

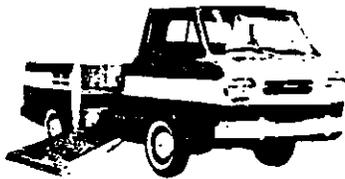


CORVAN ANTICS

VOLUME 21

NUMBER 1

JAN & FEB 1993



RAMPSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

Illustration Chevrolet Motor Division



LOADED!

ONE OF MANY RAMPSIDE LOADS LEAVING THE FORMER HESLER RESIDENCE AS PART OF THE "GREAT PARTS DISPERSAL PROGRAM" PRIOR TO MARSH AND CAROLE'S BIG MOVE TO COLORADO

THE HESLER'S WERE WELL-KNOWN MEMBERS OF THE NORTH TIJUANA CORVAIR CLUB

The Steering Column

While I know that many of our members live in the Sun Belt, where wintertime work on our cars is not brought to a halt by cold and snow, for the rest of us who live in the region Bob Kirkman calls the Slush Belt, the midwinter doldrums may have set in.

These days, very few of us are using our FCs on a regular basis, and those of us who do tend to resist using them when the roads are covered in snow and the devil's own substance, road salt. This is a shame, since Corvaair trucks (and Corvaair cars) are and always have been fabulous winter vehicles. With four matched radial snow tires on my old '62 Greenbrier, the only motorists who outperformed me in the snow were the 4x4 owners. Once, after driving up a snow-covered hill, swerving around all the stuck cars in the process, I was asked in all seriousness whether my odd old truck had four wheel drive.

Lemme tell ya, the Positraction axle option in a Greenbrier is a great device on the slippery stuff. Both of my '64 Greenbriers had the Posi option when new, but only one does now. What a difference! Even on a damp summertime lawn, the non-Posi van will spin a wheel where the other van won't. (But just because your FC had a Posi axle when it left the factory, don't assume that it is still working. Most original Posi clutches are worn out by now. That's why my one van no longer has the feature, the replacement clutches were too costly when I overhauled the diff.)

Anyway, for the bulk of us who don't drive our FCs in the sloppy winter stuff, it's the time of year to work on the vehicles instead, provided we can avail ourselves of a warm, dry place to work. My winter projects are fairly straightforward: One van needs nothing (hooray!), and the other needs preventative medicine on it's undercarriage so that it won't rust.

I've already repaired a broken door hinge bolt and had a steel patch welded into a place where the body had perforated (front rocker panel, of course). But the whole van is really very solid, so I have stripped the original undercoating off the bottomside and am painting it with POR-15.

Another project for this van is an engine transplant. It runs great, but the great-running engine is for a '62, not a '64. I installed it two years ago as a "temporary" engine while I put together a correct 1964 engine. The correct engine was donated by a RUSTY Corvan, and is about ready to go in. This ought to keep me occupied this winter. What are you up to on your FCs?

While on the subject of my engine swap, let me put in a plug for the classified ads in CORVAN ANTICS. In the last issue, I advertised for sale the "stuck" 1964 FC engine that caused the whole engine transplant operation. Well, I sold it, right away. So if you have any FC items for sale, or if you are looking for any to buy, please submit a classified ad to editor Ken Krol. The ads work, and they are FREE to members! What a deal!

CORVANATICS now owns a brand-new word processor for production of our newsletter! As regular readers know, editor Ken Krol has been producing the CORVAN ANTICS with a string of hand-me-down typewriters, that last of which gave up the ghost two issues ago. So I authorized Ken to go shopping, and he came home with a new word-processing typewriter to his liking, and he did it for less than what one rear axle bearing costs. Lots less. I give Ken my savvy shopper award, and you can look for more improvements in the looks and readability of the newsletter.

From The Editor's

Glovebox



Hello CORVANATICS... and welcome to 1993, our 21st year. This, of course, means our 20th Anniversary year has come and gone without any response to our request for articles from our "old timers" on the early years of CA. I guess we must not have too many long-term members.

JAN 1993 also marks my 9th year as your Editor. There have been some periods of time in that nine years when I honestly thought we would not have another issue hit the mail. Right now, thanks to our enthusiastic officers and members, we are in one of the best times I've ever seen in CORVANATICS. We've had many great and informative articles come in but our supply is low. Sitting down and writing up your article would be a good winter "FC project" with no cold fingers!

OFFICIAL CORVANATICS T-SHIRTS

&

NOW AVAILABLE! GREENBRIER T-SHIRTS

KWIK BROTHERS CORVAIR PARTS HAS A LIMITED NUMBER OF CORVANATICS SHIRTS. WHITE SHIRT WITH CLUB LOGO ON THE FRONT IN BLUE & RED. GREENBRIER SHIRTS HAVE A LARGE OUTLINE 3/4 VIEW IN BLUE ON A WHITE SHIRT.

THE SIZES AVAILABLE ARE: LARGE, X-L, X-X-L THE SHIRTS ARE VERY GOOD QUALITY AND THEY ARE \$12 POSTPAID. ORDER FROM: LARRY THOMAS 6209 MILLSTONE CT, MILFORD, OH 45122. (513)575-0346

What's our Western Division Director up to?



I RECEIVED A NOTE AND PHOTOS FROM JIM CRAIG RECENTLY. HE WANTED US TO KNOW HE WAS DOING FINE AND WAS THINKING OF US. HE HAS RECENTLY PURCHASED THE TURQUOISE GREENBRIER IN SAN DIEGO. IT HADN'T BEEN ON THE ROAD IN 8 YEARS BUT IS NOW RUNNING FINE ON THE ORIGINAL ENGINE. NOTE SANDY IN THE FOREGROUND, THE CRAIG FAMILY PET.



WESTERN DIVISION DIRECTOR JIM CRAIG'S OLD FAITHFUL CORVAN SPORTS GREENBRIER SIDE DOORS AND THIS EFFICIENT VEHICLE SECURITY SYSTEM!



JIM SPOTTED THIS RED & WHITE DOUBLE FC LAST SEPTEMBER IN A PARKING LOT IN OKLAHOMA CITY WHILE TRAVELLING. MY GUESS WOULD BE THAT IT IS OWNED BY RICHARD STUHR, OWNER OF THE

"FAMOUS BRAND SHOES" FC SHOWN IN THE COMMUNIQUE "CORVAIRS AT WORK" SERIES. WE WERE "SCOUPED" BY CORSA ON THIS, AS RICHARD SENT THE PHOTOS TO BOTH OF US AND THEY RAN IT FIRST. IT'S NICE TO SEE FC'S STILL BEING USED AS THEY WERE INTENDED! IF YOU WOULD LIKE TO SEND US DETAILS ON THE DOUBLE FC, RICHARD, WE WOULD BE HAPPY TO SHARE THEM WITH OUR MEMBERS. RICHARD ALSO SENT SOME PHOTOS OF AN "18 WHEELER FC" THAT APPEAR IN THE FOLLOWING ARTICLE.

Tyson show team FC

Some time ago I received a laser copy of a magazine article (sorry, publication is unknown) about a unique "18 wheeler" FC. Then, later, Richard Stuhr sent me the photo of the same FC taken on the roadside between Oklahoma City and Arlington, Texas. It is the same vehicle but some time between the two photos, a complete change was made in the paint and graphics scheme.



ORIGINAL PHOTO FROM A MAGAZINE ARTICLE ON WHAT MAY BE THE WORLD'S MOST UNIQUE FC.

The truck is absolutely functional and was constructed by the Tyson Show Team as a hauler for their matching trailer containing two other show trucks. The rear body panel shows a Texas cityscape with the truck "burning up the road". The burning action is accomplished with an Olds Toronado high performance 455 drivetrain mounted in the cab between the seats. The #2 axle is driven but #3 is a floater. Wheels are all Olds Toronado, the outside rears are simply mounted backwards. The cab is plush with bucket seats and a sleeper compartment behind the seats.



RECENT PHOTO OF THE SAME FC TAKEN IN TEXAS

The birth of "Jaws"

It all started a few years ago when Tom and Connie called and asked me if I would be interested in joining a Corvair club if they could reactivate our old CCCC Club. I said yes, but I don't have a Corvair. They said that was alright. They knew I liked the Corvairs that I had before and that I was an active member before. I had owned a 1961 and '62 coupe and a 1964 convertible to which I had added a chrome roll bar and my own custom dash. I also had a '66 Yenko Stinger. I then started looking for a Corvair.

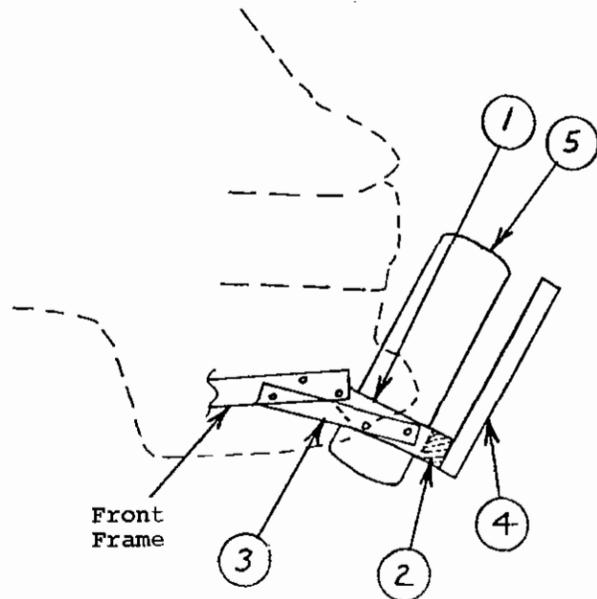
Since owning those Corvairs my life has changed. I now have a wife and two children. This is what made me decide to look for a van that we could fix up for traveling and camping.

I found what I thought we wanted. A windowless van with a solid body, the front seat only and a spare used engine inside. It came from Florida. Someone had had a bed in the back. They had also replaced the engine with a car engine. Not being a mechanic myself I have regretted purchasing this particular van many times. Tom pulled it home for me and got it running only to find it had a dead cylinder.

Eventually I had George Olthafer put in a different van engine which has been working fine until just lately. What could it be? Right, another dead cylinder. But back to our story.

I decided to mount the spare tire up front to get more room inside. I transplanted a pair of Stude reclining seats, installed four camper-type side windows and two rear side-hinged windows from, of all things, a VW squareback station wagon. I have built a carpeted platform over the rear section so when the reclining seats are down and the back of the front seats is down, we have a full sleeping area. We haven't used it that way yet, but hope to this Summer.

But back to the spare up front. I didn't want it to stick out too far so I removed the bumper and two side panels. I then cut and pushed back the lower center panels as far as I could.



Per sketch, I reattached the center bumper brackets (1) on opposite sides upside down, attached a piece of wood between them (2), set the spare into the opening and pulled the top of the spare forward to the rake I thought would look good. I added two braces (3), then a center vertical board (4) to reach above the spare (5). I then formed an aluminum pan to cradle the bottom of the spare. The spare fit very securely at this point so I started to cover it with 3/16" paneling, cutting and fitting, duct taping and screwing it together. I then fashioned the headlight tubes with the outer edge open so as not to trap air. When attaching these tubes, I had to make sure to remove the top inner screw for the headlight door so that I could get them off later to change headlights.

I then had to cut out a section for a hood. This created the only van that I know of with a front trunk.

At this point Jaws got his first set of teeth, during the Summer of 1985. These were just paper cut out by my kids and glued into place. Like all sharks, their teeth are constantly being replaced with new ones. Ours is now wearing his third set and will need another set this year.

When it came to mounting a bumper I found only minor surgery was needed on the outer edges. I was able to fit a late model car bumper on. Using the standard car outer bracket and the van outer brackets together, I was able to position the bumper at the proper place. I then made two other brackets to reach in to the original center van brackets. I got the bumper mounted in time for the trip to Grand Rapids. I tried several ways to get fresh air into the center grille but none worked. I found that I could get all the air I needed through the two side vents with a proper hole up front. Those holes finally ended up on the underside of the front end extension.

After returning from Grand Rapids I decided to get Jaws a permanent license. Needless to say, he did not fit into the collector class, so he had to go into the hobbyist class. This created some problems, in that he had to be inspected and everything working. I had to find a way to extend the bumper beyond Jaws' pointed nose. I lucked out with a piece of aluminum extrusion I got from my father-in-law. After fitting and mounting it, along with side reflectors, working windshield washers and seat belts, he was ready to be inspected. I had to hold my breath that the two side doors would latch properly. They didn't, but the inspector didn't notice it. Everything passed, even a stubborn driver's seat belt. Jaws then could have a permanent number, which turned out to be 568.

Another interesting point is that Jaws title now reads "1987 Rebuilt Truck". Also, I found out that if I had gotten him inspected earlier with only the added windows and seats, I would not have had to had his front end reinspected.

I have also added an aluminum step on the right side that attaches to the front spoiler to make it easier for my wife to get in. It looks good and does the job. Now I need to make one for the left side.

This whole thing is very rough. I have covered (con'd on page 5)

some parts with fiberglass and body putty, but I know very little about the right way to do it. Possibly I will be covering it all with aluminum panels.

I also have plans to build a clam type roof hinged at the front on Jaws, that would open up into a tent so that the kids could sleep on the roof and give us more room down below.

We camp with the tent now but would like to not have to set up a tent for one night stops.

Needless to say, his whole body needs a good going-over very soon to keep him on the road. For now, I will just keep his teeth sharp and take all the stares, jokes and a few OK's.

It would be nice if I could find someone who knew body work that would help me finish Jaws the way he should be.

Jaws has also done duty as a dump truck this Spring as we were digging for a 15 foot diameter by four foot deep swimming pool. I fixed up a dump box that just slides into the back end and it worked real good. It didn't hold much per load, but we didn't have that much to remove or very far to take it. We took out about 25 loads.

Richard Lyons

NEXT ISSUE: JAW'S SUMMER VACATION!

SPLASH!

In 1961, a baby blue and white Greenbrier was born in Portland, Oregon and raised by Jack Adams and family. She didn't have many options - three seats, 4-speed and AM radio - but most unusual were six seat and shoulder belts and three lap belts installed by the dealer.

Most of the Greenbrier's thirty years of life are unknown. In 1987 she was purchased by John Alberte Sr. from the son of the original owner. John did basic repairs to get her roadworthy and drove her daily for a couple months. John headed for Tampa, Florida in October, ratty clutch and all. The engine dropped a valve seat in Albuquerque, New Mexico. With help from a fellow CORSA member John replaced the head and continued on. A few days later and many long, hard miles home was within sight for John. But not within driving distance. She dropped a valve seat a block away.



BRIGHT BLUE OVER PEACH GREENBRIER - WILD!!!

Time to put her back on the road for good; John changed the head, rebolted the flywheel and replaced the clutch disc. The decision was made to sell her.

I first saw the Greenbrier at the Central Florida Corvair Affair. It was love at first sight. I felt drawn to her but didn't have the extra money. So life goes on. Three weeks later I sold my 1964 convertible and called John to deal. The deal was made and pickup day was Thursday; I almost couldn't wait for the day. Wednesday brought bad news for John but good news for me: the van's crankshaft broke.

I gave John a crank, he had it turned and overhauled the engine. I purchased the Greenbrier a few weeks later. She's given me great service ever since, even though I've treated her so badly and let her appearance dwindle.

After three-and-a-half years of faithful service I felt it was time for a splash of life. For the next four months I devoted every spare moment to sanding, priming and doing a lot of much-needed cosmetic surgery. I repainted the interior silver, installed front bucket seats from a late-model Nissan and put the front bench seat from a 1982 Pontiac in the back. Then I painted the exterior Grabber Blue - trim and all. I replaced the window channels and belt mouldings. Then came her splash of peach and fuchsia accents. I custom-built a console and rear seat box. Finally she was ready for her first show at the Bay Area Outlet Mall.

It is amazing that we got together after so many years and so many miles (178,000). I love this Greenbrier like I've never loved an automobile before, and I hope she stays with me for a long time to come.

Bret Ullery
Tampa, Florida

Such a Deal!

Who says the Corvair deals are gone? I just towed this 1964 Greenbrier home after purchase from the original owner for \$100.00. He was very particular who he sold it to and he wanted to make sure it got a good home to be fixed up and driven.



RON SUNDAY OF ROCKFORD, ILLINOIS BRINGING HOME HIS NEW \$100 GREENBRIER!

It's a nine-passenger Powerglide and it's complete! I plan a slow restoration to a very good daily driver. I think I'm driving the only daily driver FC in the country with my 1961 8-door (pictured as the tow vehicle). You can imagine the looks I got with two FC's going down the street!

Misc. Ramblings...

I've been an avid reader of CORVAN ANTICS for years now (I don't know how many!) and I have some comments. I drive two vans: a 1961 Rampside and a 1964 Greenbrier. I have seat belts in both. One question comes to mind about three-point harnesses.

In my Rampside I mounted a three-point belt. It is from a Japanese Chrysler product - free. It has a pivot/slide that hangs from the sky with a pair of retractors mounted together at the "elbow" position and the male buckle does not slide on the belt. I anchored the upper point by welding a nut to a strap of flat wire and sliding it behind that overhead panel (whatever it is called). I figured that the large area of the flat wire would handle the anchoring job in a collision. The two retractors mount at the door frame on an existing assembly bolt, which is not as big as the bolt I took off the car, so I could be a little short on design there. The female for each belt is only eight inches long, as it came from a little car, so I extended each one (an eighteen inch piece of flat wire works great) to one of the assembly bolts at the bottom of the body joint of the Rampside. Boy! Does the dirt ever pile into that narrow little gulf down there under the spare tire! Again, I maybe should have drilled and tapped into a larger bolt, but it looked pretty beefy to me. The belts in the Greenbrier fit into the factory holes but they are only lap belts and I'd like a shoulder harness as well - like I put into the Rampside.

Any suggestions as to what a good type of belt would be to use? GM? Ford? Japanese? Years and model type? For either the Rampside or the slightly different configured upper-rear-post area of the Greenbrier? I'd like to know what other van owners are doing about this. If they are driving with only lap belts that's their choice. I would like to know how people are mounting the third point. Also, where are they mounting it relative to the shoulder of the occupant.

I drive my vans as long into the salt season as I dare because I really think they are great! The comments I get at the lumber yard over the Rampside are choice and getting more vocal every year as more and more young people see it and are amazed at such a good idea. One of my sons used the Rampside to haul a baby grand piano the other day. He said it could not have gone better as they just wheeled it in and tied it down to the stake holes and drove a hundred miles with nary a hitch. They rented a piano dolly on which to roll the piano.

I have other van concerns such as tires; hard performance tires work well to reduce the side wobble but have poor traction on wet roads. The Greenbrier likes to loft up into the wind and float a bit so I put smaller tires on the front; enough to get a roof line that is actually lower in the front. This has helped but I'm considering cutting of one coil of the front springs to both drop the front end and stiffen it. That way the tires will all be the same and the stiffer suspension will control handling better as well as gulp less air below. Comments?

A really bizarre idea hit me once and I wanted someone with a computer graphics capability to draw a Rampside rear end on a Greenbrier. Maybe you know of someone. Just to envision all of the plusses a person could have with such a fine vehicle. I'd

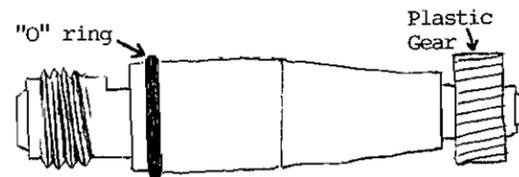
cut the Rampside at the cab and join it to the Greenbrier behind the rear seat. This would add about five feet to the vehicle's length, about a 145 inch wheelbase. That's not too long, is it? I would not put the rear doors in between the box of the Greenbrier and the cargo bay of the Rampside because both areas are already big enough for practically anything and those doors might temp folks to ride out back.

Fran Schmit
Louis Park, MN

A good mechanic is hard to find

I have always wanted to put an article in the CORVAN ANTICS newsletter and at last I have found a subject that needs to be straightened out. Henry W. Peabody, in his article "Know A Good Mechanic", opened the door for me.

All of my Corvair cars are 1964 and earlier, including a 1964 Greenbrier. All have speedometers that are driven off of the transaxle. My fleet contains 3.27, 3.55, 3.89 and 4.11 differential ratios. The only ratio I don't have is a 3.08 set of gears. These differential gears are mounted on the pinion shaft, which has a steel worm gear pressed on to operate your speedo gear. This worm gear comes in two sizes. The large is approximately 1.849 inches and the small is approximately 1.761 inches outside diameter. Both have the same number of teeth, however.



The plastic speedo gears came with four different sets of teeth originally. Those were 21, 23, 24 and 25 teeth. Those gears came in two diameters: the large approximately .890 inch and the small .833 inch. The 21 tooth gear is the small size and the 23, 24 and 25 tooth gears are the large size.

Now here is where one gets into big trouble, so listen up!

The small plastic speedo gear (21 tooth) was made to fit the large steel worm gear on the pinion shaft. Small plastic fits large steel worm!

The large plastic speedo gears (23, 24 and 25 tooth) were made to fit the small steel worm gear on the pinion shaft. Large plastic fits small steel worm!

If you install the large plastic speedo gears (23, 24 or 25 tooth) to mate with the large steel worm, it will destroy the plastic gear quicker than you can say your favorite four-letter word.

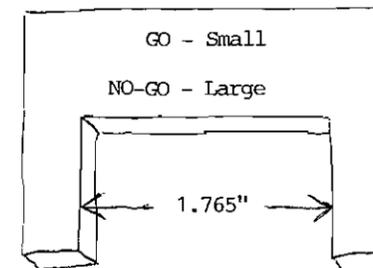
If you mate the small plastic gear with the small steel worm gear they will fit, but only the very

(Con'd on page 7)

tips of the teeth will mesh. The plastic gear usually doesn't last very long.

Of course, the problem is, you can count the teeth on the plastic speedo gear and figure out if it is large or small. Right? But how do you figure out if the pinion shaft steel worm gear is large or small?

I made a go-no go tool to measure the steel worm gear on the pinion shaft. It's made out of 1/8 inch aluminum as shown here.



You just fit the legs of the tool over the steel worm gear. If it goes, it's small; if it don't go, it's large. The problem here is you have to take the cover off of the differential housing to measure it. Handy at swap meets, though.

In our vehicles you can't hardly even put your hand on the cover, much less use a tool there. So measure it this way: Take one of the large plastic speedo gears (23, 24 or 25 teeth) and remove the rubber O-ring. It most likely needs replacing anyway. Without the O-ring slip it into it's hole in the side of the transaxle. If it goes in freely to the proper position with your little finger pushing, then you know for sure that the steel worm gear on the pinion shaft is the small gear and will mate with the large plastic gears (23, 24 or 25 tooth). If you happen to push it in too far it won't fall inside, but you'll need a strong magnet to fish it back out. If you have to hammer it in then it is the large steel gear in there and you have just destroyed your test plastic gear. Did I mention to use a borrowed gear? You now know for sure it is the large steel worm gear in there; the only plastic speedo gear that will fit it is the 21 tooth.

If you want to change the steel worm gear to a different size, the easiest thing to do is swap transaxles with the right worm gear. Otherwise you'll have to disassemble the differential and press off the worm gear, which takes some special tools and lots of prior experience. You still have to find the right size you need and it's most likely on another transaxle.

There are letters and numbers on the transaxle to tell you what was in there originally but, chances are, the innards have most likely been changed. Only with measurements will you be sure.

In order to make your speedometer read correctly, I'm not even going to try to tell you what plastic speedo gears go with what ring and pinion. With five gear ratios, two steel worm gears and four plastic speedo gears your guess is as good as mine. As they say, when all else fails read the parts manual.

The only point I'm trying to put across with this article is how to avoid destroying your plastic speedo gears. No matter how good the mechanic is,

only prior knowledge and lots of Corvair experience, can even an expert mechanic avoid the many pitfalls awaiting him trying to work on our weird vehicle.

By the way Henry, the plastic speedo gear is about an inch above the oil level in the transaxle. If that's where your oil level is I'm afraid you have an industrial strength problem. Without looking, I'd say you have one or two internal oil seals in your differential which are leaking and your differential is filling up with automatic transmission fluid. (red - ATF)

You're looking at just about a complete differential rebuild. These seals are about the last pieces to fall out on the bench. ATF is not a very good differential lubricant. Keep us posted.

Bob Ballew
Twentynine Palms, CA

Axle bearing update

We all know how difficult FC rear wheel bearings are to find. I have been very lucky in obtaining passenger car bearings but no FCs. What I have done is to cut down the FC axles so the passenger car bearings can be used.

Most people pamper their FCs and do not submit them to heavy loads and stress. I see no reason the car bearing will not give good service for a long time. I have been running one in my Greenbrier now for over a year and it works fine.

I have bearings and will fit your axle with a new bearing if you cannot do it or get it done yourself. I have also worked out a way to put the bearings on easily (not forced on) and they will not come off. I can also modify your Powerglide transmission with the extra clutch setup.

If you are interested, you can reach me at my home in Charlotte, North Carolina at (704) 375-6396. I will be happy to explain to you in detail rather than write up the instructions.

Homer Gurley
Charlotte, NC



LET'S KEEP
ALL OF THOSE
GREAT
ARTICLES AND STORIES
COMING IN!!!

OUR CLUB
IS WHAT WE
MAKE IT!!!

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Membership on Corvanatics is open to any CORSA member with an interest in Forward Control Corvaire. Dues are \$6.00 annually, and should be sent to Secretary/Treasurer Caroline Silvey, Box 68, McCordsville, IN 46055.

Stories, articles, photos or anything of interest to Corvanatics members should be sent to Editor Ken Krol, 17433 N. 16th Lane, Phoenix, AZ 85023. Classified-style advertising is free to Corvanatics members, and should be sent to the same address. Commercial advertising is also available, please inquire.

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THE FORWARD CONTROL CORVAIR PEOPLE