



CORVAN ANTICS

VOLUME 11

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RAMSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

Illustration: Chevrolet Motor Division



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 NEWSLETTER COPY: Anything to do with FCs (prefer text with picture)
 NEWSLETTER DEADLINE: First of each ODD numbered month
 CHANGE OF ADDRESS: PLEASE send them to Caroline Silvey
 DUES, APPLICATIONS and RENEWALS: CORVAN ANTICS is published bimonthly by CORVANATICS, a chapter of CORSA and CORSA membership is required
 CORVANATICS dues are \$6 (US) per year and should be sent to Caroline Silvey. CORSA dues are \$14 (US) per year and should be sent to CORSA, INC 2506 Gross Point Rd Evanston IL 60201
 CORVANATICS MERCHANDISE AVAILABLE: Window decal \$1 ea; Back issues of CORVAN ANTICS \$1 ea; Complete set of 46; Jacket patch \$2.15 ea; Club stationery & envelopes \$.05 ea. All items can be ordered from Caroline Silvey.

A WORD FROM THE SECRETARY/TREASURER:

Just a reminder that if you find a red "DUE" on your newsletter address label it is a reminder for you to send in your dues which saves your club the cost of a reminder post card. Thank you.
 Caroline Silvey

ON THE COVER:

Mike Paholsky of Victorville, CA one of our FC Travel Helpers sends us a picture of his 1963 Rampside and his 17' fifth wheel trailer "ME TOO". Along with it comes a request for information on keeping his engine cool as some areas where he pulls his trailer it gets up to 120°. Wow, I thought it got hot here in the mid-west! Thanks for the picture Mike and any suggestions readers?

CORVAN MOTORHOME by Bill Wood

I've always wanted a motor home for my family and to use for camping I never wanted a very large one for the sake of handling, storage, and economy. I finally decided on an idea that was also affordable and started about 18 months ago from a '64 body with floorboard rust and an engine that wouldn't turn over. We have begun to use it and it is virtually complete, save a little interior trim work and exterior aluminum trim work. Features include cabinets of "waferboard"



the depth of and mounted over the rear fenders and a larger one suspended about 15 inches from the ceiling over the engine compartment leaving clearance for rear view thru the rear door glass. Have a hinged extension from the engine lid forward to a 72" total lower bed length (width 44"). We have modified the front seat original frame bottom & back so that the back rotates 180° resting against the steering wheel for a rear-facing sofa. Cushions are removeable and double as a mattress for upper or lower bed. We removed approximately 4x4 foot section of the original roof for standing room and access to the upper bed. This bed is a double and is 72" long starting about 6" from the rear rain gutter. Collapsing raised roof constructed entirely of aluminum, collapsed height is approximately 5" higher than peak of original roof, raised height is about 27" overall weight gain from all the modifications is in the 200-250 lbs range. We are currently underpowered by a 102HP engine with a 4 speed and 3.27. Plan to convert to a 95HP FC engine with 3.89.

Bill Wood

CLASSIFIED:*****
 FREE to members: non-members \$3/5 line ad. Commerical rates are available upon request. Approved, furnished 8 1/2 x 11 inserts free
 SELL: Corvair Rampside Pick-up, 4-speed, new tires, dual exhaust, good motor, very restorable, best acceptable offer
 Kenneth D Eddy, Rt 2 Box 366, Fairfield Bay, Ark 72088
 (501) 884-3708
 WANT: Delco volumn control #7287428NLA or #7291771NLA for model 15MZA-3727 AM Radio for Corvair.
 Henry W Peabody, 3913 Wisteria Dr, Memphis, TN38116

FC Speedometer Gears by Robert Kirkman

Tom Silvey suggested an article on speedometer gears (at the rear axle) because of frequent substitutions of a Corvair "car" rear axle assembly into an FC. There often is a question of what to do about speedometer gears since there is an obvious difference in tire size. It seems logical that the Corvair axle would turn slower (revs per mile) and would need gearing to speed up the speedometer. It needs about 5% boost or about 1 tooth less on the driven gear fitting. But **CAUTION!** Read on before you simply do that!

I looked in my Feb. 1972, P & A Catalog for help and my advice is don't look in that book for help!! It contains more errors than good stuff. Following that, I obtained gear drawings, design layouts and assembly manuals to put together the following information. It does not agree with the supplier catalogs. They probably tried to decipher the P & A stuff.

Speedo drive gear (steel)

This is the gear on the rear axle pinion shaft that looks like it is made as a part of the shaft itself. It's very difficult to remove and replace without damage. 1960 Corvairs did have the gear machined as part of the shaft. This was changed to a pressed-on gear in '61 partly due to introduction of the 3.27 axle ratio that required a larger steel gear. All drive gears have 8 teeth. You can see 8 "starts" on the end of the gear. It's difficult to count teeth across the top of the gear. While all have 8 teeth, there are two different outside diameters and pitch diameters, therefore, you cannot off-hand switch parts around.

Speedo driven gear (plastic)

This is the gear on the end of the torpedo housing that is removable from the rear axle housing. These gears have 20 or more teeth. This is what the "factory" put in to match your axle ratio of 3.27, 3.55 or 3.89.

Instrument Cluster is that unit with a "glass" front that mounts to the instrument panel. Within it is the Speedometer head assembly that is removable containing the Speedometer, which is the "needle" and the miles-per-hour part of the business. The head also contains the odometer which is the miles traveled row of numbers. With the odometer is a set of gears that take 1001 revolutions of the speedometer shaft or cable to roll up one (1) mile. All early model Corvairs and all FCs had this same type of gearing of 1001 revs per mile. (For reference, the 65-69 Corvair with left front wheel speedometer cable drive had odometer gearing of 825 revs per mile) The speedometer can be recalibrated to register faster or slower by a speedometer shop regardless of any gearing at the axle end of the speedometer cable. It is a matter of magnetism, eddy currents and balance springs. A speedometer shop cannot recalibrate an odometer. All they can do is to put on an external adapter (read that "gear box" and \$\$) to speed up or slow down the speedometer cable. Whatever an adapter does to affect the odometer also affects the speedometer. So, that's why Tom asked for a few (unknowingly) thousand words.

Tire specifications used by Chevrolet to calculate gearings:

TIRE SIZE	REVS / MILE @ 30 MPH	REVS/MILE @ 60 MPH
6.50 x 13 Corvair	851	840
7.00 x 14 Greenbrier	810	799

Gearing specifications

AXLE RATIO	FC		CORVAIR**	
	DRIVE GEAR OUTSIDE DIA	DRIVEN GEAR TEETH	DRIVE GEAR OUTSIDE DIA	DRIVEN GEAR TEETH
3.08*				
3.27	1.844 (#3783093)	20	1.844 (#3783093)	21
3.55	1.844 (#3783093)	22	1.761 (#3783099)	23 24 early 1960
3.89	1.761 (#3783099)	24	1.761 (#3783099)	25 26 early 1960

* Some design references to this ratio, but no gear information.

Larry Claypool says was used for a short period in 1963 but you don't want this ratio for an FC unless you have a big V-8 engine.

** I could not recognize anything to change gearing for various 13" tire sizes.

Cross usage

Corvair Axle put into FC

3.27

3.55

3.89

Driven Gear Information

Re-use your old FC 20-tooth gear

There is no recognized good substitution. You need a 22-tooth gear, but there is none to fit the steel drive gear. If you use the Corvair 23-tooth gear, your speedometer/odometer will read about 5% slower.

Re-use your old FC 24-tooth gear.

Speedometer gearing almost never produces absolute accurate results. Generally they kept on the fast side by about 5% except for 1960. Essentially no one uses original tire sizes today, so your speedometer is now more, or less, accurate than original. If you get information from your tire supplier on revolutions per mile, you can do some calculations: $(\text{Rev/mile}) \times (\text{Axle Ratio}) \times \left(\frac{8}{1001}\right) = \text{Number of teeth in driven gear}$

Use fewer teeth and your speedometer head runs fast. Use more teeth and it will run slow.

As a summary caution, according to records I can piece together, 20, 21, and 22 teeth gears may be interchanged in a rear axle. Gears of 23, 24, 25, and 26 teeth may be interchanged in an axle; but you can't mix between the groups. I have experienced gears, on axle rebuilds, that I could not get together because the teeth were jammed together too closely. I have heard of the plastic gear having the teeth chewed off in just a few revolutions when just "some gear" was put in to fill the hole.

To the best of my knowledge this is the right information. If there is an error that you know of, please contact me so it can be straightened out later.

R.A.Kirkman

TECH TOPICS:

Tech Topics is a collection of technical questions, answers, tips and opinions. All questions, comments, etc you have, should be sent to a Technical Advisor in you area or with a specialty that matches your need. Those of general interest will be included in some future issue of CORVAN ANTICS.

Technical Advisors, Locations and Specialty (more next issue)

Gary Segal & Julius Berky (Eastern US and Canada)
4644 York Rd, Baltimore, MD 21212
Preventive maintenance and Gas Heaters
Dean Hansen (Western US and Canada)
9825 Oso Ave, Chatsworth, CA 91311
Powertrain, Chassis, Electrical, Air Conditioning

Wally Erenneman (Central US and Canada)
Rte #1, Kalona, IA 52247
Mechanical, plus body

Q. I am seeking information on installing adjustable individual front seats (that is, reclining type seats). Richard White, 82 Marie Place, Moraga, CA 94556

A. Will the membership please write to Richard and sent me a copy of what you have done and know.

R. A. Kirkman

PLEASE NOTE:

In the last issue we started a list of people who can help you if you break down while traveling in you FC. The list continues to grow.

FC TRAVEL HELPERS

Don E. Tilque
Rt 2 Box 86
Cheney, Wash 99004
1-509-299-4835

Delbert L Wulf
Rt 1 Lakehurst
Maquoketa, Iowa 52060
1-319-652-2302

Bill May
9152 Hector Street
San Diego, Cal 92123
1-619-277-2566

R G Phillips
5319 Wright Ave
Racine, Wisc 53406
Home 1-414-632-7174
Work 1-414-634-1981
(7:30AM-4:30PM)

Clifford Stewart
PO Box 1544 (mail)
102 Garzolive (home)
McFarland, Cal 93250
1-805-792-3428 Home
1-805-792-2989 Garage

The Vair Shop
Larry Claypool
80th Avenue Lincoln Est
Frankfort, Ill 60423
1-815-469-2936

Will Demastes
9167 Hector Ave
San Diego, Cal 92123
1-619-279-3415

Mike Demeter
7108 Ravenwood Dr
West Chester, Ohio 45069
1-513-777-7981

Larry Thomas
6689 Wood Street
Goshen, Ohio 45122
1-513-722-2871

FORWARD CONTROLLING with the PRESIDENT:

It is 5:00 AM, Saturday. Today I don't have to go to work and I am wide awake! Yesterday I had to go to work and as usual I slept right up to the 5:36 AM alarm blast and went right back to sleep. Today I can't get back to sleep. So I am thinking about what I need to do today.

First I need to write my column for CORVAN ANTICS. Then my mind drifts off to the history of CORVANATICS. Then like a flash I suddenly remember that last year was the TENTH anniversary of the club, yes, TEN years in September and it slipped right past us all. What a shame. Here was a chance for a celebration at the National Convention or at least a mention of it. We should have had a celebration in conjunction with our CORVANATICS DRIVE-IN but it was deserted also. Who is the blame? Naturally, the president, and I accept the responsibility for this colossal goof. Our tenth year slipped right by me.

Now we are into our eleventh year and quite naturally the question arises "Where are we going?" Where we go depends on all of us. Let me encourage all of you (myself included) to do our share to keep our club active and healthy. Speaking of activity, our new vice-president appears to have jumped on the band-wagon already and rather than say any more here we will publish a letter from Mike with some of his ideas and information about him and his family.

Tom Silvey

Well, fellow FC members, I thought I would tell you something about myself now that I volunteered for the vice presidents office of CORVANATICS.

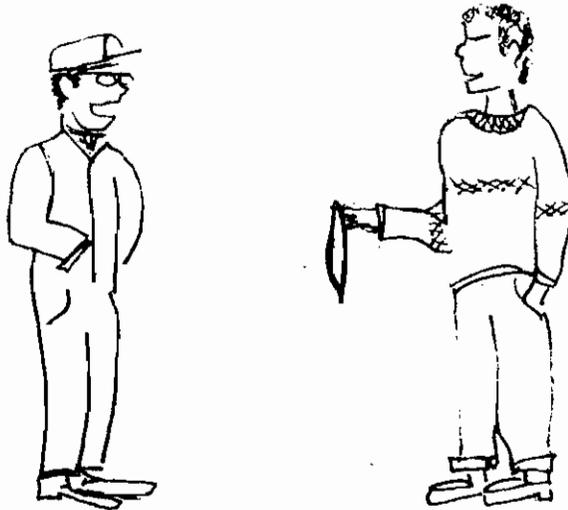
My name is Mike Gaynor, I live in Bloomington, MN, married, 3 teen-aged daughters and a 9 year old son. I am a supervisor at 3M Company and love (and coach) hockey.

As far as Corvairs go, I drive nothing but Corvairs. I own a 1961 Greenbrier deluxe with a 1961 camper package and a 1961 Rampside with the original camper on it, from Cree Manufacturing. I have completely parted out about 6 vans and about 8 cars and I feel I just about know the vehicle inside and out. I am presently president of N. Central Corvair in Mpls. which has about 180 members. In 1979 our club hosted the National Convention at which I had the honor to be the chairman. We at N. Central Corvair have enough FC enthusiasts that we are having a sub-group within our own club. This one meets and discusses FCs.

The office of Vice-President does not usually hold much responsibility. The CORVANATICS VP is chairman for the National Convention get-together but other than that not too much. The thing that I would like to do for our group is to ask everyone of you members to send me a photo of your FC or FCs. On the back of the photo your name, adress, and phone, year of FC and anything describing it more (engine cargo seats, camper, etc). Then on the bottom half of the picture what parts you need to complete restoration or just to get it going or if you have extra parts for sale, list them. I will hopefully get agout 350 pictures of FC vechicles and a lot of info as to who needs what and who has what and I may be able to line you up with each other. The pictures should make a nice board at the National meeting in Seattle. Be sure to describe the color of your vehicle (if the pic is black & white) Red/White stripe etc. I will try to come up with some interesting statistics for the newsletter.

Mike Gaynor

Gene Brier
&
his buddy "FC"



C. Anderson

NO, that is not just a large rubber band
but a rebuild kit for a VW engine!

CORVAN ANTICS
425 DAVID LANE
MASON, OHIO 45040

FIRST CLASS

