

Corvan - antics

VOL. 1 NO. 6

FEBRUARY/MARCH 1973

EDITORS COLUMN Hello everybody! Sorry for the lateness of this issue, But I was waiting for some members articles to arrive, Which didn't, So I had to improvise.....

I want to begin by thanking all of you who responded to my little "notes" I sent some of you regarding membership fees that were due, Thanks a lot! We only lost three people.

Things here in Indy are the usual, I've gotten quite a bit of work done on the van due to the weather starting to warm up, I gave it a test drive this past evening, Putting thirteen miles on it without any trouble, But still have some bugs that need to be worked out. I've also gotten the wooden framework for the interior completed, All i need now is my panelling and carpeting.

A lot of you people have been writing me requesting information on the gas heaters I mentioned a few months ago. Everything was going fine on the sale of these, Until the supplier absconded with one of our members funds! I must admit that I am partially to blame in this matter however.

I've also been getting a lot of requests for back issues of the newsletter, So effective now I'm making them available. Price will be \$.35 per copy. Send me a postcard with which issues you want OK?

I recently talked with Mr. Eric Rawls of the MID-WEST VAN CLUB, He informed me that their group is having a "run" to a local reservoir on the 25th of March, And that anyone with a van is invited to attend. For more information contact: Mr. Eric Rawls, 2412 Village Rd., Charleston, Ill. 61920

Membership is up over last months figure, We now have fifty-one people(35 Green-briers, 10-95 Vans, And 7 Rampsides.

I would like to ask all of you a favor! We need to establish a file with photos and slides of Corvair trucks, And I would appreciate your forwarding me any you can part with, Also you could loan me your negatives, And I could have our photo lab make either slides or prints...Let me knowOK?

Another "limited-Interest" group like ours has formed for the owners of air-conditioned Corvairs. Mark Corbin has started this group, And they call themselves the AIR-VAIRS GROUP. More info can be obtained by writing: AIR-VAIRS GROUP, Rt. 3 Spring Valley #11, Galion, Oh. 44833

PRODUCTS, SERVICES

Member Orville Lippert, Of UNIQUE CUSTOM AUTOS, DeFUNIAK Springs, Fla. is offering rebuilt truck engines built to your specs within 30 days. Orville is an ex-FAA aircraft mechanic, And one of our newer members , Contact Orville at: UNIQUE CUSTOM AUTOS, Rt. 4 Box 275, DeFuniak Springs, Fla. 32433

Heres something which may interest you Rampside owners: I was looking through an old issue of Popular Mechanix(Feb. 1970)and found an article on how to build a camper shell for the rampside. Its a nice article, With photos and line drawings. Plans are available, Order plan #PUC-2-70, Send \$5 to: MECHANIX ILLUSTRATED, Plans

Service, Greenwich, Conn. 06830. I'm not really sure that these plans are still available or not. Write and see.

Followin you will find the CORVANATICS membership roster, As of 2-14-73. there will probably be some of you who are members that are not mentioned, Don't worry, It will be revised at a later date.....

CORVANATICS MEMBERSHIP ROSTER

2-73

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TECH TOPICS

This months tech topics are by Lee Hart and Russell Chevrette. Lee is a student of Electrical Engineering in Northern Michigan, While Russell resides in Portland, Oregon. Lee's article is on modifying your present electrical system to accept accessories, While Russ's article is on fabricating a 4-spd. crossmember. Sorry we weren't able to get Russ Long's second installment on cooling, That will be in the next issue.

GREENBRIER, VAN, AND RAMPSIDE ELECTRICAL
SYSTEM MODIFICATION

The problem encountered was how to wire proposed accessories to the vans stock electrical system without overloading any of the circuits. The items I wanted to install consisted of Cibie fog lamps, Maserati air horns, Gasoline heater, Interior lighting, Roof vent W/Fan, And a 8-track tape player. Some of these items utilize very few amps, While others use gobs! It is therefore necessary to modify your stock system somewhat.

To begin with, Run a heavy wire, Say 10 gauge, From the battery to the ammeter (A very necessary item), And back to the regulator. It would be nice, But not necessary, To put a 50-100 amp fuse in the wire from the the battery so a short on the wire will not cause a fire.

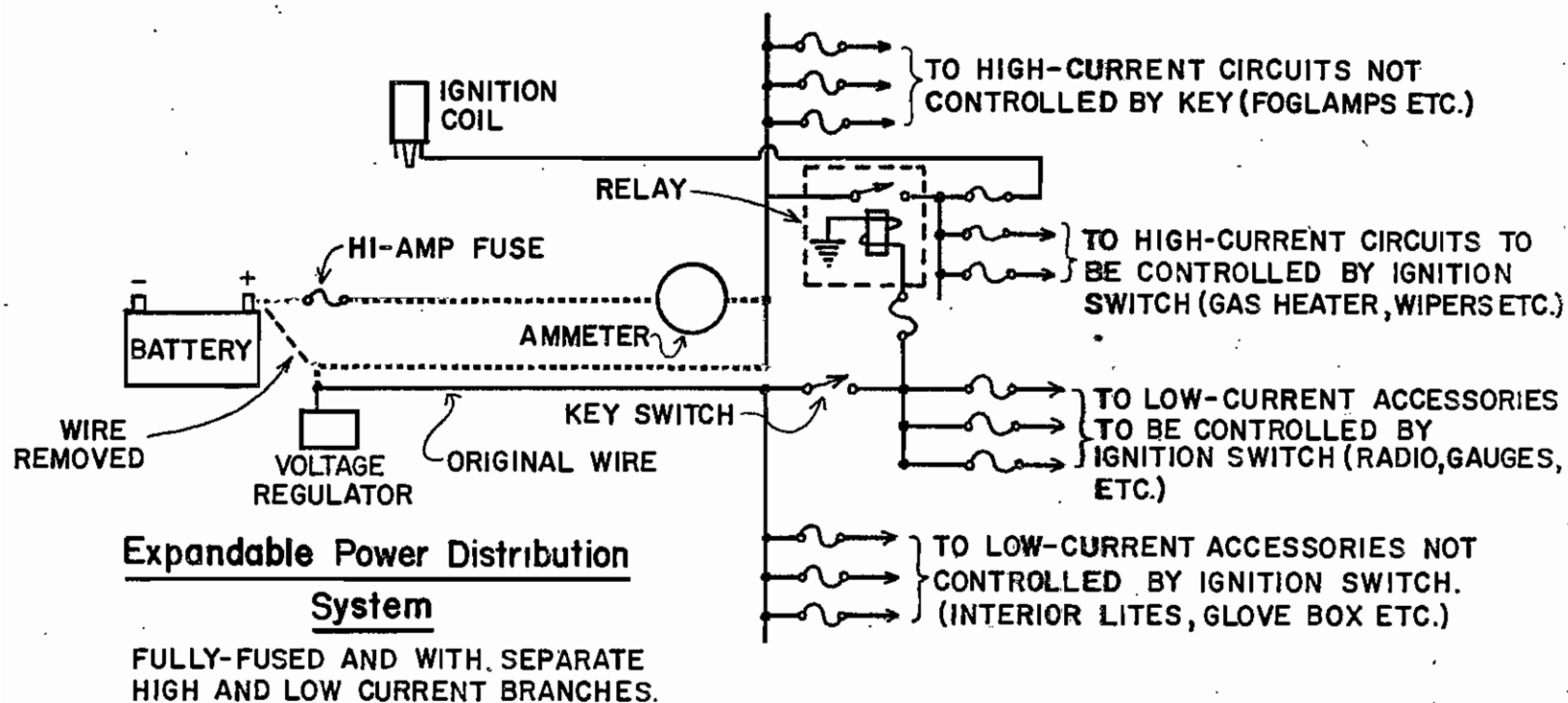
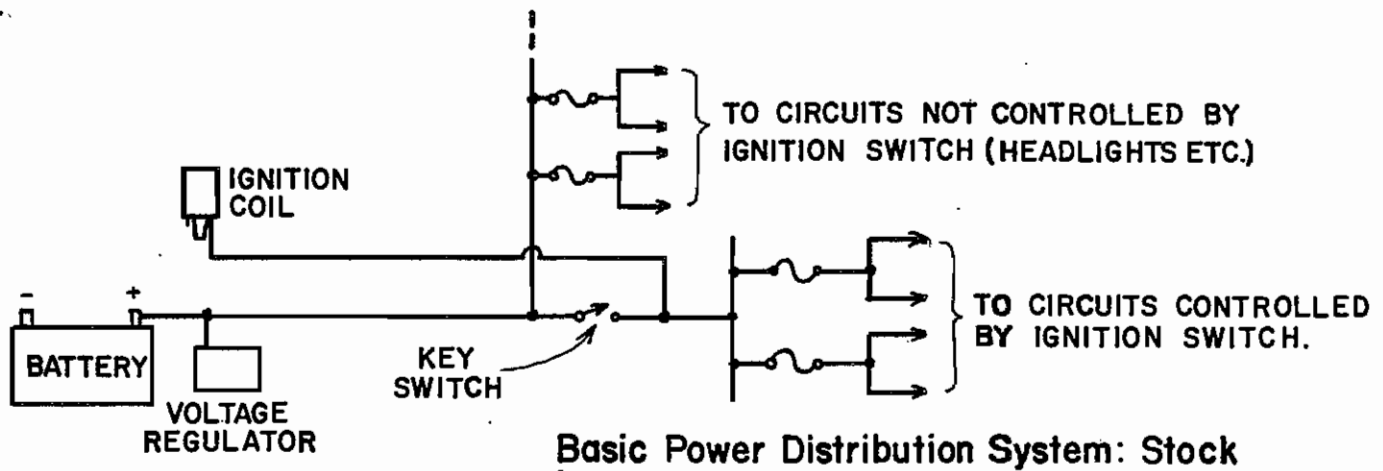
Next pull the heater and headlight fuses, And connect them thru the same size fuse to the ammeter terminal that is connected to the voltage regulator. This terminal is also where all high-current accessories, Such as gas heater, Roof Vent, Q.I. lamps etc., Should receive there power. If you would rather have some of them turned off automatically with the key, Use a relay, As shown in the diagram. Now there is no heavy drain on the ignition switch, And low-power circuits are run off this line, Such as gauges, tape player, Dash and interior lights etc. Also it would be wise to fuse each accessory or system separately. This may sound overly cautious, But look at it this way: If you are running five devices, Each drawing slightly less than two amps, Thru one ten amp fuse, You might think they are all fused, And therefore protected. But if only one of the devices is on, The fuse will not blow until the current exceeds ten amps: five times the normal maximum! In this case, A blown fuse means "your radio just finished destroying itself!". Troubleshooting is also easier because a blown fuse points to only one device: The fault lies between the blown fuse and the next smaller fuse down the line towards the load.

It is also possible that the stock 35 amp generator will not be able to handle the load. It is unlikely that everything will happen at once, But you must find out what the worst-case load will be: For instance. Driving in a pouring rainstorm at night with jeater, Wipers, Lights, And radio all on, Use your ammeter to measure the maximum current drain by turning everything on with the engine not running. Add about a 50% safety factor(The battery may be charging in addition to all of the above on that miserable night) If the drain exceeds 35 amps, You are going to be treading on thin ice.

A generator(OR alternator, For that matter) usually suffers near catastrophic failure when overloaded: That is, It won't quit right away, But when it does, It will be all at once, Murphy's law can be used to predict exactl- when! Since you have no indication when driving how much current you are demanding from that poor little 'ol thing, I would guess that it would be to your advantage to install a larger generator, Or better yet, A alternator. I have a '65 alternator in my van, And found that the easiest way to install it is to use the entire '65 engine wirng harness with it, Plus a new oil filler/fuel pump adaptor housing, And regulator.

Lee Hart

(WIRING DIAGRAMS ON NEXT PAGE)



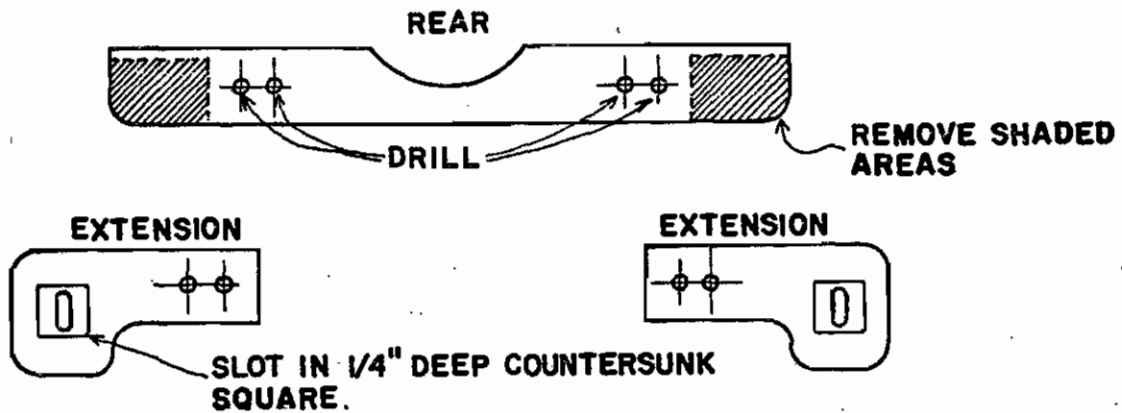
FABRICATING A 4-SPD CROSSMEMBER

A lot of you have been writing me requesting assistance in the location, Or how to fabricate etc. a 4-spd. crossmember. I can personally vouch for trying to locate one, It took me three months!

A few months ago I received the following tip from Russ Chevrette, And I've decided to reproduce it for you all.

First off it is necessary to locate a passenger car four-speed cross-member, Which are in abundance! Cut off about three inches of the UPPER plane of the right angle, And bolt on a couple of half-inch steel extensions. By using slots instaed of holes for the motor mount bolts, You have an easier time fitting the powertrain in, And if you slot the rear mount too, You can slide the powertrain back and forth by loosening the three mounting bolt nuts This is an easy way of adjusting rear toe-in, toe-out

(ILLUSTRATION NEXT PAGE)



FOR SALE, WANTED ITEMS

FOR SALE.....BRAND NEW STOCK TRUCK MUFFLER FOR VAN/PICKUP/GREENBRIER \$5, NEWLY REUPHOLSTERED(BLACK) FRONT BENCH SEAT FOR ABOVE \$35 KEN WILHITE, 3825 N. MERIDIAN ST., INDIANAPOLIS, IND. 46208 1-317-264 7729(DAYS) 1-317-924 2195(LATE EVES)

WANTED.....(1) ANY INFO ON HOW TO AIR-CONDITION A GREENBRIER; WAS NEVER PRODUCED WITH FACTORY AIR, TO MY UNDERSTANDING. HAVE CORVAIR SHOP MANUAL. WILL APPRECAITE ANY HINTS ETC.

(2) LOUVERED HEATER OUTLET(FIXED OR ADJUSTABLE) UNDER REAR BENCH SEAT OF GREENBRIER. NEED PART ITSELF OR PART NO.

(3) SET OF FACTORY SALES FOLDERS, COVERING '61-'63 GREENBRIERS

(4) GREENBRIER MODEL, OR KIT(PREFERABLY WHITE)

PLEASE WRITE OR CALL: MR. NICO DEJONG, 373 38th AVE., EAST MOLINE, ILL. 61244 1-309-755 0050

WANTED.....FOR '63 95 VAN, FRONT & REAR CHROME BUMPERS, 140HP PRIMARY TO SECONDARY CARB LINKAGE, GOOD USED PAIR OF F70X14 BLACKWALL TIRES; FACTORY CHEVROLET OR PONTIAC 14X6 STEEL RALLYE WHEELS W/ CHROME RINGS CAPS ETC. KEN WILHITE, 3825 N. MERIDIAN ST., INDIANAPOLIS, IND. 46208 (PHONE NO. ABOVE)

WANTED.....ANY INFORMATION REGARDING AIR-CONDITIONING A GREENBRIER, ANY ASSISTANCE APPRECIATED. JIM FORMAN, 1400 DELANO DRIVE, LAS CRUCES, N.M. 88001