



CORVAN ANTICS

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RAMPSIDE/LOADSIDE

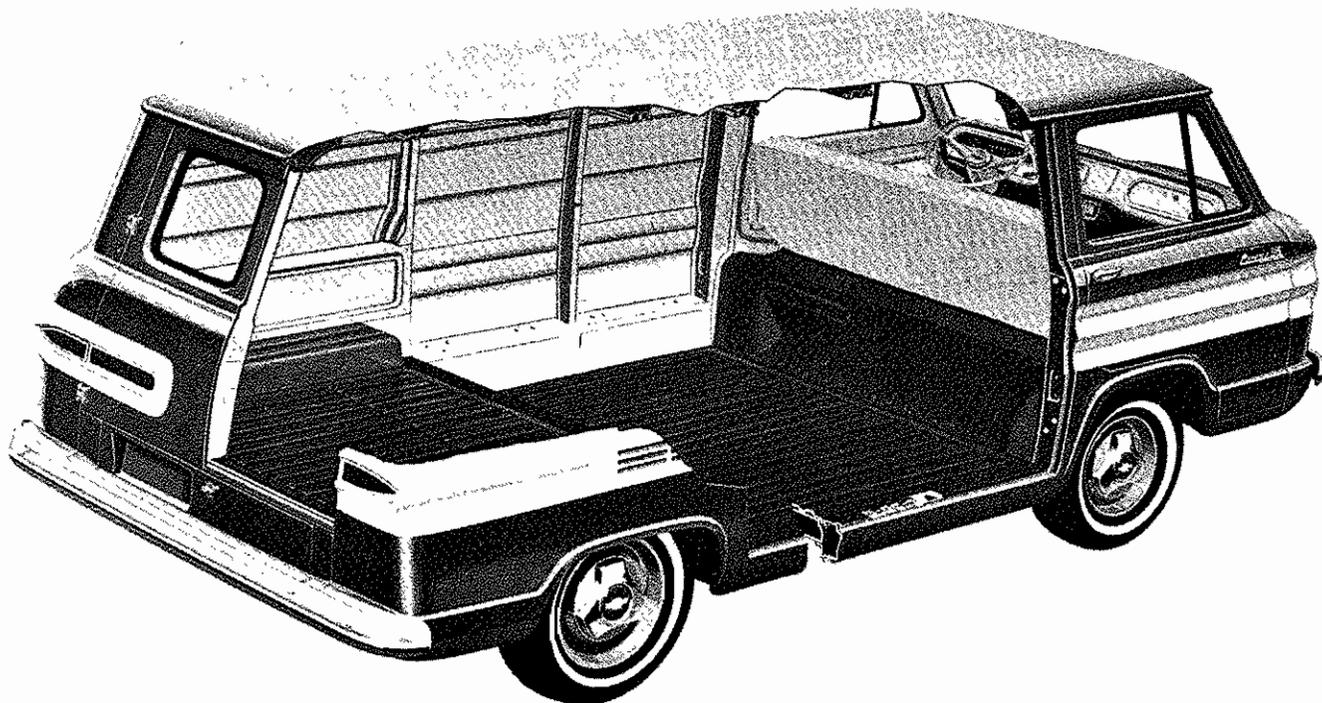


GREENBRIER SPORTSWAGON



CORVAN

Illustration: Chevrolet Motor Division



Bob Kirkman's "FC Fatality": further deterioration inside this issue..

CORVAN ANTICS

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

PLEASE SEND YOUR DUES AND CHANGES OF ADDRESS TO CAROLINE SILVEY AS SOON AS POSSIBLE. ADDRESS LISTED BELOW. SENDING TO ANY OTHER ADDRESS WILL SLOW DOWN YOUR RENEWAL AND POSSIBLY CAUSE YOU TO MISS AN ISSUE!!!

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CORVANATICS - THE FORWARD CONTROL CORVAIR PEOPLE. DEDICATED TO PRESERVING, DRIVING AND ENJOYING CORVAIR CORVANS, GREENBRIERS, LOADSIDES AND RAMPSIDES.

In This Issue

Our members write..., Bob Kirkman's "Light View of an FC Fatality, The Wonderful Electric Forward Control, great Tech Topics and some other misc. stuff you may enjoy.

Club Boutique

CORVANATICS MERCHANDISE AVAILABLE THROUGH CAROLINE SILVEY

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

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

Soon to be available: CORVANATICS TECH GUIDE!!!

Our Members Write...

Editor:

Yes I have seen a Corvan with full window option. ("On The Cover", JAN/FEB 1991. ed.) I am in the final stages of restoration of a "Amblewagon" ambulance by Automotive Conversion Corporation. It is probably the only remaining Corvaire Amblewagon out of fewer than 25 manufactured. I will send pictures and an article when the project is completed (May or June).

George Johnson
Beloit, WI

To The President:

I saw my name banded about in your column last issue, so I thought I would answer your question.

As Ken mentioned, we broke the cam gear in St. George, Utah on our way to the Rocky Mountain Round-up. I didn't say much about it for fear of it sounding like another "Corvaire Horror Story" which, under the circumstances, it was not.

We went from there to Dallas '90, then on home to California. Later to Ontario to the National, then to GWFBT & SM. Looking forward to seeing you in DC.

Bob Galli
Paso Robles, CA

Ken:

Received the latest CORVAN ANTICS newsletter and want to congratulate you on a very informative issue. Seven years, eh? That is a lot of newsletters. Thanks for providing us all with a lot of info.

I read the section about the Sears shocks #91099 on page 7 and I am just wondering if anyone has tried them on the front and what was the result? Also, is there a certain other brand of shock for the front of the FC that has proved successful? My Corvan needs shocks so I would like to hear from someone that has had success with a certain brand.

The Super-Duper Greenbrier article brought back memory of a similar 'Brier that I saw at a Mini-Convention back in 1975 or '76. It was a V-8 tandem axle with I believe two side doors and extended rear. It was a deep forest green with a pea green center band. I have a couple of 35mm slides of it that I will get printed and send you. Perhaps it is the one owned by Tony Blais. Also it had Oregon license plates on it at the time.

It is strange also that you printed a picture of the Oscar Mayer van this last issue, because I recently took some pictures of it in Manhattan Beach, California. I am sending a couple of them.



CA DIRECTOR JIM CRAIG AND SON ROBERT, NOVEMBER '90

Also if Prez Hartzel made the comment "Or is it the latest UltraVan?" let me know. I want to advise him on how to distinguish a real UltraVan from other brand-X's. Or if it was you - ah, ah well you have Editorial rights. (Prez was innocent and knows a hot-dog from an UltraVan. Comment was mine... ed.)

I noted also that Bob Testa had 169,000 miles on his FC. My 1963 Corvan just turned 179,623 miles. The 110 HP 1965 engine has 165,000 miles on it and never had a head off. 800-900 miles to the quart of oil and it still climbs the California hills like it did at 50,000 miles. It has had several carb rebuilds and numerous points and plugs and plug wire replacements. I have used "Auto Moly" engine oil additive since about the 60,000 mile mark and really believe it has contributed to its current excellent condition.

I plan to see 200,000 miles on it in the near future and perhaps even beyond. It is my daily driver/hauler/tow rig/etc.

Jim Craig
CA Western Direct.
Joshua Tree, CA

Ken Krol:

I edit our Club's newsletter, the "Leaky Seal" for Corvaire Minnesota. I also write all the Tech articles, even if submitted by someone. As you know people are almost as reluctant to write, for public reading, as they are to talk before a group. Anyway I enjoy CORVAN ANTICS and thought that I might be able to make a small contribution. Here goes...

An FC Front Door Check-Arm Bumper

I have several Corvairs of the FC persuasion. Often the door hits the front panel if it is allowed to open completely, as when a gust of wind hits you from behind as you open the door. There is supposed to be a built-in snubber/bumper on the "check arm" consisting of a 3/8 inch thick rubber block with a rectangular hole cut in it. The hole is 5/16 x 9/16 inch. Clark's has the roll pin that holds the check arm to the door but I have been unable to locate a new rubber bumper for years.

One day as I was replacing some shock absorbers I noticed how similar the shocks rubber snubber was to the part I needed on my FC's check arm. I'm writing this because it turned out to be a good fit otherwise, forget it, right?

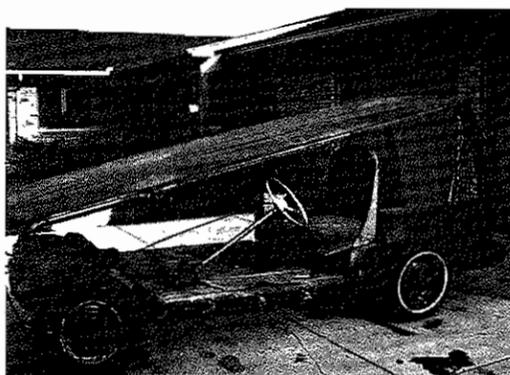
Hint: A block of rubber is a very hard thing to carve. A helpful tool is a bench grinder, but try to keep the rubber cool so it doesn't smoke up your shop. It doesn't have to be 3/8 inch thick either, it can easily be up to 1/2 inch. It also doesn't show so the outer dimension doesn't count at all. It can even look pretty bad, just so long as it does the job. The thickness of the bumper you make depends on where you want your door to start snubbing. Make on and try it, then make the other one. Cutting a rectangular hole is tricky - I chiselled mine out using a 1/4 inch wood chisel up against a wooden block.

Obviously you have to remove the headlight assembly

A Light View Of An FC Fatality



Michigan is in the dreaded salt-belt. Just look at what happened to my FC! The only way to tell that it is not a Greenbrier is by the bucket seat.



What to do now? Definitely too breezy for winter-time use. How about a rear-engine dragster? Has that modern "wedge" look: no doubt about it. However, couldn't get a title for a no-door vehicle with obstructed forward vision.



Therefore it became an automotive sculpture called Corvaire Underground. Here all along you thought Corvaire Underground was a parts supplier in Oregon! Now you know the true meaning of that term. A whole Corvan in a hole in the ground. Perfect roof panel. Some assembly required for the remainder. Battery not included. What a way to go!

Bob Kirkman

FC Classifieds

FOR SALE: 1962 Greenbrier 8-door. Automatic, 110HP engine, body basically solid but needs restoration \$850.

1963 Corvan 4-speed, solid body, easy restoration on very good driver. Needs reseal. \$800. George Johnson, R5, box 54, Beloit, WI 53511 (608) 362-2392.

FOR SALE: FC engine perimeter seals. 1 kit=4 strip precut from high temp rubber. \$15.88/kit +\$1.50 shipping. Earl Vogel, 10636 Meath Dr., Affton, MO 63123

Sloppy steering? While you're overhauling that FC steering box, put in NOS worm thrust bearings. \$5 a pair, postpaid. (Clark's sells 'em for \$5.90 a pair plus shipping.) Got other weird Chevies? These same bearings will also fit your mid-sixties big Chevy, Chevelle and Camaro with non-power steering. Bob Marlow, 161 Hill Street, Midland Park, NJ 07432. (201)444-1859.

1961 Rampside, 110HP, automatic, runs good. \$2150. 1964 Corvan, 3-speed with van engine, runs good, needs body work. \$800.

1964 Greenbrier, 3-speed with van engine, it runs, needs body work. \$500.

1961 Greenbrier, has van engine, axles, wheels, transaxle and automatic, all suspension parts \$200 Five big pickup loads of used parts, engines, suspensions, transmissions, transaxles, heads, blocks flywheels, starters, alternators, generators, lots of other good stuff plus some new parts. \$600. Also 1966 coupe, A/C, 110HP, runs good \$1650. 1967 coupe A/C, 110 HP, runs good, \$1750. Price everything together \$7650 - will take \$6500 for all. Will sell separately. Francis Tanner, 3320 SE 24th Street, Del City, OK 73115-1614. (405)677-1935.

From The Editor's

Glovebox



Spring is on the way and soon it will be time to get those FC's on the road again. Of course, when you do you could write up a few paragraphs on your adventures... or maybe a report on your winter projects... or maybe a few snap shots. In other words, we are desperately in need of material. We don't have much left right now so I sure hope to hear from you. PLEASE CONTRIBUTE - somebody else WON'T do it if you don't!

I regret that we don't have a "Forward Controlling With The President" in this issue. Are you out there, Clark??? I waited three weeks after the deadline, but the newsletter HAD to go out.

It's not too early to be thinking about a program for our Annual Meeting. I would also like to see a Club sponsored trophy for "FC Best of Show" given yearly at the National. Any interest?

The Wonderful Electric Forward Control

AN EXERCISE IN PERPETUAL MOTION (thanks to the San Diego Corvaire Club)

It all began when Gene Brier was having trouble getting his 1964 8-door Rampside Deluxe started in the mornings. The thing just wouldn't "catch" with the first round of cranks, and from there on it was downhill. He'd tried just about everything, for Pete's sake, and was rapidly running out of ideas and batteries.

Now you'd really have to know a thing or two about Gene Brier to appreciate what eventually happened. First off, he's a very creative man. Also, he's one of those people who's brain seems to work an entirely different way than yours and mine; he just automatically cuts across all those lines that seem to hold the rest of us back. Not only that, he doesn't have a whole lot of money, and can't solve every problem simply by dumping it off at some "specialist".

So there he was with a truck that wouldn't start except when it felt like it, which wasn't very often. Well, Gene had been a "ham" radio operator a lot of years back and had a real "feel" for electricity. Seems like he could just SEE what was happening inside a balky toaster or corroded flashlight! Which got him to thinking about the way starters and generators work in the first place. A couple things had bothered him for a long time. They were the fact that A STARTER DRAWS LESS AND LESS CURRENT AS IT SPEEDS UP, and the way A GENERATOR'S OUTPUT GOES UP AS THE FIELD EXCITATION IS INCREASED.

He figured if he could just get the cranking speed HIGH enough, maybe the starter wouldn't draw any current AT ALL! Hey, it might even put a little BACK if he REALLY got the thing to winding up!

So that's what got the project off the ground. And the way he did it, of course, was to remove three of the spark plugs, 'cause that always made the engine turn faster when he was making a compression check. Not only that, his particular Rampside usually ran on three cylinders even when he COULD get it started. So with #2, #4 and #6 out of the picture, that little old 102 spun around like crazy! Try as he might though, he still couldn't get the starter to put electricity back into the battery, even at a 700 RPM cranking speed.

Then he remembered that other thing: the mysterious generator. He tried bypassing the voltage-regulating coil in the hopes that full battery voltage at the "field" would give him a higher output to HELP crank the starter. (After all, the generator doesn't know it's the starter that's turning it, so it just keeps putting out juice.) Now that worked a little, but still not enough to cure his problem.

What about that 6 volt "hot shot" battery he had bought for his camping lantern? Well, that's what did it. He hooked that battery IN SERIES with his 12 volt Delco, wired the whole thing straight into the "F" terminal of the generator, and MAN - did it

ever take off!

With the starter working on only half the compression, and the generator producing somewhere around 35 volts, that thing cranked at 1200 to 1400 RPM and he had plenty of electricity LEFT OVER!

That's when the real stroke of genius took over; why, those other three spark plugs were just holding the thing BACK! So Gene took the other three ACs out, and let her rip!

I ran across Gene and his Wonderful Electric Forward Control just the other day. There he was, tooling down University Avenue in high gear, doing close to 37 MPH, with the ignition key held to the "start" position. And all you could hear was the "ffft-ffft-ffft" of those six empty spark plug holes!

Larry Scrivener
Science Reporter
San Diego, CAL.

1961 MODEL R1205 CORVAN with STANDARD EQUIPMENT

Air Cleaner: Two; oil-wetted	Engines: Turbo-Air Six; 145-cu-in displacement
Axle, Rear: Ratio 3.89	Gross horsepower: 80
Battery: 12-Volt; capacity 35 amp-hr	Gross torque, lb-ft: 128
Brakes, Service: Hydraulic	Fuel Tank: Capacity 18 1/4 gallons
Size: front and rear 11' x 2'	Generator: 30-amp
Bumper: Front and rear; painted	Mirrors, Exterior: Adjustable
Carburetor: Two; single-barrel	Seat: Driver only
Clutch: Diameter 9 1/2"; over 72 sq in	Shock Absorbers: Front & rear
Cooling: Air cooled by 11" centrifugal blower	Spring, Front & Rear: Coil; capacity 1150 lb each
Controls & Instruments: Hand throttle and choke; head & dome light switch; headlight beam control; speedometer; fuel gauge; engine temperature, generator charging, oil pressure and high beam indicator lights	Suspension, Front & Rear: Independent, capacity 2500 lb each
Direction Signals: Front and rear	Tires: Five tubeless 7.00-14/4PR
	Transmission: 3-speed synchro-mesh
	Windshield Wipers: Electric; single-speed

List Price	Factory D & H	Mfr's Suggested Retail Price*	Mfr's Suggested Retail Price*	Destination Charge	Total
\$2098.00	\$168.00	\$25.00	\$2289.00		

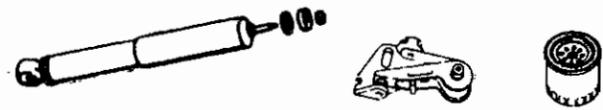
*Manufacturer's Suggested Retail Price does not include state and local taxes, license fees, options or accessories.

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	List Price	Factory D & H	Mfr's Suggested Retail Price*
Battery: Heavy-duty; 54-plate; 40 amp-hr....	345	\$ 5.00	\$.40	\$ 5.40
Custom Chrome: Includes front and rear chromed bumpers and hub caps				
For use without wheel covers.....	393	30.00	2.30	32.30
For use with wheel covers (federal bumpers only).....	393	20.00	1.55	21.55
Custom Equipment: Includes bright-metal windshield molding; rear door red insert; nylon & vinyl seat upholstery; extra-thick foam seat padding; 2-tone door and instrument panel; right sunshade; right front door arm rest; cigarette lighter; dispatch box door trim plate.				
For use with standard seat.....	431	21.00	1.60	22.60
For use with optional full-width seat.....	431	23.00	1.75	24.75
Doors, Body: Left side.....	645	75.00	5.70	80.70
Generator: 35-amp, low cut-in.....	650	35.00	2.70	37.70
Heater & Defroster:				
Gasoline operated.....	128	65.00	6.50	91.80
Direct air.....	138	69.00	5.25	74.25
Paint, Exterior:				
Solid colors.....		N.C.	N.C.	N.C.
Two-tone combinations.....		25.00	1.90	26.90
Radiator: Manual control (Price does not include installation of antenna).....	123	50.00	3.80	53.80
Seats: Full-width front seat.....	482	25.00	1.90	26.90
Shock Absorbers: HD; front piston dia 1 1/4".	213	7.00	.85	7.85
Tires: Five, tubeless				
7.00-14/4PR regular highway whitewall.....	647	30.00	1.60	31.60
7.00-14/4PR regular highway blackwall.....	648	41.00	2.85	43.85
7.00-14/4PR regular highway whitewall.....	674	82.00	5.15	87.15
Transmission:				
4-speed synchro-mesh.....	652	60.00	4.60	64.60
Powerglide.....	667	145.00	11.60	166.60
Ventilation, Special Crankcase: For State of California only.....	243	5.00	.40	5.40
Wheel Covers: Four.....	132	10.00	.80	10.80
Windshield Wipers: With std wipers only.....	130	10.50	.80	11.30
Windshield Wipers: Electric; 2 speed; includes windshield washers.....	355	15.00	1.15	16.15

* State and local taxes not included.

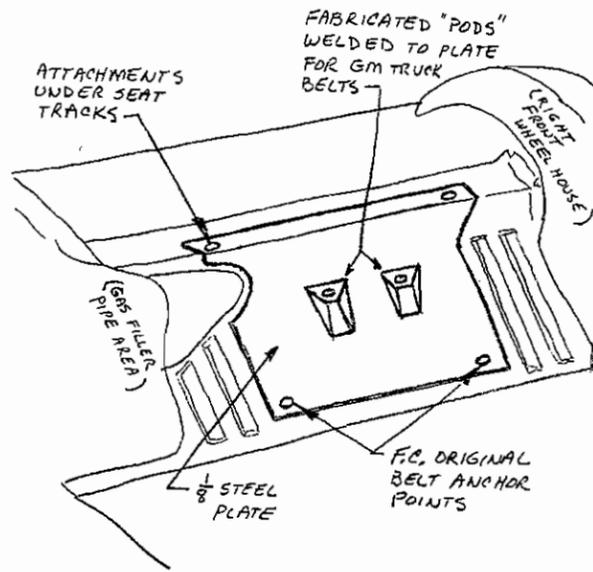
Tech Topics



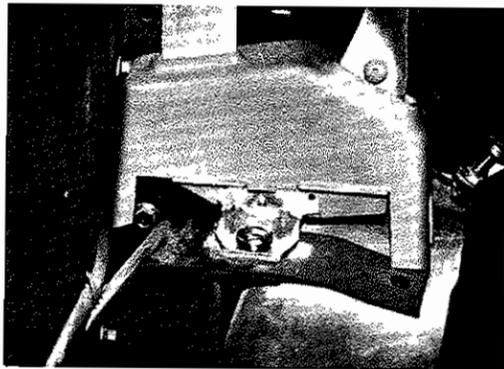
FC SEAT BELTS AND SHOULDER HARNESS

Most of you have read Ken Krol's article in the Com-muniqué of his accident, FC rollover, and his own physical injury. We are fortunate that Ken is still with us.

For the last couple years I have been completely re-storing my '62 Rampside. One initial decision was that seat belts and shoulder harness would be in-cluded. What did I use? 1988-91 Chevrolet full-size pickup truck units purchased from the local Chev-rolet dealer. Why that one? The belt and shoulder har-ness comes as a single one-box unit with separate spooling and inertia locking in the box. The box bolts directly behind the front seat on a platform that you must fabricate. The fixed ends (the ones the buckle snaps into) fasten into brackets fabri-cated and attached to the original anchors in the body behind the seat. Shoulder harness anchors go into the body "lock pillars"; into reinforcements slipped behind the pillars. The belt unit I pur-chased was for a pickup truck bench seat. Therefore it has accommodations for three passengers (only two have shoulder harness, however).



The FC had center belts provisions from 1962 on. Not sure if any 1961 were included. If you already have seat belts you know were the anchors are. If you don't have belts, the holes (and big threaded nut beneath the floor) are plugged. In essence, a 1/8 inch plate was added behind the seat, anchored to the factory provisions; and the top anchored under the seat track. Mounting "pods" were welded to the plate. The center belts were mounted to the pods, again double thickness at that point.



LEFT BELT BOX MOUNTING

Photographs and sketches accompanying this report illustrate what I did. It could be a thought start-er for you. With no calculations nor tests, my gut feeling was that brackets had to be at least 1/8 inch steel; double thickness where the belt unit is attached. Brackets should be attached three or four different places into good body steel with 5/16 or 3/8 inch bolts and adequate size flat washers. The Rampside installation included the cab back panel, which is not there on a Greenbrier or Corvan, of course. You want to be sure that the bracket has to pull or rip a lot of metal before it will let go.

The Chevy pickup center buckles will not reach down to the FC factory provisions, so you will have to build them up. That bracket was not photographed before installation, and cannot be photographed af-terward. Therefore a sketch must do.

The sketch is reproduced in the next column.



RIGHT BELT BOX MOUNTED BEHIND SEAT

The shoulder harness anchors into an iron bar that has a couple screws to just hold it in place until the anchor bolt is added. A thin rod was welded to the bar and usde to "fish" the bar upward behind the panel. Access to do that is possible on the Rampside and Loadside, but would require cutting an access hole on Greenbrier and Corvan somewhere lower than the mounting point. This might be your toughest part of an installation. The rest is just "work", but more straightforward.



FIXED BELT ENDS PLUS CENTER PASSENGER BELT

In the end, there was no welding on the vehicle it-self; no fire hazard. Welding of the bracket sec-tions was done before taking them to the vehicle.



RIGHT SHOULDER HARNESS ANCHOR

FC ON TV

A Corvaair pickup (only left side shown) appeared on "Unsolved Mysteries" on Wednesday, February 27, 1991. It was during the segment about a Pennsylvania UFO. Did one of our CORVANATICS members supply this per-fect looking vehicle to the TV producers? If you did

how about sending a story to Ken!

FC REAR FLOOR MATS

Inquiry was made earlier of what might be available for FC center and rear floor areas. J.C. Whitney sells a "cut to fit" rubber and cord blend "bed protector" mat that is 71 by 101 inches. Part num-ber 97-5692TF (currently \$79.95) is listed as 1/4 inch thick, ribbed. It's really more like a heavy 3/16 inch, and the ribs are not all that high. It makes a very heavy duty floor mat and I would judge nothing is needed beneath it to bridge the floor ribs. One piece will cover the center flat floor, and the flat area and engine lid behind the third seat. If you try to cover the center flat floor and the forward inclined "toe panel", there will not be enough left for that rear-of-third-seat area. It does not bend for sharp corners. Therefore, if you want to do the center flat floor and forward toe panel, you need separate pieces for the two areas, or else score the back side with a utility knife almost all the way through. One was purchased for the floor areas of my Rampside that is nearing res-toration.

Roster Updates

PLEASE ADD THE FOLLOWING NEW MEMBERS TO YOUR ROSTER

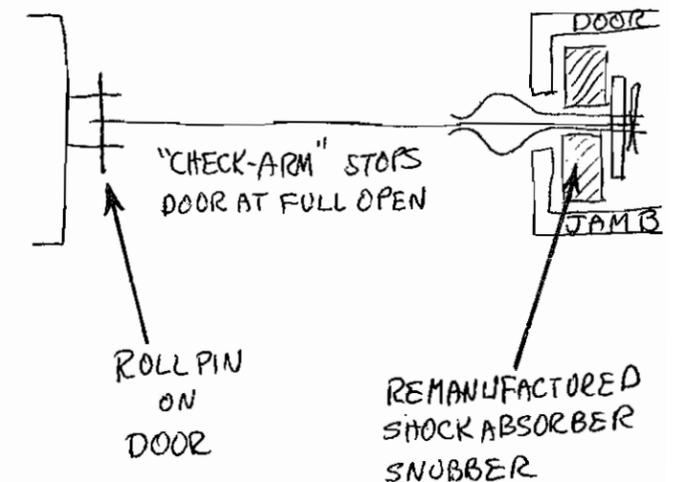
- | | |
|--|--|
| Frank Dotson
3001 Lancelot LN
Modesto, CA 95350
(209)522-6469 | John C.M. Gray
73 Fernhill Blvd.
Oshawa, Ontario L1J 5J1 |
|--|--|

PLEASE MAKE THE FOLLOWING ADDRESS CHANGES

- | | |
|--|---|
| George Robson
41355 Covelo Rd.
Willits, CA 95490 | Jeffrey Lee Johnson
5470 Military Dr. West #613
San Antonio, TX 78242 |
|--|---|

(Door stop - con'd)

to remove the check arm hardware out through the front of the vehicle, but that's a lot easier than finding this non-existent bumper was anyway.



Fran Schmit
St. Louis Park, Minn.

Gene Brier
his buddy "FC"

"Best of"



D Anderson

Of course my
my mechanic is good.
Why do you think I
go back each week?

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

FIRST CLASS



CORVANATICS

THE FORWARD CONTROL CORVAIR PEOPLE