



CORVAN ANTICS

VOLUME 21

NUMBER 4

JULY & AUGUST 1993



RAMP/LOADSIDE

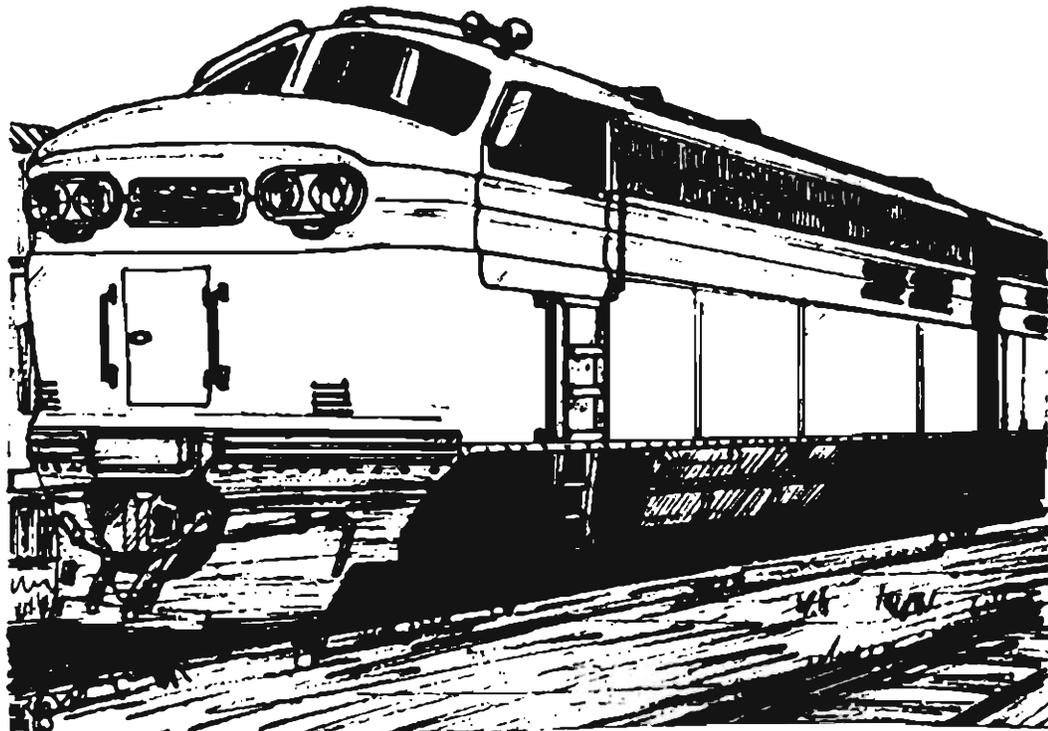


GREENBRIER SPORTSWAGON



CORVAN

Illustration: Chevrolet Motor Division



BY FC, PLANE, TRAIN OR EVEN FC-TRAIN, EVERYONE'S
HEADED TO THE 1993 CORVANATICS ANNUAL MEETING !!

The Steering Column

BY BOB MARLOW

How long have you owned your FC? This question occurred to me as I was "showing off" my 1964 Greenbrier, which my father bought in 1966, to a friend. It won't be long until the car is 30 years old, and not much longer until it has been in my immediate family for 30 years.

I'm sure there are Corvanatics members out there who have owned their FCs since new, and many more who have owned their vehicles for close to 30 years. Are you one of them? Drop me a note, and I'll honor your longstanding loyalty to FCs with a mention in an upcoming issue of this newsletter. I'm especially interested in original owners, 30+ year owners, and owners of vehicles that have not been restored (the vehicles, that is, not the owners).

In the last issue I was discussing a Springtime snowstorm, but now, in mid-June, summer is here. And I am driving my two Greenbriers the way I have always driven Greenbriers -- as if they were sports cars.

FC handling can be quirky, but these independently-sprung rear-engine vans are nimble and one heck of a lot of fun to drive briskly. Briskly? you ask, with a small six-cylinder engine in a 3000-pound vehicle? Well, it's true that Greenbriers can teach you a lot about conservation of momentum (my Powerglide '64 was once dusted by a stick-shift '69 VW bus), but if you work the traffic and the roads correctly, you can truly make time in an FC. They are especially good on conservatively-sized radial tires, with fresh suspension bushings and correct alignment.

I love chasing modern cars through the turns and exit ramps.

This year's Eastern "Drive-In" for Corvanatics will take place in conjunction with the Central Pennsylvania Corvair Club's 16th Annual "Corvair Days" in Strasburg, Pennsylvania, on the weekend of September 11-12. CORSA/North Carolina, who so terrifically played host to us last Fall, and the Central Pennsylvania club were the only groups who responded to my request for piggyback "Drive-In" events. Since we went to North Carolina last year, I accepted CPCC's offer for this year. So plan on bringing your FC to Lancaster County this September!

To my disappointment, no Corvanatics members suggested a possible Central Division event for 1993. With the National Convention on the West Coast this year, I

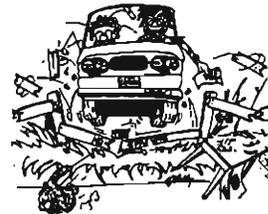
had hoped for one Eastern and one Central "Drive-In," but it looks like we'll come up one event short. For 1994, when the Convention is in the East, I'd like to see one Western and one Central "Drive-In," but it's up to the members in those divisions to make it happen. Can you help?

If you are reading this before the CORSA Convention in San Jose, well, I hope that you are planning to attend and that you will take a moment to introduce yourself to me. I'm not very good with faces and names, and I know only a fraction of our members, so I hope I can get to know many more of "us" this summer.

And, as I mentioned in the last issue, if you would like to offer yourself as a candidate for any of Corvanatics' elected offices, the nominations and elections for which will take place during our annual meeting at the Convention, please let me know beforehand. Already, two members have offered to run, one for a Director's position and one for my job! All incumbents are eligible for re-election, too, but I ask that they indicate their intentions in advance of the meeting, too.

Two of our most important jobs appointed, not elected. They are Editor and Tech Editor. Ken Krol and Bob Kirkman have been holding down these positions, respectively, for many years now, and they have each been doing terrific work for us. I am prepared to re-appoint them, should they wish to continue, but in case they desire a break, members with an interest in either of these posts should let me know. (And besides, I may not get re-elected anyway.)

See you in San Jose!



(con'd from page 27)

The atrocity had been captured by three videocams and the director reran the impact several more times. My wife, whose respect for old cars is not as intense as mine, merely looked at me, shook her head, and switched the TV to Saturday Night Live. I'd like to report that I cried myself to sleep. Instead, I remarked that surviving Corvans had just gone up a bit in value. But if I ever see that Spangler guy...

And We Quote.....

THE FOLLOWING IS TAKEN FROM "AUTOMOTIVE NEWS"
GM 75th ANNIVERSARY ISSUE, SEPTEMBER 1983

"The big news in 1961 was the introduction of the Corvaire 95 series compact trucks featuring the air-cooled, six-cylinder, rear-mounted Corvaire car engine. The panel model had two side-load doors and two rear-load doors. A station wagon was merchandised as a passenger car.

Two Corvaire pickup models were also offered. The 'Rampside' featured a movable ramp on the vehicle's right side for easy loading of large objects. 'Loadside' models featured regular, double-wall, fixed box-side panels.

Although public acceptance of the styling and economy of the Corvaire 95 truck models was enthusiastic, a Division historian noted one major drawback: lack of a single smooth cargo load floor because of the rear-engine location.

The compact van was introduced by Chevrolet in mid-1964 in response to requests for a vehicle with a flat cargo-load floor. The Corvaire 95 models were discontinued at the end of the 1964 model year, during which the division's dealers retailed the nine-millionth Chevrolet truck."

WELL, THAT'S WHAT GM HAD TO SAY ABOUT THE CORVAIRE TRUCK LINE. IT WAS IN THE HISTORY OF THE CHEVROLET TRUCK ARTICLE. I DID NOT FIND ANY MENTION OF THE GREENBRIER.

Reflections

PROSE FROM THE CORVAIRE ONTARIO NEWSLETTER,
SUBMITTED BY THE AUTHOR, JIM DIEHL

After hauling several ½ ton loads of gravel in my Rampside on sunny days, we were returning to the cottage from Parry Sound in the rain.

One mile from Black Bear Path on Otter Lake the wipers stopped. First thought, blown fuse!

Road conditions meant a downshift, but the clutch pedal stayed on the floor. Second thought... first thought was wrong!

The engine was still running so press on regardless, except that the accelerator stayed on the floor too!

We stopped on a grade when the engine stalled and the emergency brakes failed and we were speculating on third and fourth thoughts when clouds of acrid smoke rolled out from both rear wheel cutouts. Doug bailed out and threw road sand and gravel on the brake cables to put out the fire while I cursed my procrastination concerning a fire extinguisher purchase.

The '61 Lakewood wagon tow vehicle would not turn over properly and crunched it's nose cone so a Toyota was pressed into service to get one Rampside home on the end of a tow rope.

Several theories were tested before we realized there was no ground strap from the body to the alternator. Each cable had been acting as toaster wires and lost it's strength.

My wife called the same day to break the news on her Sable wagon. Transmission #3 since the Atlanta convention was being installed.

Three cars down in one day! All's well since.

Another One Gone

THE FOLLOWING POIGNANT ARTICLE WAS TAKEN FROM THE MARCH 1992 ISSUE OF "VALVE CLATTER", NEWSLETTER OF CIRCLE CITY CORVAIRES.

"Ahhh!, He's going to smash a Corvan!" My eyes were fixed on a late-night TV screen, watching some clown named "Spanky" Spangler do his daring do's. The show was "Stuntmasters", a high-hype parade of so-what nonsense presented as high adventure. Spangler, who had just jumped from a high platform with his clothes ablaze into an air cushion below, and who later was to catapult a car into a man-made lake near Phoenix, was about to commit vehicular homicide on a wall of old autos. And there, right in the middle, forming a pathetic, white, rectangular bull's eye, was the van.

"How can he do that?!" I screeched to my wife, who had just come into the bedroom. "HMMM?" she asked. "Look! He's gonna jump a ramp and plow right into that Corvan!" "Oh", she said "why does he want to do that?" "Because he's an idiot" I declared. Soon I would be proved correct.

Like all the cars stacked onto the triangular-shaped wall, the Corvan probably had been borrowed from a junkyard, so it had seen better days. And my emotional hurt was tempered by the sight of a small window cut into the left side, just behind the driver's door. Misguided fools unconcerned with preserving automotive history did that sort of things to sacred specimens in the '60's and '70's, remember? Otherwise, it's life in Arizona had been merciful to it's non-galvanized steel body, and like many old vehicles in the Sunbelt, this one could have been restored. It was never to be.

Spangler boosted himself through the window of an almost-as-old coupe (I was too distraught to notice it's make and model, but am almost positive it wasn't a Ford Falcon). He buckled himself in and, as the nerds in a nearby crowd watched breathlessly, he punched the gas. His car roared down the track, up the ramp, through the air about 50 feet and bam! He nailed the Corvan dead center but high, crushing it's roof as he blasted through the barrier.

(con'd on page 26)

Date: 03-15/93
Plot: 03-15/93
File: LADDER RACK
Sheet No.: A1

LADDER RACK

SDCS
CORVAIR RESTORATION SERVICES
3228 N.E. LIBERTY COURT
PORTLAND, OREGON 97211
284-1166

LADDER/CARRY RACK FOR RAMP/LOADSIDE TRUCK

The following design was in response for a need to occasionally carry long items on my trucks without the usual "up over the cab and down in the tail" loading and without installing something that would detract from the overall appearance and appeal the pickup has for some of us. The solution for me was a ladder rack.

These units: Fit very firmly into the existing stake pockets
Can be installed/removed in seconds; are lightweight
Can be stored flat or hung on a wall until needed
Are inexpensive to produce
Are just what I needed

Materials: Thin wall steel tube

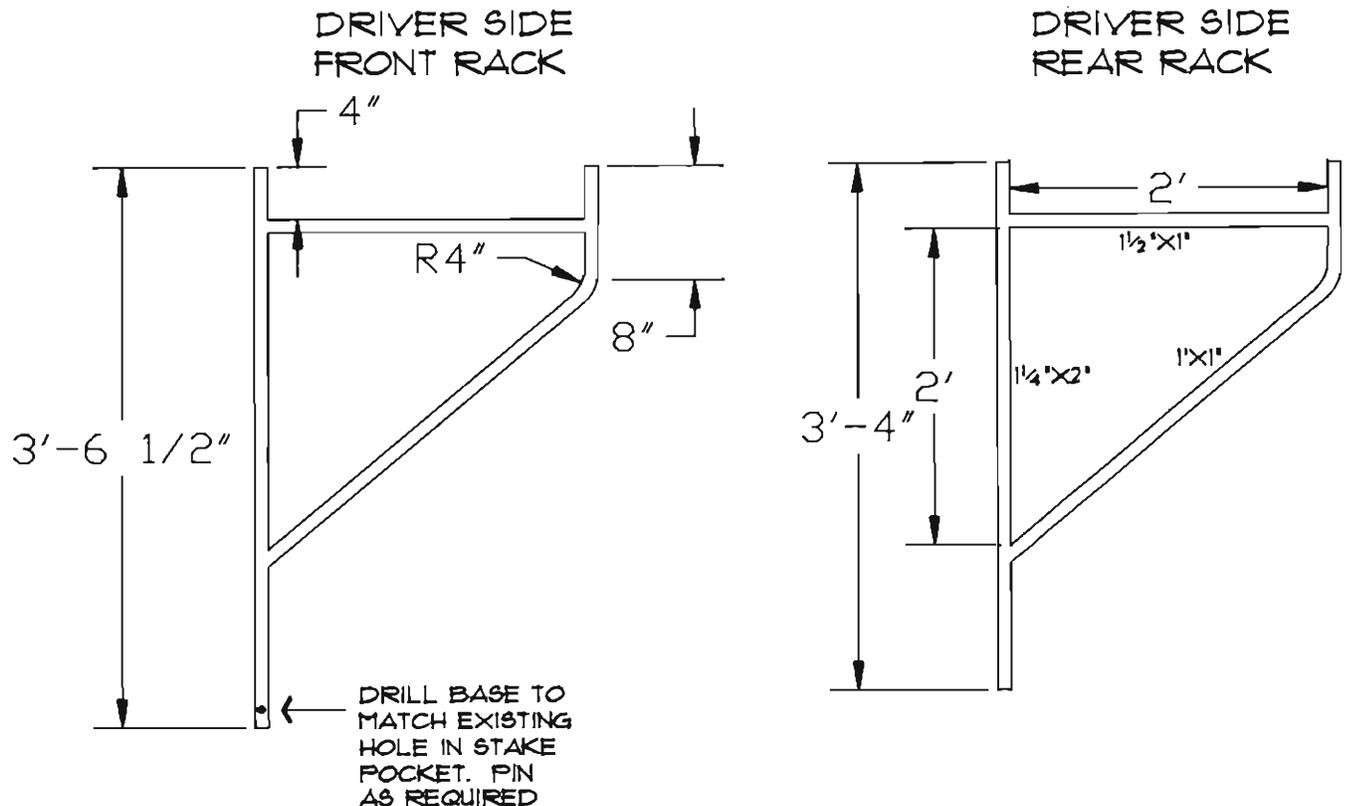
1 1/4" X 2" Upright stake
1 1/2" X 1" Horizontal bar
1" X 1" Diagonal brace

Per drawing, weld at all the obvious places. Different height uprights accommodate the two different depths of the stake pockets; front and rear. Prime and paint to taste. Powder-coat on my set of racks cost only \$22 extra and is extremely durable.

Boy, do these work sweet. We designed for a load capacity of 200 pounds per rack.

Grand Corvairing!

Bob Slusher



SDCS SLUSHER DESIGN & CONSTRUCTION SERVICES 8226 N.E. LIBERTY COURT PORTLAND, OREGON 97211 (503) 284-1185	PROJECT TITLE: FORWARD CONTROL MIRROR		DRAWING NO: A-1
	DRAWING TITLE:		
	DATE: 05-05-93	SCALE: FULL	JOB #:

FC MIRROR SYSTEM

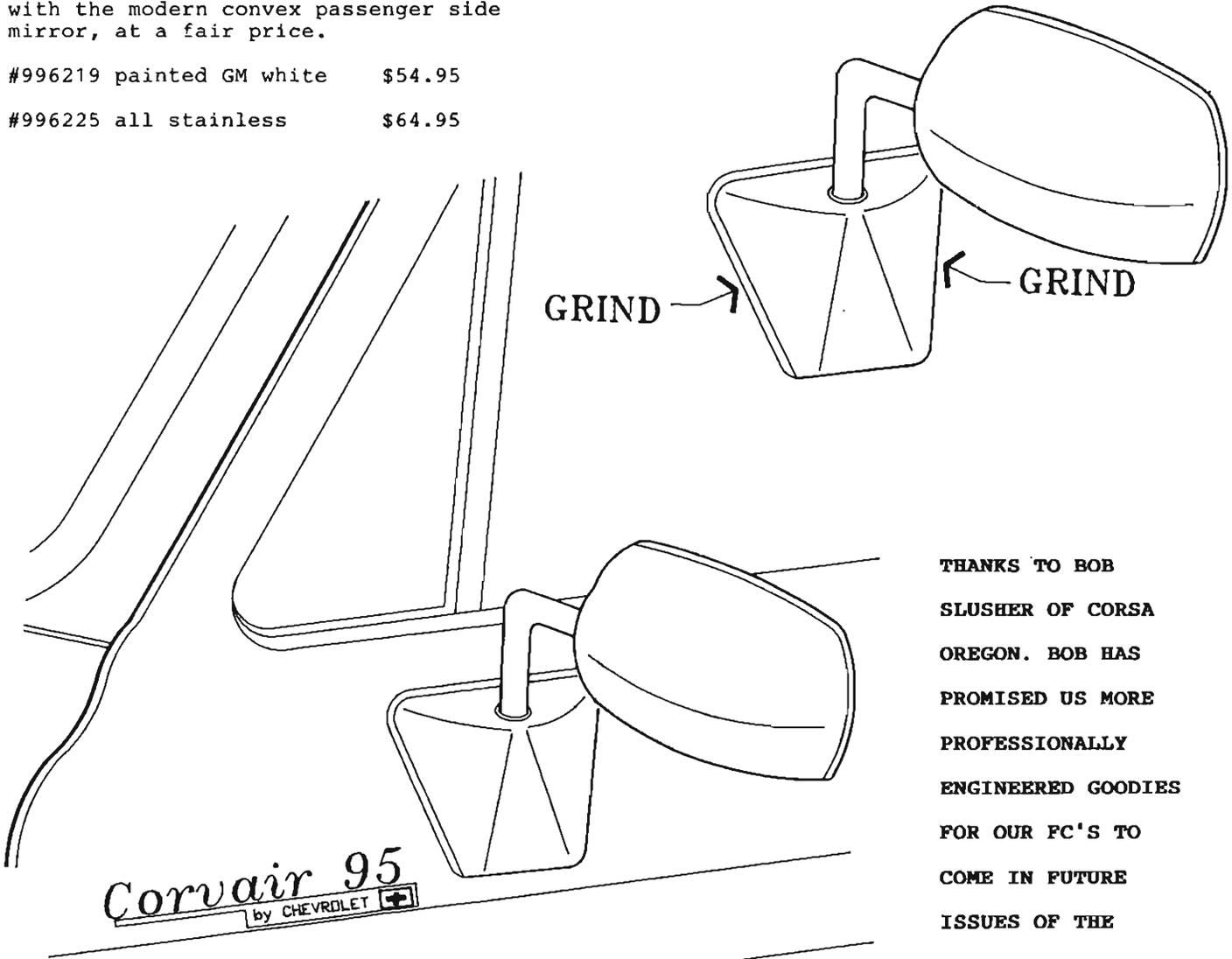
Sometimes even "keep it stock" owners like me must admit that some automotive part designs have improved so much since our beloved trucks were produced that we really should consider upgrades in the name of safety. One of these parts is the mirror system. Stock West-coast type mirrors (tall and skinny) give little adjacent lane vision and yet effectively block a good deal of the sightline to the front-side while driving.

A variety of quality aftermarket mirrors in the \$50 price range were considered ---- but one stands out!

GM truck mirrors are fabulous! (SEE DRAWING) Installation requires forming the outer cover to the curve of the FC door by lightly grinding approximately 1/16 inch of side metal as shown. The mirrors come with installation instructions written by aliens from Mars. Save these as a party favor at your next club social. What a hoot! Simply install the sub-base plate with the supplied bolts and your essna (aircraft type) nuts through the access plate on the interior door.

Sturdy, no vibration, two-lane vision with the modern convex passenger side mirror, at a fair price.

- #996219 painted GM white \$54.95
- #996225 all stainless \$64.95



THANKS TO BOB
 SLUSHER OF CORSA
 OREGON. BOB HAS
 PROMISED US MORE
 PROFESSIONALLY
 ENGINEERED GOODIES
 FOR OUR FC'S TO
 COME IN FUTURE
 ISSUES OF THE
 NEWSLETTER!

Tech Topics



MORE INFO ON SPEEDO GEARS

Robert Ballew has supplied follow-up information to his JAN-FEB article on speedometer gears. I referred him to a previous CORVAN ANTICS article listing driven gear teeth from 20 to 25. He says:

"Right after I wrote my article Clark's came out with their 1993 Supplement and on page 30, they say they have in stock, small O.D. nylon gears 20-21-22 and large O.D. nylon gears 22-23-24-25. Looks like just about all our problems are slowly being taken care of, as far as gears go."

(Tech Ed. Note: Chevy did not have a 22 tooth large O.D. gear released for Corvair/FC. This must be a new one created by Clark's.)

"One problem does remain, and that's pressing off the steel speedo worm gears from differential pinion shafts. Some years back I figured out a system to press the steel gear off using a special lead-like material, which melted at about 216 degrees (boiling water). I put a small can around the gears, seal with an o-ring and pour the stuff in. It hardens at room temperature into a lead-like consistency, and the can and gear could be pressed off, slick as a whistle. The can and gear were heated and the stuff recovered. I'm about out of the stuff so it's sort of history now."

(Tech Ed. note: Around Chevy Engineering that low melt material was known as Cerobend.)

"The gears came off in perfect condition. I got to thinking, perfect condition is nice, but not really needed; after all, the plastic gear only uses the center four teeth. If one, or even two teeth are screwed up on the edge, it won't hurt the operation of the plastic gear one bit."

"As a result of that logic, I made up a couple of pressing collars. One for shafts with the pinion gear off, and one split for shafts with the pinion gear on. I measured the machined surface just behind the steel speedo gear on a number of pinion shafts and 1.685 inches seemed to be about the same for all."

"The small steel speedo gears measure around 1.760 inches which is only about .075 inch larger than the machined surface. My pressing collars would only have the .075 inch of metal to press against. I had my doubts, but pressed ahead with the fabrication of my collars. I knew it would work with the large steel speedo gears, no sweat."

Accompanying photographs showed two $\frac{1}{4}$ inch thick plates that Robert made. The take-apart would work on all pinion gear shafts; the plate-with-hole is quicker to use if the gear is off. He explained a detailed construction via metal saw (hacksaw?), a 1 5/8 inch metal cutting hole saw rigged to cut oversize, a hand die grinder (careful filing could work) to open up the hole to an accurate 1.685 inch diameter.

"I went round and round the hole to get it to

1.685 inches. I used an old pinion shaft with the gear or bearing on, to test the fit of the 1.685 inch hole. Slowly does it!"

"Using these collars, I have pressed off a half dozen small steel speedo gears, and so far have screwed up only one. When I finally got it off, it showed someone has used some acid or some type of real potent lock tight chemicals on it. Of course the large steel speedo gears are a piece of cake."

RUSTY OLD METAL

At least in the "salt states" the right hand engine front shroud rusts out. The #5 cylinder head take-down exhaust pipe is right against the shroud and it gets it hot. It gets wet, gets salty wet, gets hot and rusts away. Next the flange on the head take-down pipe rusts away, and then the manifold at the #5 exhaust donut starts to rust away. Rather than sealing, you now possibly have an exhaust leak in a bad place. Some owners complain of an exhaust smell. Some notice nothing unusual because they already have an oil smell due to crisp O-rings on the pushrod tubes. Rusted out parts are found while doing an O-ring job. On engines other than 140s, the take-down pipe (official name is exhaust sleeve) can be removed and another installed without removing the head. Remove the #5 exhaust rocker stud. That long cylinder head stud now has some freedom to be nudged out of the way when the old part is pulled out and a good replacement part is installed.

So now you have a good #5 exhaust take-down pipe again. Better check the manifold. If the donut seat is eroded away, it probably won't seal with a new set of donuts. Find someone in Arizona that has dusty but un-rusted front shrouds.

FC VENT WINDOW: INSTALLATION OF NEW RUBBER

The price of new rubber has gone up quite a bit since Lynn Steele Rubber first reproduced the parts, but the result of installing new rubber is quite nice. When the original is "bowling-ball hard" and cracked and gone, there is at least a way to fix it right. Parts you usually want are:

The big rubber piece, front and bottom of the vent window	Clark's C8011 for 1 pair	Lynn Steele C-38-CS for 1 pair
The vertical piece at the rear of the vent window	C8012 for 1 pair	CV-0635 for 1 pair
The long vertical piece with the chrome beads that the front window slides in	C1103R each	-----
Rivet kit	C7664	-----

Installation is not an hour job! But results are worth the effort. Here are some general directions to guide you.

-Remove door inside trim panel. Sometimes tough to remove those trim screws with the micro Phillips screw impression.

-Remove door glass.

-You now have a perfect opportunity to replace fuzzies and glass weatherstrip at top and rear of door glass before you are finished.

-Remove all screws holding vent window: 3 in the front edge of the door, 2 at the bottom of door inner panel, 2 at belt line (one is hiding back there behind a small access hole).

-The vent window can be pulled rearward at the top, then raised and twisted to remove it from the door.

-Work on one vent until you are finished. The other, untouched, can be your steady re-assembly pattern.

-Drill out all tubular rivets enough to remove the crimped-over end, so you can get the pieces apart. Don't "drill through" with an oversized drill. Do not drill out the hinge pin rivet itself. It's a special "shouldered" type for which you won't find a replacement. Instead, go after the two tubular ones holding a hinge half to the frame.

-Spread the tangs on the lower pivot lock and remove nut, spring, etc. The glass portion can now be removed from the main frame.

-Remove all old rubber and install new to the front frame. You may have to "doctor" the ends a bit later for fit in final assembly. This rubber cannot be completely assembled into the front frame until you rivet the hinge back in place, with the glass lower peg through the new rubber and lower frame.

- You did remember to paint the glass frame if it needed it?

- Long channel: Lay the old piece against the new piece and transfer (mark) where to drill holes in the new piece. Use your drill set to establish the size of the holes in the old piece.

-Slip the long channel into the old vertical black-painted strip. Two rivets hold it. Use a center punch type tool to start spreading the tubular rivet; a more blunt one for flattening.

-Rivet the vertical rubber strip in place to the black piece with four rivets. There should be clearance holes in the long channel.

-Rivet the long channel to the vent frame. Now you may have run out of 1/8 inch diameter tubular rivets. Clark's C7664 Rivet kit was intended to do the vertical channel only. I suggested to them that four more 1/8 inch rivets be added to take care of the hinge, now that they sell the vent rubber. What response they made, I don't know. Very small bolts and nuts can be used at the top end if you're out of rivets.

-Ends of the new rubber may have to be snipped a bit to fit without bunching.

-Put everything back into the door.

I have done two vehicles. Something was wrong with the second vehicle as it only took 15 minutes to remove both vent windows from the doors! Vent rebuild took something less than one hour each.

If you put new glass weatherstrip into the door, the flocked, rubber type is easy to install. Clark's C3707. Seems to have disappeared out of the J.C Whitney catalog. The weatherstrip will not want to flow smoothly to fit the door corner. Production parts had slits cut into the backside for some fit "give". I found several razor blade slits through the back and a bit into the sides resulted in a smooth fit at the corner.

Hey! It all looks nice and new now. The glass does not rattle and dance around when the door is closed and water doesn't run in.

Bob Kirkman

FC Classified Ads

FOR SALE: 1964 Deluxe Greenbrier Factory Camper. Turtle top, 110HP/PG, 89,000 miles. Drivetrain good, \$2000. Consignment at Corvair ranch, 1079 Bon-ox Rd, Gettysburg, PA 17325. (717)624-2805.

FOR SALE: Several early model van engines - \$30-100. Don Smith, 4107 E. Pinchot, Phoenix, AZ 85018. (602) 956-2559.

CA Annual Meeting

The 1993 Annual Meeting of CORVANATICS will be held at the CORSA International Convention in San Jose, California. The date will be Friday August 6th at 3:00 PM. This year, thank's to Frank Dotson, a CORVANATICS member heavily involved with the CORSA Convention planning, we have a great time slot with no conflicts with other events. Last year we lost a lot of our members to a major event going on at the same time.

The meeting will include a business meeting, election of Officers for 1993-94, tech topics and a chance to meet and talk FC's with your fellow members.

Also thanks to Frank Dotson, we will have a CORVANATICS booth set up in the vendor area throughout the Convention. We will need enthusiastic members to help staff the booth. If enough of us volunteer then nobody will have to spend more than a short "shift" at the booth. We need you! See any CORVANATICS officer at the Convention.

The 1993 Annual Meeting promises to be one of the best yet! We hope to see you there!

Brake Light Switch

When the brake light switch failed on my 1964 Greenbrier I found a new one at my local auto parts store. Made by Standard Motor Products, Long Island City, New York, 11101. Part number SLS-65. Cost me \$13.00. The switch must fit other trucks with "brake pedal through the floor" style as I can't imagine any parts store keeping Corvair parts in stock!

Clark Hartzel

Corvanatics Officers 1992-1993:

President: Bob Marlow, 161 Hill Street,
Midland Park, NJ 07432
Vice-President: Ken Hand, 6426 Harriet,
Waterford, MI 48327
Secretary/Treasurer: Caroline Silvey, Box 68,
McCordsville, IN 46055
Eastern Director: Jerry Jarzem, P.O. Box
9711, Fort Lauderdale, FL 33310
Central Director: Mike Demeter, 7108 Raven-
wood Drive, West Chester, OH 45069
Western Director: Jim Craig, 7011 Sunny
Vista, Joshua Tree, CA 92252
At-Large Director: Pete Koehler, 27446 Bea-
con Sq., Farmington Hills, MI 48018
Editor: Ken Krol, 17433 N. 16th Lane,
Phoenix, AZ 85023
Tech Editor: Bob Kirkman, 1820 Moffat,
Leonard, MI 48038
Historian: Dave Newell, P.O. Box 588,
Orinda, CA 94563
Founder: Ken Wilhite, 9560 Maple Way,
Indianapolis, IN 46263

CORVAN ANTICS is the bi-monthly newsletter of Corvanatics, a Chartered Chapter of the Corvaire Society of America. Established September, 1972, and dedicated to preserving and enjoying America's original and most innovative small vans and light trucks, the Chevrolet Corvaire 95 series.

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.

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

FIRST CLASS



CORVANATICS

THE FORWARD CONTROL CORVAIRE PEOPLE