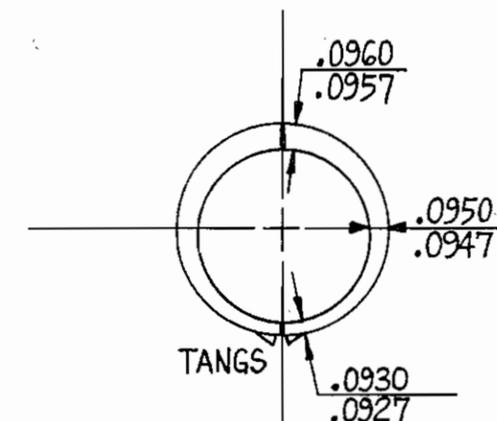
I worked in the engine design group at the time and was asked to look at the two design items, and to keep watch in the work done in the lab.

One job was to look again at where the crank oil holes were in relation to maximum load position on the bearings. I believe this was in early stages of computer programs. We did get a printout of how bearing loads varied (magnitude and direction) with each crank rotation. I think it was also tricked to miss #5 cylinder power to simulate a pulled plug wire. Nothing seemed to be wrong about the location of the oil holes.

Job #2 concerned the camshaft gear. Noise was in that area. Maybe normal gear separating forces combined with power pulses and camshaft variable rotating torques were causing the noise. I designed up a chain and sprocket drive for the camshaft. With this arrangement the camshaft turns the opposite rotation, so there was a reverse rotation camshaft designed. We didn't bother with a take-up shoe for this first shot. The job got resolved in the lab before the new cam pieces arrived. Nothing was ever built.

To work on a problem, you have to have examples that demonstrate the problem. At one point in time maybe a dozen new engines were placed on the floor in a lab room. A flywheel and starter were added; exhaust and a fuel

supply. Engines were started and ran without shrouds, without belt, without blower. Just a dozen engines sitting there running and getting hot to find a thumper. If you didn't get results then get another engine. Thumpers were listened to like a doctor would. They were poked and pried. A thumper was rigged without a clutch housing so that leaf strain gauges could be placed on top of and on the side of the journal that the clutch housing seal would normally run against. The gauges were hooked up to an oscilloscope for X-Y plot. The dot on the scope screen represented the center line of the crank, and its movement around the scope screen represented movement, generally within the front main bearing. Obviously there was much magnification. And there it was! The thump! At one period (every two revs) the crank moved from one side of its bearing to the other almost instantly. The crank moved from one side of its bearing to the other almost instantly. The crank moved across that bearing clearance of .003 or so rapidly enough (acceleration) to slam the other side and make a noise that could be felt in the car. It came as a result of forces and deflections in the crank from cylinders 4-5-6 and the cam gear. Now for the cure.

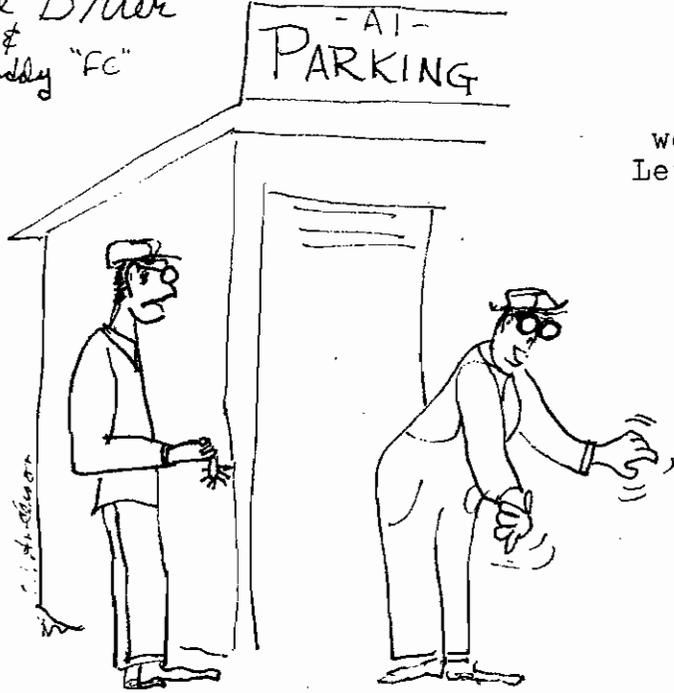


The engine bearing designer could shrink up the bearing clearance, but there were tolerancing problems, and maybe oiling problems. His solution was to make bearing inserts that are in effect off center. This kept the bearing and crank close enough together at the impact location to prevent movement, acceleration and a thump. The drawing #5458820 says date: 6-11-62; for Chevrolet Corvair 1963.

When you buy main bearings today from the better known suppliers, there are the rear flanged inserts, two identical intermediate sets and front inserts that look identical to the intermediates, but are really wedge shaped. The tang end of the insert is thin and the opposite end is thick. A sketch, with dimensions, is shown above. If you buy El Cheapo bearings that have flanged rears and three sets all alike, you don't have the wedged front design. Since not all engines thumped, these non-wedged inserts will probably not either. But if anyone has the problem, you now know the solution.

Bob Kirkman

Gene Brier  
&  
his buddy "FC"



That's the rule,  
we park all cars....  
Let's see where is it?

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