

CORVAN ANTICS



Greenbrier



Loadside



Rampside



Corvan

A Chartered Chapter of CORSA
Corvaire Society of America

Vol. 30, No. 4

*The Bi-Monthly Newsletter of Corvanatics
The Forward Control Corvaire People*

July / August, 2002



CORVANATICS OFFICERS & DIRECTORS

FOR 2001-2002

PRESIDENT

Corbin Tayloe ctayloe07@aol.com 817-430-1910
275 Double Oaks Dr., Lewisville, TX. 75067-8268

VICE PRESIDENT

Jim MacDonald CORVANATIC@aol.com
8400 Hawthorne Dr., Munster, IN. 46321

SECRETARY/TREASURER

Diane Galli rdgalli@tcsn.net 805-466-2737
5000 Cascabel Rd., Atascadero, CA. 93422-2302

DIRECTORS

Eastern: Tim Schwartz, toschwartz@att.net, 201-447-4299
5 Riverview Ln. Ho-Ho-Kus, NJ 07423

Central: Woody Thomas, woodyvair@aol.com 254-857-8527
P.O. Box 1254 Hewitt, TX. 76643

Western: Lon Wall lonwall@corvairunderground.com
P.O. Box 339, Dundee, OR. 97115

At Large: Ben Stiles, bensbus@paonline.com, 717-687-7558
212 Georgetown Rd. Strasburg, Pa. 17579

TECHNICAL EDITOR

Jim Jimenez triplej@isol.net 920-793-1982
2826 Memorial Dr., Two Rivers, WI. 54241

HISTORIAN

Dave Newell 415-223-4725
P.O. Box 588, Orinda, CA. 94563

EDITOR

Garry Parsley geparsley@att.net 817-558-1281
402 Forrest Ave. Cleburne, TX. 76033-5343

FOUNDER

Ken Wilhite
9560 Maple Way Indianapolis, IN. 46263

CORVANANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (CORSAs). Established September, 1972, Corvanatics is dedicated to preserving and enjoying America's original and most innovative small vans and light trucks, the Chevrolet Corvair 95 Series.

Membership in Corvanatics is open to any CORSA member with an interest in Forward Control Corvairs. Membership applications are available from the Secretary/Treasurer, Diane Galli, 5000 Cascabel Road, Atascadero, CA. 93422-2302.

Dues are \$6.00 per year and must be sent to the Secretary/Treasurer. Sending them to any other address will only slow your renewal and possibly cause you to miss an issue.

Stories, articles, photos, memorabilia, or any other item for publication should be sent to the editor: Garry Parsley, 402 Forrest Ave. Cleburne, TX. 76033-5343. All of these can also be sent by e-mail to: geparsley@att.net. Technical material should be sent to the Technical Editor for review.

Classified ads are free to Corvanatics members and should be sent to the editor. Display advertising is also available at the following rates: Full Page: \$25; Half Page: \$15; Quarter Page: \$10; Business Card (2 x 3.5): \$5; Please submit print-ready or typed copy and pre-payment to the editor. Photos for ads are \$6.00 each and can be color or black/white. Authorization and payment must be received for each issue. Deadline for publication is the 15th of February, April, June, August, October, or December.

Web Page Address: www.corvair.org/chapters/corvanatics/

COVER PHOTOS....

This issue's front cover photo was taken during the Heart of Texas Roundup, June 1st, in front of the double decker bus at the Central Texas Auto Museum in Rozanky, TX. The back top photo was taken at Dollie Cole's ranch during the Roundup, while the bottom photo is the line of F.C.'s and their "caretakers" at Dollie's ranch.

CORVANATICS MERCHANDISE

Available from the Secretary / Treasurer

ROSTER.....\$2.00

3 BOOKLET SET:

PAINT CODES

(INCLUDES CARS THRU 64)

PRICES & OPTIONS

PAINT & TRIM COMBINATIONS.....\$5.00

POWERGLIDE TRANSMISSIONS

by BOB BALLEW.....\$10.00

DIFFERENTIAL BOOKLET.....\$5.00

CORVANATICS PATCHES.....\$2.00

CORVANATICS DECALS.....\$1.00

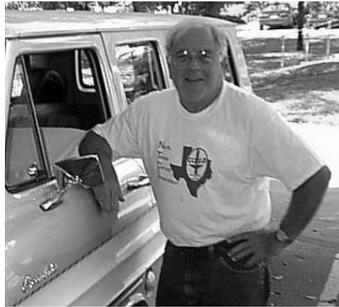
EDITORIAL DEEP THOUGHTS....

I'm writing this after just returning from the Heart of Texas Roundup, held this year in Lockheart, Texas. The Alamo City Corvair Association hosted this year's event, which featured a barbeque at Dollie Cole's Briarpatch Ranch. This was an amazing event to say the least, and there is no way to do it justice in this short space. You will see a few pictures through-out this issue. Dollie was a gracious, witty, and entertaining host. She spent quite some time answering audience questions. Look for much more information in this month's Communique.

After talking last issue about my route to the convention, we received disheartening news. Our son, Matt, who had joined the Army in January, graduates from basic training the Friday of Convention. So, needless to say, you've already noticed we were not at the convention, we were in Georgia for the graduation ceremonies. Matt leaves immediately from graduation to advanced training, so this was our only chance to see him for a while. Take lots of pictures and send them (along with articles) so that we can have a giant convention issue! Hope everyone had a ball! See you next year.

Garry Parsley

RIDING WITH THE PRESIDENT



By the time you receive this copy of the Corvan Antics News Letter, the 2002 National Convention, in Flagstaff, will be history. I hope you attended and had a good time and had a safe and enjoyable trip to and from Flagstaff. There will be many articles in the CORSA Communique about our recent Heart of Texas weekend to Lockhart, Texas and our visit to the Brierrpatch Ranch, the home of Dolly Cole, the widow of Edward N. Cole, the founder of the Corvaire. This was very special for me to tour her home and to see all the items that had a lot of meaning to her. It was a memorable experience for all of us. We had five F/C and 41 total Corvairs at the ranch. What a wonderful weekend.

Now is a good time to start planning for the convention next year, make your reservations and start on your F/C so you can have it completed by 2003. This convention is on the east coast and should be well attended as it seems that we have a larger group of F/Cs on the east coast. I have finished cleaning the Loadside for the last time before I leave for Flagstaff. Looking forward to seeing you in Flagstaff and to a great convention. Until next issue,

Corbin Jayloe

KAMPERS near KNOEBELS

Hello Corvanatics! I would like to send an open invitation to all of you to come camping with me and many, many other lovers of Corvaire and Volkswagen vehicles. I host a Corvaire/VW campout called Kampers near Knoebels each Labor Day weekend at Indian Head campground located in Bloomsburg, PA and the heart of the PA coal region. The highlight of the trip is a caravan to nearby Knoebels Amusement Park, but the weekend is full of other activities and lots of Corvaire conversation. If you camp, whether in your Corvaire car/FC or not, come and join us. You won't be disappointed! For much more information, check out my webpage at www.geocities.com/bens_bus and click on the Kampers near Knoebels link or e-mail or call me. I hope to hear from you and I hope very much to see you and your family there! It's a great time!

Corvaire Campingly Yours,
Ben Stiles (Director at Large) (717) 687-7558 or bensbus@paonline.com

This is a scale model (approx 1/15 scale) Greenbrier 8 door with table and driver from Dollie Cole's home. There is a small plaque on the base inscribed "E.N. Cole".



FOR 25 YEARS
We've served The Corvaire
community with pride!



NOW WE'RE LOOKING TOWARDS THE NEXT 25 YEARS TO DO EVEN BETTER!

Mechanical, Interior, brakes,
Books, conversions, improve-
ments, trim, you name it!



Over 1000 reproductions and
growing! 5500 new parts, plus
Used, rebuilt parts, and NOS

OUR BIG 1999 CATALOG IS STILL ONLY \$5.00 POSTPAID (USA)

A Subscription to The CORVAIRE NEWS is still free!

Give us a call, fax, letter or e.mail.

Find out why so many buy from CORVAIRE UNDERGROUND



**CORVAIRE UNDERGROUND Inc. PO Box 339 Dundee, OR 97115 800-825-8247
Fax 503-434-1626 Warehouse 503-434-1648 www.corvaireunderground.com**



F.C.

(FEATURED COLUMNIST)

Greetings from Ben's Bus,

It has been a while since I last wrote into *Corvan Antics*. Things have really been busy these past few months. About three weeks ago, the high school musical I was directing closed after three stellar performances. The kids worked hard to put together Meredith Wilson's *The Music Man*, and it took a great deal of energy on my part as well. Since it has ended, I have had some time for fiddling around with my two trucks.

I have been working lately on tightening up the shifter on the Greenbrier. It is an early shifter design and was very sloppy when I first got it nearly ten years ago. Before the Chicago convention, Ron Stern, my Corvaire buddy, helped me to replace some shifter parts to try to tighten it up. We did make some progress, but it was by no means perfect. One of the major problems was that the ball on the end of the shift lever was badly worn. Lon Anderson recently hooked me up with a much better cared for shift lever which fits very tightly into the "pipe" at the end of the shift tube. Still a bit sloppy, but we are getting there. Now the final straw will be to replace the shift coupler at the rear of the shift tube. This is the piece that connects directly to the transmission shaft. Some of these were welded on at the factory. Mine was, too. The solution was a replacement shift tube from Corvaire Ranch that had the aforementioned shift coupler clamped, not welded, on. By the way, does anyone out there know when the factory stopped welding the shift couplers on? Mine is a 1962 and it would seem to me that the shift tube is original to the truck considering how terribly worn it is. Seems to me that the Chevrolet engineers became aware that the part would wear and that making it removable and replaceable would be a smart move. I am glad they had that foresight. Once I finally get the new shift tube on with the new shift coupler, the Greenbrier should shift much more precisely like its new brother, the Rampside.

Speaking of the Rampside, I have been driving it a lot lately. The weather has been hinting at the normal Spring weather we are accustomed to at this time of year. At the beginning of "winter" I was afraid I would have to lock it in the garage for several months. Fortunately, we had VERY little snow around here, which is unusual for Pennsylvania, but I am not complaining. I was able to enjoy both of my FCs for almost the whole winter season. I am not sure when we will experience another winter like this one where I do not need to worry about starting the truck in the garage occasionally to keep its battery charge up. I will not subject this particular Rampside to road salt.

As far as maintenance on the trucks, I have done very little. The alternator in the Rampside had an electronic

glitch recently that left us stranded in a strip mall parking lot on a very cold evening. A quick exchange of parts made it all better, but it proves a point. The alternator is a modern and up to date automotive part. It just goes to show that even new car parts are subject to failure every now and then. That little fact should make us all trust our older Corvaire. Truly, I have done very little else to the trucks. A tire was fixed on the Rampside, and I had nuts welded onto the clutch head bolts holding the ramp hinge to the truck thus making it possible to remove the ramp for some cleaning, but other than that it has been a great deal of detail work.

I am preparing myself and my wallet for body work and paint on the Greenbrier. I want to try to do the body filler work myself and have the paint sprayed on by someone else, but I am not sure if I have the patience to do the body work justice. I will have to think this one out. The van does need to be tended to or I am afraid I will not have it for many more years. I have put too much work into the truck to have it rust away before my eyes. I hope that by the end of the summer the Greenbrier will be dent and rust free sporting a new and protective coat of paint. I intend to keep the green with white stripe color scheme. After ten years, it has grown on me.

This past weekend I rode to New Jersey with Jeff from Corvaire Ranch for the NJACE Garage Sale and Swap Meet. It was a successful event, but cold! It flurried off and on most of the day. I was able to peruse the vendors tables and saw some unique parts. While there, I was given the opportunity to drive both of Eastern Director Tim Schwartz's 1963 Greenbriers. Early Saturday morning I drove his beige/white nine passenger deluxe van to the swap meet site. It has the later design shift linkage. Later that day I drove his red/white camper. This van is a 102 powerglide. He says that powertrain combination is not very good. It did seem a bit sluggish to me, but I loved not having to shift!!! I really think that the next time one of my trucks needs a new transmission, I will convert to a powerglide. It did seem a bit weird to me not to have the clutch pedal there, but I think I could get used to it. As far as the newer shift linkage and shifter is concerned, I for one cannot figure out what all the hype is about. I have read several times in this newsletter and been told in person as many times that the later shifter design is superior, but I could not tell a difference worth writing home about. About the only thing I can say for sure is that the later shifter design takes away gas tank capacity. Any other opinions out there?

Lynn and I are getting very excited for camping season to begin. We have several trips planned for this summer. Because I am taking three summer classes this year for my Masters degree in school counseling, a big vacation is out of the question. Therefore, we are planning several extended weekend trips. The van has served us so well in the past and we are hoping for another successful season. I have made no changes to the interior and all of our

camping equipment and spare parts have a place in the interior cabinets. I hope the rest of you have plans of taking your FCs out for some summer trips. They are so fun!

Please note my invitation to Kampers near Knoebels elsewhere in this issue. I hope that many of you will be able to join us for a weekend of Corvair/VW camping in Pa's coal region. It is a blast!

Until we meet again, happy travels and safe journeys!

Ben Stiles

bensbus@paonline.com
www.geocities.com/bens_bus

More Photos From H.O.T.



Larry Schmuhl's Rampside in front of the sign at Dollie Cole's gate. If you look closely, the sign says "Briarpatch".



A slightly different angle on the F.C.'s in attendance at H.O.T. Photos by Larry Schmuhl.

What Could Smell Worse Than 90W On The Floor Of Your Garage?

It all began when I purchased a well-abused 62 Rampside from Ches Cain, another NTCA member. The truck came from Indiana by way of the Lake Placid Convention, but the stories of that and its subsequent life as a parts hauler; I'll leave to the prior owner to tell.

When I bought the truck, it was running on 4 cylinders. One of the head gaskets had been blown for so long that hot gasses had eaten a vee into the top of the cylinder. Another had blown, but not so long ago. Though repaired to run on all six again, the 61-80hp car engine was extremely tired. Everywhere I went, I trailed smoke, and it marked its territory wherever it was parked.



Fast forward a year or two, and we find the truck with 4 of the same size tires, matching hubcaps, a rebuilt and covered seat, a fresh paint job and even a stereo. It is time for some mechanicals.

I 'fell' across a 64 FC block in good condition, then ordered the engine parts to replace everything that moved. Bolting up the brand-new motor, we noticed the differential snout was cracked, so I bought a used differential, with 3:27 gears. From the moment I filled the various reservoirs with fluids, I began to deal with leaks. Perhaps it would've been better to make a planter out of it. Though the engine oil dribbles were annoying, I chased them all down and sealed them up. Unfortunately, there was a major leak of smelly 90W gear oil coming from the transmission. Remember the transmission? No? That's because it was the only component untouched during the rebuild except to be emptied and refilled. Now I have a 'new' engine, yet I must constantly check the level in the differential before I use it, as well as park on a drip pan to catch the foul smelling 'stuff'.

One day I moved the truck from the garage to the front of the house, and heard the transmission protesting with loud 'clicks'. Finally beaten, I dropped the drive train out and found a horribly broken transmission. Using donor organs and new bearings, we made a transmission out of several carcasses. It appeared the only problem left was an annoying 'tick' coming from the valve train on the passenger side when the engine was cold.

Driving the truck in ever-widening circles, my confidence grew to a point where I was looking for a reason to take an extended 'shakedown' run in preparation for Flagstaff. Ken Richardson, another NTCA member, found a couple of

(Continued on page 6)

(Continued from page 5)

guys in Iowa who had some van parts for sale that would really help out his effort to get his Greenbrier on the road. We decided to make a parts run to Iowa. Cleaned up and running great, we cruised effortlessly through north Texas and most of Oklahoma. In the early evening, my wife Mary suggested I turn on a little heat, as it was cooling off rapidly outside.

Cracking the air control while tooling along we noticed an awful smell. I suggested we were in the area of a particularly foul refinery. When the smell didn't go away, we stopped and looked all over the truck. Could it be us? Nothing obvious, everything sounded and looked okay. Once we decided it WAS us, we cut our speed and continued to the next exit, some 15 miles from where we were on the Oklahoma Turnpike.

We pulled into a truck stop just outside Joplin Missouri where Ken pulled the top cover off the differential - note to GM engineers - 'Thanks for making the top of the differential so easy to get to on a Rampside.' Once released, the smell went from overpowering and disgusting to the level of a combined biological, chemical and nuclear attack, only worse. The drive train was extremely hot and we saw a differential in the process of boiling its internals, perhaps to soften them up, perhaps to thicken the 90W for use as paving material, perhaps to just prove that you cannot trust anything you haven't rebuilt. We put two quarts of new 90W into the smoldering mass, went in and ate dinner. We called Ray Collins and Gary Malicoat in Iowa and told them we would have to abort the trip, and would call back when we had a plan B.

Outside we checked for leaks, and then headed off at slow speed using back highways to avoid getting back on the Turnpike. We made it about 40 miles, then pulled into a gas station where we attempted to sleep while disregarding the smell of burning sulphur. This was not particularly successful, and we set out for another leg as dawn broke.

In the town of Atoka Oklahoma we limped into a parking lot of the local eatery. There was lots of smoke coming out of the differential, being sucked into the cooling fan and distributed through the heater box to the cab. In addition, the truck was balking at rolling now. There were two gentlemen with long flatbed trucks bearing Texas plates watching us and looking at the truck as if they don't see at least one Ramp-

side everyday. The driver of the empty one made a remark about heading south, so I said 'Why don't you take that with you?' He told me to



load it up, and we set up his ramps to do so. Perhaps this would be a good time to mention a few rules for driving FC's.

1. Don't drive all night and expect to make rational judgments
2. Don't take a running start at steep ramps
3. Remember you are in front of the wheels and when the nose of the truck hits the ramps it will sound bad and make the fender 'shoes' look awful.
4. Burning 90W stinks (did I mention that?)

At this point, I threw in the towel and called a commercial flat bed. Ken entertained the driver with Corvair stories while I slept (with Mary on my lap) for the last 160 miles of our 'trip'.



I did drive the truck off the flatbed and into my driveway. Dropping the drive train revealed a fully cooked differential. As you can see, there is an unintended gap on the pinion shaft. The snout stayed on the input shaft with the throw out bearing. The neighbors ran screaming

from the smell for two blocks around, and a 'For Sale' sign appeared in my front yard.

With great trepidation I called Bill Wells who had just built the transmission. I had the old differential, plus a good snout, and he had a spare set of 3:27 gears. A new set of bearings and seals came from the local



auto parts store, and Bill soon had a perfect differential. Checking out the transmission revealed the magnet Bill had placed inside it to catch any stray metal had worked -



too well! The magnet looked like a pregnant flower, and there was a half-inch of foul smelling mud in the casing.

The truck now sports a rebuilt, leak-free 3:27 differential and a beautiful 4-speed transmission. The pressure plate, flywheel clutch and throw out are also new. The smell is a faint memory. We're ready for another 'shake down'.

Larry Schmuhl

CLASSIFIEDS

For sale: Rear cargo doors with windows, excellent condition, Stripped and primed, \$35 each or \$60 for both. Ron Yaskovic (914) 375 1785 (noon) (914) 493 1186 (3-11pm work)

Approx. 25 Corvair F.C.'s for sale. Some are complete with drivetrains, some for sheet metal use. Highlights:
 1-1964 8-Door Van, very restorable, no drivetrain
 1-1962 Greenbrier Deluxe, good body w/car drivetrain
 1-1962 Corvan, was AT&T service van w/ original drivetrain.
 3-1961 & 1962 Ramp-sides, restorable bodies, no drivetrains
 1-1964 Corvan, good body but somebody added windows on each side, no drivetrain.

Also have large amounts of F.C. front doors, side doors (including 8-door setups), engine cover lids, rear doors, etc. Unsorted, but also available are many engines, transaxles, seats, glass, fuel tanks, and includes many early and late model cars of all descriptions. A few photos are included below to help you get the picture. Call Herb Martin 541-967-9013 between 10:00 A.M. and 10:00 P.M. Pacific Time. If nobody is there leave a message and I'll call back.



Full Size Chevy Air Dam On An F.C.

After all the discussion across the Corvanatics site about retrofitting a full size Chevy air dam to an FC, I decided to give it a try. I went to my local Chevy dealer and bought an air dam for a 1986 full size Chevy pick-up, GM part number 15569084. The following morning I held it up to the front splash pan on my Rampside and studied as to how I was going to make it fit. I decided that the two corners along with the two metal mounting brackets were going to have to be removed. After cutting them off making sure to leave enough material to secure the corners I centered the air dam on the front of my FC and clamped it to the splash exactly in the center. This allowed the air dam to position itself to the splash pan. Using the existing mounting holes I drilled the two end holes and bolted up to the pan. I then started to carefully roll the corners around the body of the truck, drilling a small hole about one third of the way around the bend and securing with a sheet metal screw, then completing the bend and securing the corner with another sheet metal screw. After repeating the same procedure on the other corner I removed the clamp in the center. This allowed the air dam to spring into a straight position without any buckling. I drilled the rest of the existing holes and installed the bolts. In a two hour time period I was done and all tools put away. As anyone who has seen the pictures or my Rampside can see it came out very well and I am well satisfied. Now if only it makes it go faster, (more power!).

Michael Emanuele

NEW *
FULLY REVISED

**1999-2002
CLARK'S**

3 Volume CATALOG SET!
 (Main Cat., Specialty Cat., Price List)
 650 pages! **\$6.00** (in U.S.A.)

26 years providing:
 technical assistance, reliable parts
 inventory, and excellent service.

SELLING PARTS? Usually buying new,
 used or "NOS" parts. Contact us for a
 quote.

**CLARK'S CORVAIR
 PARTS, ® INC.**
 400 Mohawk Trail - Clubs
 Shelburne Falls, Ma.
 01370-9748 413-625-9776





CORVANANTICS
5000 Cascabel Road
Atascadero, Ca. 93422-2302



FIRST CLASS