



CORVAN ANTICS

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RAMPSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

Illustration 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.

FOUNDER	Ken Wilhite	3025 N. Meridan #503	Indianapolis,	IN 46208
PRESIDENT	Clark Hartzel	16911 Anita	Fraser,	MI 48026
VICE-PRES	Pete Koehler	27446 Beacon Square	Farmington Hills,	MI 48018
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HISTORIAN Dave Newell PO Box 588 Orinda, CA 94563				
EDITOR Ken Krol 17433 N. 16th Lane Phoenix, AZ 85023				
TECH ED. Bob Kirkman 1820 Moffat Dr. Leonard, MI 48038				

On The Cover

Another great old picture from the "Corvair 95 Prospect Selector" brochure of 1961.

In This Issue

Corphibian Rides the Waves Again, FC quick shifter, Presidential report, more Tech Stuff, Roster updates, ads and - Old Rampsides Never Die!

Club Boutique

CORVANATICS MERCHANDISE AVAILABLE THROUGH CAROLINE SILVEY

Window decals - \$1 each. Jacket patches - \$2.15 each. Club stationary & envelopes - 5¢ each. Back issues of CORVAN ANTICS: All Volumes up to & including vol.2 #3 are 60¢ each (9 issues). Vol.2 #4 through current issue are \$1 each. Complete set up to vol.17 #1 for only \$75 (a bargain!)

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

CORVAN ANTICS TECHNICAL INDEX is free to members who haven't received it.

Forward Controlling With The President



THE VERMONT TOUR

Each Fall, between the Hoosier Show at Indianapolis and the Carlyle show in Pennsylvania, Bill & Kathy Cotrofeld do a four day tour of Vermont. Sometimes it is a "color tour" and sometimes it isn't, depending on the weather. In any case, Vermont is beautiful with all it's mountains and quaint villages. This tour is one of the few Corvair things I do that my wife, Joanne, enjoys and willingly attends without "arm twisting".

The last two years we've taken the Greenbrier and it seems to do a better job preventing backache than the '65 Coupe I used to drive. Must be the more "upright" seating that is helping.

We decided to make it a whole week's vacation and left on Monday morning. Joanne always said she wanted to go on a boat cruise so we went up to Marine City and took the ferry across to Canada. This is a one mile trip across the river! We then took some two lane roads to the freeway and on to Toronto and Cornwall. We stayed overnight in Cornwall and then across the bridge into upper New York. We took the "mountain route" to Lake Placid to check out the winter Olympic site. She wanted to see the village where the athletes lived but we discovered they are using it as a prison, so we settled on looking at the ski jump and skating sites.

The colors were gorgeous up in the mountains, and we continued up on the two lane roads to Port Kent. I treated Joanne to another cruise across Lake Champlain to Burlington, Vermont. From Burlington we headed East to Waterbury and toured Ben & Jerry's ice cream factory. These guys do make the world's best ice cream. When you order chocolate chip, you don't get little ground-up pieces of chocolate, you get 1" long hunks of chocolate bars! No "wimpy" ice cream here.

After "pigging out" at Ben & Jerry's we drove North to Stowe and East to Newport, crossing into New Hampshire at North Stratford. We stayed overnight and went to Mount Washington the next morning. I was going to drive the Greenbrier up to the top but they warned us the road was gravel and rocks with no place to pass so we wisely chose to take the official tour bus. Good decision! It was 60 degrees and sunny at the bottom of the mountain. By the time we got to the top it was 30 degrees, fogged in and 50 MPH winds. There is a weather station and museum at the top. There is a sign up there saying the world's worst weather was recorded here. I forget the exact numbers but it was something like 200 MPH winds and -50°!

We cruised South through New Hampshire and into Maine, ending up at Wells Beach on the Atlantic Ocean.

We then headed South to Massachusetts, narrowly missing getting killed on the freeway as an 18 wheeler hauling steel plates hit a bump and dropped a bunch of 1/4" plates off the truck right in front of us! Fortunately the pieces bounced so high after hitting the road that we drove under them before they came down! I never saw a big truck stop so fast! I darn near ran into him as he stopped to see if anyone was hurt. We were OK and went west through the state to I-91 North to Brattleboro, Vermont and West to Arlington to join the official tour.

Some of the other interesting tours we've gone on while in Vermont are:

- Village of Weston (shopping)
- Vermont Institute of Natural Science (they accept injured birds and nurse them back to health. Everything from a crow to eagles)
- Wilson Castle
- Green Mountain Flyer (Train ride from Bellows Falls to Chester)
- Vermont Marble Company
- Village of Peru (Arts and crafts)
- Topping Tavern Museum and Applefest
- Bennington Battlefield
- Park-McCullough Mansion and Carriage Museum.
- Bennington Pottery Company
- Harriman Reservoir Boat Cruise
- Joseph Cermiglia Winery
- University of Vermont Morgan Horse Farm
- "Holy Cow Shop" (A company that manufactures novelty gifts all featuring the black and white field cow.

Bill always comes up with something new and different every day! Of course the best thing is the Saturday Banquet hosted by Kathy Cotrofeld and the ladies from the Eastern Star at the Mason's Hall. Great food and good fun!

The hard part is driving 600 miles home on Sunday and going to work on Monday!

Clark Hartzel



Corvair 95 seats are built on Chevrolet's steady-riding combination spring frame design, with S-wire, coil and flat spring elements combined to bring out the best features of each type. Thick foam cushions top the springs in the De Luxe seat (illustrated) and an extra-thick foam seat cushion plus a foam backrest cushion are included with the Custom option. * Standard seat in the Corvair is single-width, for driver only, with a full-width seat optional at extra cost.

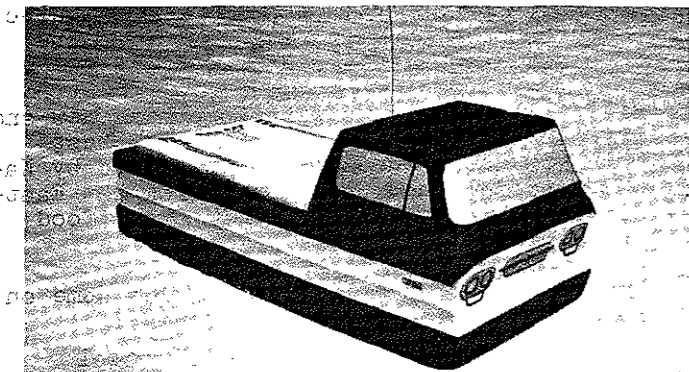
Corphibian Rides the Waves Again

Right out of the pages of the December 1981 CORSA Communique, comes the infamous one-of-a-kind "Corphibian". This prototype Red Loadside was resurrected in scale for its maiden voyage across the pool at the Quality Inn in Palm Springs, California. November 12, 1989 was the date of this historical event. But how did this amphibious Corvair get from imagination to reality? The story follows.

Each year Sharon and I look forward to the Great Western Fanbelt Toss & Swap Meet held in Palm Springs. Each year the hosting Chapter is one of a rotation of Southern California Chapters. Each year is memorable and - let's face it - a real great time. Well, one event unplanned and unrelated to the Swap Meet is the armada of radio controlled boats, go balls and submarines that invade the pool at the Quality Inn. Most of the vessels are commanded by a select group of salty sea captains from the San Diego Corvair Club. After joining these swabbies each year with their toys in the pool, an idea came to mind.

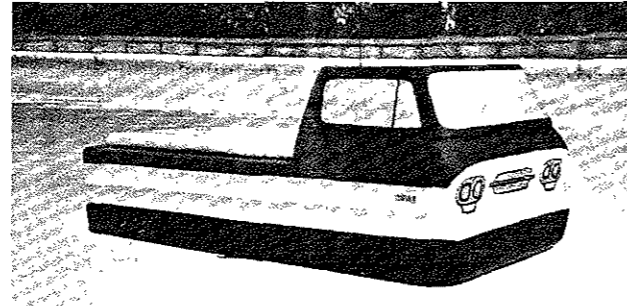
This idea was born from a December 1981 Communique article. Now a boat is a boat but a Corphibian is a Corvair and a real one actually took to the water in 1962!

To begin the project one thing came to mind - low cost. In true Corvair spirit I would scrounge the materials necessary and build this unique prototype of a prototype from a blank sheet of paper - sounds familiar doesn't it? The body would have to be lightweight and extremely bouyant. What I wanted to use was high density styrofoam. This material can be cut and sanded to almost any shape desired. All of the local sources struck out, but on a 400 mile business trip I just happened to find exactly the material I needed, left over from a refurbished refrigeration building.



The next problem was finding a glue that would not melt the material. Styrofoam melts when it comes in contact with any oil based glue, paint or coating. I finally found a cement that would bond two pieces of this material together without melting it into a small gooey ball.

Measuring my father's '62 Rampside to get some dimensions and using pictures from a copy of CORVAN ANTICS for perspective, I managed to cut and sand a reasonable copy of a Loadside pickup. Sanding with 100 grit paper brought the shape closer to a familiar dimension. Wood dowels wrapped with 100 grit made the side panel's shape. Now the original Corphibian was red with a white stripe. I wanted to keep this color scheme and cover the exterior with red rubber spray coat. It also melts styrofoam. After a lot of experimentation I finally found that latex exterior primer paint would seal the surface enough for the rubber coat.



I applied about five coats of primer, sanding between coats, and finally the red coat of rubber spray. Final trim painting and motor and radio controls came next. Talk about scrounging parts... get this... the radio controls and motor came from a nine dollar cheapie R/C toy car. All parts were removed and cut to fit inside the Corphibian. The motor reduction gears were removed to run the propeller direct drive from the motor. The prop shaft is a piece of brazing rod. The propeller is a chunk of coffee can cut and bent into shape and welded to the prop shaft. This shaft had to run through a sleeve that was preferably brass to prevent rust. The solution came from the insides of a ball point pen. The ink insert was the perfect length and diameter! Corvair Ermine White was used for the white side stripe and lead tire weights were used for ballast. No rudder is needed because I set the propeller off 3/16 inch from center. Forward motion turns the Corphibian slightly to the left. Reverse swings the rig right around for turning like the toy car originally did.

So there you have it - Corphibian 1989. What did it cost to build? Well, counting all of the alkaline batteries and other materials my cost was about \$18. So what's next? Perhaps a flying UltraVan blimp!

By: Dave Palmer

Title: Inland Salty Sea
Captain (in scale)

Home Port: Barnacle encrusted
Fillmore, California



Roster Updates

PLEASE ADD THE FOLLOWING NEW MEMBERS:

Albert Bado
P.O. Box 108
310 Vail Road
Parsippany, NJ 07054
(201)334-3533

Craig Nelson
1426 1/2 Bank Street
S. Pasadena, CA 91030
Dwain Carter
5794 Birdseye
Helena, Montana 59601
(406)449-6198

Gregory Palso
429 Market Street
Elmwood Park, NJ 07407
Richard W. Van Handel
2-21 Hartley Place
Fair Lawn, NJ 07410

Paul Guy
25150 Audrey
Warren, MI 48091-3808
Jimmie Elliott
P.O. Box 308
Spencer, TN 38585
(615)946-7116

PLEASE MAKE THE FOLLOWING CHANGES OF ADDRESS:

James Smeall
2707 39th St. N.W.
Gig Harbor, WA 98335-
7932

George Van Sluys
R.1 W. 2386 Smies Rd.
Oostburg, Wis. 53070

Sterling Winings
2841 West Mossman
Tucson, AZ 85746
(Moved from Georgia)

Dan Brizendine
9426 Northwestern Ave.
Indianapolis, IN 46239

Larry Brown
8408 Junction Court
Charlotte, NC 28215-
4500

Peter Koehler
27446 Beacon Square
Farmington Hills, MI
(313)478-0906 48019

FC Classified Ads

1963 GREENBRIER. Fully restored in early '80's as show vehicle. Auto trans with car engine. All new: paint inside, seats, green carpeting, paint outside - turquoise & white, WW radials with mag wheels, rear door reflectors, high volume blower motor, starter, brake system complete, transaxle seals, exhaust manifold and donuts, full-width rear view mirror, bull-horn, high power tail light bulbs, front seat belts, trans modulator valve, points, plugs, condenser, Delco battery, battery cables, spare tire cover, fan belt and oil pressure switch. Needs: valve guide seals. Has been driven everyday since 9-4-88. About 9,000 miles. Doesn't smoke going down road; check oil from time to time. \$3500 (reduced \$1000!) Don Arner, 29645 Windsor, Garden City, MI 48135. (313)427-8205.

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FC SHOW CHROME BUMPER, guaranteed for life (except for wreck) \$100/exchange to CA members only - others \$115/exchange. Parting out '61 & '64 Vans, SASE with your needs. Wanted: FC bumper guards, 1965 8-door, 1964 Rampside (rust-free), 1962 Loadside (good body). Will Elliott, Mountain Route, Spenser, TN 38585. (615)946-7116.

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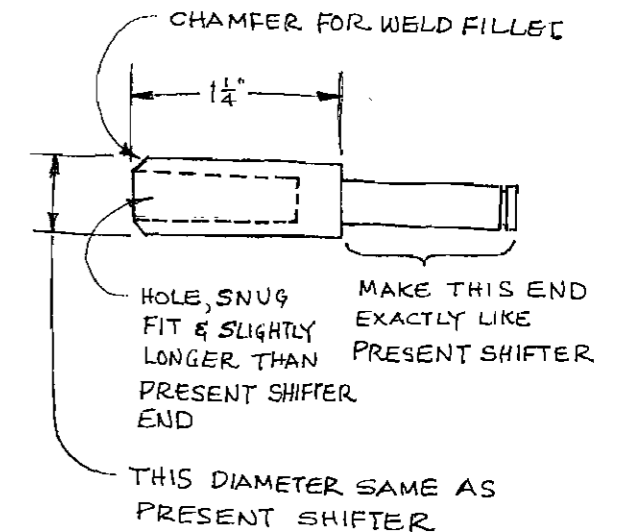
LARRY'S CORVAIRS. GO SEE LARRY for the best in RUST-FREE Arizona sheetmetal for FC's and other Corvairs, too. Parting out many clean FC's including axles, glass and mechanical parts. Larry Aldrich, 912 N. 86th Way, Scottsdale, AZ 85257. (602)947-9353.

Quick Shifter for 1963 1/2 - 1965 FC

I was repairing the sloppy shifter on my Greenbrier and got to thinking about what it would take to shorten the shift pattern. I happened to have a car short shift kit around, so I opened the box and took a look.

Well it happens the bolt pattern is the same for the car and the FC, so the cast piece to raise the shifter base off the floor will work, if you push out the bolts and use longer ones. However the bottom of the shifter, the ball arrangement, is different. However this was relatively easy.

Remove the snap ring holding the ball on and remove the ball. I had a machinist friend of mine make an extension for the shifter shaft that extends it the same dimension as the base is raised off the floor and accomodates the ball.



I welded this to the shaft as shown, installed the ball, assembled everything with new parts where needed and now have a shift pattern that is much more to my liking. The fore and aft movement is about five inches, and the extra 1 1/4 inches of height also makes the shift knob easier to reach. I topped it off with a Walnut knob from Clark's. One little refinement on the way to a Greenbrier Supercruiser!

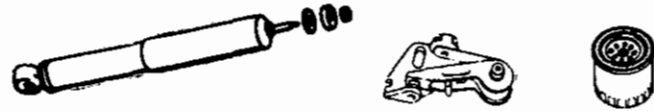
My machinist friend said he would make more for \$15 each plus \$2 for packing and postage. Or we could supply a modified shifter.

Contact: Bill Heil

4005 David Drive
Titusville, FL 32780



Tech Topics



EARLY SHIFTER SEAL

Did you ever wonder why some manual transmissions have a shift shaft seal with an external collar? Surely makes it easy to remove the seal for replacement. The later seals, and the ones you buy now, fit flush and can be tough to remove. Production started with a bellows boot seal between the shifter coupling and the transmission seal. Intent was, of course, to keep things clean. In practice, however, the bellows acted like a pump and sucked in water when you shifted into high gear. In cold weather the water froze inside. The bellows boot was discarded and wear on the shaft and seal has not been a terrible problem. Since there was no longer a need to snap a boot over the seal collar, the collar style seal was discarded.

WATER IN OIL

Recently there was a discussion about a tan emulsion (gook) that collects inside the oil filler tube and the bottom side of the oil cap. Looks for all the world like water in the oil. But you say the Corvair is AIR COOLED! What's up? Well it is water in the oil. Condensation of combustion blow-by is what makes that gook. The filler tube and cap are relatively cool, allowing the moisture to condense there. It's really a cold weather phenomenon; things are hot enough back there in Summer to "drive-off" the moisture. The discussion continued as to whether it was there (winter time) when you shut down a hot engine, or if it appeared overnight. My 1960 has no engine heat recirculated into the engine compartment at all. When the engine is hot from a substantial drive, when you turn it off and take the oil cap off, the gook is right there.

This article applies mainly to Corvairs, but also to FC's that have an engine transplant from a "car". Also for an FC that has been changed to an alternator using the cast housing with oil filler tube from a "car" engine.

STARTER RING GEAR TOOTH WEAR

Perhaps the majority of FC owners have heard of starter ring gear wear; tooth wear on the big gear on the torque converter or clutch pressure plate assembly. Ultimate problem is no engagement, or starter tries to climb over the ring gear teeth and the starter nose cast-ings cracks.

So much for background. Ring gear wear starts in one, maybe two or three locations. Never 4, 5 or 6. Wear pattern has to do with cylinder compression during cranking (that would be three places evenly spaced around the ring gear) and engagement wear at a place or places

where the engine usually stops when it comes up against compression. Ring gear life could be extended if the other three spaces around it could be made to do some work.

You will encounter one of two situations:

1. You have just removed a transaxle from an engine, and will retain the original clutch pressure plate assembly or automatic transmission torque converter when you re-install a transaxle.
2. You are installing a replacement (used) clutch pressure plate assembly or an automatic transmission torque converter.

Situation #1 is a snap.

Automatic transmission: Loosen flex plate from the crankshaft and rotate it one bolt hole, re-install bolts and tighten. Effectively, the ring gear has been moved 1/6 of a revolution in relation to crank throws, changing the starter contact wear pattern.

Manual transmission: Mark index of clutch pressure plate on flywheel and remove. Loosen flywheel from crankshaft and rotate one bolt hole, re-install bolts and tighten. Re-install pressure plate assembly to flywheel at original index marks. This effectively moves the ring gear 1/6 revolution in relation to crank throws, and retains original balance relation between flywheel and clutch pressure plate assembly.

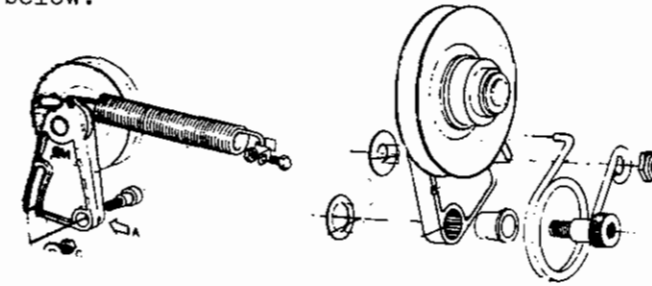
Situation #2 is a problem. Maybe none of us have ever noted worn tooth relation to the crank throws. If we knew that, it would be easy to state that the worn area on a used part should be placed XX o'clock in relation to the crank pulley timing index mark. Some feedback from members would be great. When you come up against Situation #1 where there is every expectation that the unit has not been apart before, please note max wear area on ring gear teeth and give a good description of location in relation to the timing mark. Perhaps we can come up with a further tech tip to explain how best to install used parts to obtain best life expectancy.

TELL-TALE IDIOT LIGHTS

I bought and installed those "smarter idiot lights" for oil/temp, fan/gen lights at the instrument panel. They are supposed to be more evident to you because they blink. I'm not satisfied, because the "off" time of the blink is too long compared to the "on" time. To me, it would be easier to miss a malfunction.

BELT TENSIONERS

There were a few styles of automatic belt tensioners marketed during the early days of the Corvair. Perhaps some are still available today. A couple of styles are shown below:



Belt flipping was a real inconvenience and an embarrassing problem. Needless to say the belt manufacturers and Chevrolet worked hard to solve the problem. You know of things that can be seen, such as deeper idler pulley and "guides" that adjust close to the idler and fan pulleys to not allow the belt to have flip-over room.

I worked on a few Corvair engine projects at Chevrolet, and one was to evaluate some means of self-adjusting the belt. We used an engine in the dynamometer room and bought some of the aftermarket devices and made others. Those with springs would do a good job under normal operation, but they could be "tricked" by sudden changes in engine RPM. Then the belts came off right away. The best device tested was one we made using rubber bushings instead of a spring. I guess you could liken it to the torque strut used on GM's front wheel drive engines. Or it looked like a very miniature version of the 1965 rear suspension lower strut assembly.

Besides needing to handle sudden RPM changes, there was one more mode of operation that was a killer. Any device had to work with one plug wire off. Sounds crazy, but with only five cylinders working and with sudden changes in RPM, all of the belt devices would go into a dance and throw the belt. We never found an automatic adjuster that was a positive cure for the problem. That's why the other changes were made to not give the belt room to jump off or turn over.

As belts improved, I'm sure no one ran a second evaluation of self-tensioning devices.

NOISY VALVE LIFTERS

It seems to me that during the '60's and '70's Corvairs suffered from a common malady of noisy lifters. Some clattered a bit on startup, and some took forever to pump up. I'm not hearing much of a problem these days. Do you agree? Or am I just not in the right place at the right time? If valve lifter noise is really a reduced problem now, why did it go away? Are better grade oils a reason? Are surviving cars better cared for? Regardless, I like engines that have quiet startups.

OLD RAMPSIDES NEVER DIE. HONEST!

Would you believe? At the Van Nuys Assembly Plant, the place where Camaro and Firebird are built, the plant groundskeeper still uses - you guessed it! A Rampside.

BAD GAS

The Rampside in my garage has Arizona license plates of 1984 and the engine was not run since then. I took the tank out (normal part of my restoration procedure) and it still had some gas in it. The rubber O-ring for the meter unit was a mass of deteriorated goo. It couldn't be picked up in one piece. As the meter unit came out of the tank, the plastic fuel strainer fell away in a stringy mass, like cheese on a pizza. Boy, did that "gas" ever smell bad. It was the color of Pepsi and fluid more like kerosene than gasoline. I poured a bit on the driveway and the next day the spot was still wet. So I poured some on the gravel driveway and tossed lighted matches into it. No poof, no flame, no burn, no nothing except the matches quit burning. Then I put some into a dish and tossed lighted matches into the dish. Nothing, except the matches went out. Now that was bad gas!

I would suggest when you find your stored-away FC treasure, that you hook an external source of fresh fuel to the fuel pump. If you intend to save the engine, I suggest draining the oil, put in fresh (with a new filter), remove the distributor and motor the oil pump with a drill motor to circulate fresh oil around, ready to splash on the cam and cylinder walls. Then get a hot battery and give it a try (after the distributor is back in, of course).

From The Editor's

Glovebox



Well, the CORVANATICS DRIVE-INS (all three) are now history. Our Western Division Drive In never really did materialize due to a lack of planning and advertizing. The idea just plain came too late to do anything. Jim Craig and I did discuss having one for next year and planning it well ahead of time. As for the Central Division and Eastern Division Drive-Ins, I have nothing to report; I haven't received so much as a post card. I suppose our President will report on his Division's event. How about a report on your event, Spence Shepard? Maybe a couple snapshots...

As always, we still need your article on your FC dabbings. Yes, you! Anything relating to FC's would be greatly appreciated by all of us. We could sure use some cover photos, too.

Ken Krol



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

FIRST CLASS



CORVANATICS

THE FORWARD CONTROL CORVAIR PEOPLE