



Sportwagon
Greenbrier



Pickups
Rampside - Loadside

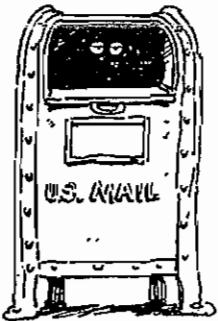


Van
Corvan



Vol. 26, No. 3 May-June, 1998

A Chartered Chapter of CORSA - Corvair Society of America



Letter From The President!

Mark your calendars! This year's Official Corvanatics Drive-In will be held during the CORSA International Convention held in Collinsville, IL (St. Louis area). There has also been a change of meeting time to Thursday, July 30th from 5:00-6:30 p.m. So plan now to be there with your beloved FC, if at all possible. We look forward to seeing you.

It's been brought to my attention by Convention Co-chairman Robert Landers, that set aside rooms for the convention are sold out. They are in the process of requesting more rooms to be available, but nothing definite as of this letter. In fact, a few hotels are booked completely by CORSA members. Sounds like the makings for a great convention.

During our Annual Meeting we will be having elections for officers and directors. Let me know in advance of our meeting. Corvanatics members can also look forward to an informative Tech Session by Mr. Fran Schmitt of Corvair Minnesota.

I've also talked with Mike Kellstrand, the founder of

our own Corvanatics Web Page on the internet. He regrets being unable to attend and give a web page presentation, but is willing to instruct a volunteer who would be willing to share this information through a presentation at our annual meeting.

More news, your president and secretary-treasurer Diane Galli are looking into the possibility of refreshments being made available during our meeting. You'll also find awards being handed out to deserving Corvanatics members. So, as you can read, plenty is planned for our annual meeting and all we'll need is you.

In closing, I want to "thank" Jean Allan for her good nature and great personality. Members will have a chance to meet Jean in St. Louis with her '65 Greenbrier. I'll see you in St. Louie.

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Classified Classified Classified Classified Classified
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CLASSIFIED ADS
 Classified Classified Classified Classified Classified

FOR SALE- FC Axle Bearings Used, 100% inspected. No defects. \$70 each. FC oil filter/alternator adapters, \$10 each. FC oil filler tubes and dip sticks, \$10 per set. Add shipping. FC clear glass: front doors, side doors, rear doors, body side, rear quarters. Detroit area. You pick it up, it's yours. Bob Kirkman, 1820 Moffat Rd, Leonard MI 48367. 248-628-2431.

FOR SALE- 1962 Greenbrier (8-door) solid body in excellent condition. GMC red, automatic transmission, no engine. \$1500. (616) 459-8037 Grand Rapids, MI. Call after 5:00 pm or leave a message anytime and I will return your call. JP Nicklas.

WANTED- Pictures of seats when up and when down to make a bed from Cree Coach Traville Campside of Marcellus, MI. I have an Owner's Manual for the Campside, but there are no pictures of the seating. I need to see how they were installed so I can restore coach serial number 202 that was made for the Rampside truck. Bob Ehrenreich, 1728 Manor Pkwy, Sheboygan, WI 53083. (920) 458-1170 evenings.

FOR SALE: Two 1963 Greenbriers. \$300, not running, but complete. Call: Bill Tuttle (314) 456-3738.

6 DOOR 6 Continued from Last Issue

Okay, let's recap. Bought van, brought it home burning up torque convertor, replaced crank, read Tech Guide, got it running, replaced torque convertor, ran some more, dropped valve seat. That about brings us up to speed.

At every NTCA (North Texas Corvair Association) meeting and activity since June I'd hear - "did you drive it?" "No, this or that is still bad. I think everyone believed that this van was a figment of my imagination. Trust me, Clark's knew better. After the valve seat dropped, I let the van sit for a week to allow my temper to cool to a safe working temperature. During the ensuing disassembly, we actually had to use a sledge hammer to get the left head off due to a twisted exhaust tube binding on the head stud. This head also had some unusual steel inserts where the upper head studs come through. This would have been okay if they had been set in the head square (more on this later).

I dropped both heads off at the shop, and was told that they would be ready in three days. While the heads were off, I figured I might as well clean up the engine compartment, transaxle, repaint, etc. While painting the engine compartment, not concours quality mind you, (I'm still trying to work as fast as possible), I noticed a large black blob on the rear suspension. I reached over to knock it off and the suspension started to swing! I pushed on it and it moved at least 3/4". That explained the rear end clunk I'd been hearing. The mount cushions were completely gone! Hello, Clark's? Yeah, it's me again. Remember, most of this took place during the UPS strike, so I was depending on our trusty Post Office to get the parts to me in a timely manner.

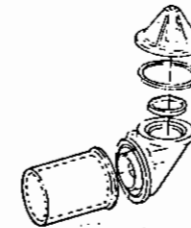
After about a week, I got a call from the machine shop, "you know those heads we thought we could repair? Actually, he called only to tell me that, not only did the head have a dropped intake valve seat, but the guides were all shot, and the valve stems were worn. I don't care-just fix it, replace all the guides, valves, seats--no I don't care about the cost. I'm not going through this again!

So, here I sit, waiting for the heads and suspension cushions, praying for no rain or dust storms (remember, the Greenbrier sits outside).

Cylinder heads. They were finally returned to me exactly three weeks to the day after they were dropped off. Not bad for a three-day-job! You wouldn't believe some of the excuses. Anyway, I'm happy now because I can begin re-assembly that weekend. But wait, what's this, the gasket surfaces were not done, and, now that the heads are clean, I can see just how bad they are. A home attempt to re-surface the gasket surfaces proved to be unacceptable, as the exact same depth of cut between cylinders could not be guaranteed. After a few calls to reinforce what I already knew had to be done, I contacted a local machine shop about milling these surfaces. The owner said that he did not want to do it, but had no idea where else it could be done. So he agreed to take the job. Kind of gives you a warm fuzzy feeling to know that someone whose heart really isn't in it is going to take your just-finished, \$465 heads and put them in a machine with a very sharp, very-fast-spinning blade and start hacking away.

Continued on page 4

Tech Topics



Replacing Multi Plug in Engine Compartment

After reading all the contributions sent in I finally felt guilty enough to send something in.

First, I have a 1963 Rampside. The attached photo and the wiring list attached shows the results of cutting out the infamous multi-plug in the engine compartment and installing a terminal strip with screws to connect all the functions that normally go through the plug. This modification is not good for Concours competition, but it has worked great for the past several years from a functional standpoint.

The listing under "Splices" show the original colors of the Corvair wiring harness, and the colors I had available to splice to them. I cut the wires, soldered them as noted, then put shrink tubing around each splice, and wrapped the bunch with electrical plastic tape. This may look complicated, but it really wasn't. Just do one wire at a time, and keep a record of colors, per attached. You will also note that I added an electric fuel pump in January of 1997, which is also non-standard, but works great!!!

I hope this idea might help keep someone from being stranded out on the road due to "the plug" getting corroded and cutting off power to the engine.

Also note: all the splices are in the section where the transaxle, starter, etc. are so it is a very sanitary modification in the engine compartment. Also, I can trouble-shoot all the circuits to the rear right at the terminal block.

Ed Behringer
 4188 Mission Bell avenue
 Las Cruces, NM 88011

See picture on page 4.

SPLICES

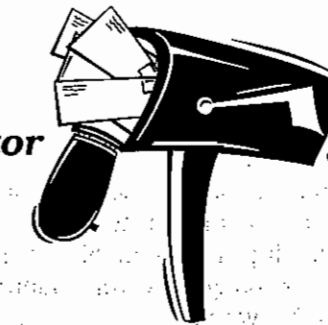
1963 Corvair Rampside ... Rear Wiring Diagram

Black/Yellow	Yellow	Coil
Dark Blue	Blue, Dark	Oil/Temp
Purple	White	Dir/Sig/Stop/RH
Pink	Green, Lt	Dir/Sig/Stop/LH
Black	Black	Park lites/License
Brown	Blue, Lt	Gen Reg "A"
Red	Red	Solenoid "R" to Coil--Direct
Note A.....	Violet.....	Violet Start Sol. "S" (106A
Note B.....	Black.....	Black Gen Reg "A" (106A

TERMINAL STRIP

Yellow	Coil
Dark Blue	Oil/Temp
White	Dir Sig/Stop RH
Lt. Green	Dir Sig/Stop LH
Black	Park Lite Lic.-(Note "C")
Lt. Blue	Gen Reg "A"
Red/Black	Solenoid to Oil Press. SW. (Fuel Pump Jan. '97)

Letters to the Editor



Dear Editor,

I just received my March-April issue of *CorvanAntics*. All of the issues I've received have been readable, but I want you to know this issue was outstanding. I couldn't lay it down until I'd read it all. I appreciate the dedication of all our volunteer officers and their personal dedication to doing the best job possible.

My Rampside languishes in the garage. I am sort of discouraged and sort of broke. I have \$1600 in the thing and it still doesn't run. My neighbor is a super mechanic, but he is going through a messy divorce right now. The pain hopefully will subside by summer, and he will be able to assist me again.

Found an FC ad at a flea market. The magazine it came from was not identified. I'm sorry. It's probably one of the better ones featuring the Rampside.

Keep up the good work.

Bill Tuttle

501 Cherry Lane
 Warrenton MO 63383

Editor's Note:

See what happens when members submit interesting articles for publication...good things! Bill, if you are still having trouble with your Rampside why not contact Tech Editor Jim Jimenez. He's there to help the membership and knows everything about the mechanics of Corvairs. Give him a call to tap into his expertise.

NOTES

- A...Harness to Start Solenoid - not thru bulkhead
- B...Separate Wire Direct to Gen. Geg "A"
- C...Splice RH/LH Park Lites & Lic. Lt--black wire
- D...Dk Blue -- Gen. Reg "F" == 16 ga.
- E...Red ----- Gen. Reg. "A" to Gen. "A" = 14 ga.
- F...RED ----- Solenoid "R" to Coil -- Direct

Lt. Green (under chasis to rear) Oil Press Sw. to Fuel Pump

Note: Electric Fuel Pump & Wiring added January, 1997

Tech Topics is a collection of tech tips submitted by the members. Although the articles have been reviewed for technical content and are believed to be useful, no guarantee is implied that they work correctly, nor is any liability assumed by Corvanatics or the author.

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Greetings from Ben's Bus (Ben's Back)

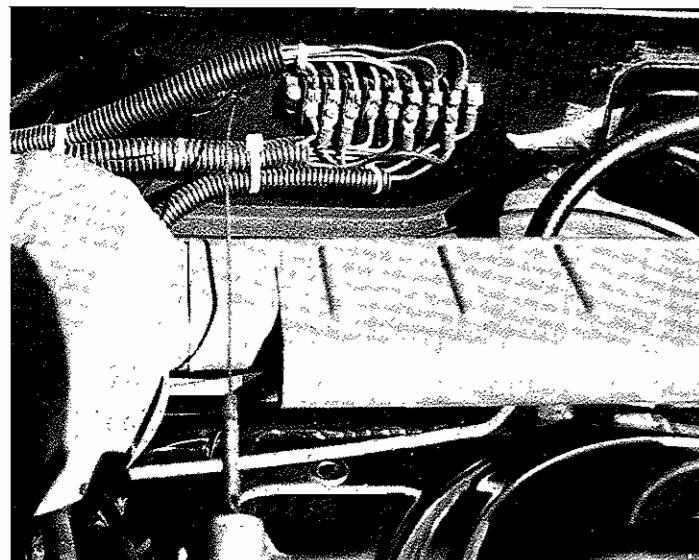
After a short break from the last issue, I decided to write in again. Life got the better of my time as I was busy graduating from college, preparing for the holidays and applying for jobs with my newly earned degree in English education. With all that happening, I never found the time to write. I am sure many of your lives are equally hectic.

Since I last wrote, the Ben's Bus has changed little. The cold winter months and lack of suitable work space inhibit me from doing anything more than driving the van from about December 1 through March 31. This spring has been especially warm, so work has resumed on the old van. More details will follow.

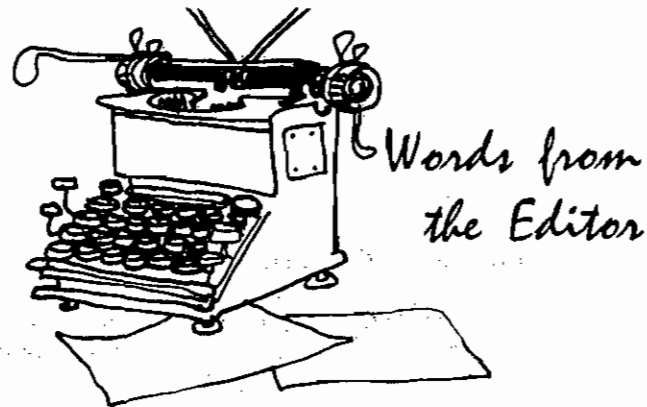
My fairly regular job is now substitute teaching. I have taught everything from shop to music to math, science, special education, Spanish, Latin, world cultures, economics, and even some English. I have found the van to be a nice place to go on occasion during the lunch hour. Some of the faculty rooms and the people in them tend to be somewhat less than inviting. Sometimes I like to get away from it all to eat lunch and turn on the radio for a break from the day.

Strangely, and somewhat unbelievably, the van does not get driven as much as it used to. In fact, the gas consumption has dropped by about half. Before you jump to conclusions, let me tell you that the automotive affair which takes me away from the bus is none other than a 1962 Corvair 700 four door. The car was the right price outright, and repairs and tune-up were also reasonable to get it "on the road again". The car was purchased for \$350 in fair condition with 79,000 original miles. I drove it some thirty miles to Jeff Stonesifer's Corvair Ranch. The smoke hinted a necessary ring job. Other preparation included new plugs and wires and general clean-up. The car was on the road soon and has proven to be very much fun to drive. The reason I bought the car? As some of you must know, getting up and having to drive a really BIG Corvair

Continued on page 7.



Pictured above is the engine compartment of Ed Behringer's Rampside showing the modifications he made to the wiring harness. The accompanying article is found on page 3 in Tech Topics.



This issue always seems to sneak up on me. With spring poppin' all over the place there is always so much to be done that it is easy to put off getting started on the newsletter until the last minute. I guess that was good this time for others must be experiencing the same thing for everything came in late this time as well.

We got some good comments on the last issue with all the good things in it from you, the membership. See how it helps to submit your ideas and the things you have been up to.

Also, did you know that we now have three, yes three new members from Europe? I want to personally welcome them. According to Diane Galli, "We have 3 new members from Europe, 1 from England, Alan Wesson. Quite a few of the members know Alan, or talk to him thru VV (Virtual Vair). One from Germany, Thomas Stingl and one from The Netherlands, Guus de Haan. They are both familiar names on the VV too."

It is great that our membership is expanding this way and especially great that we are getting a "presence" in Europe to promote our great vehicles.

A lot of news is coming out about the International CORSA Convention near St. Louis in July. This year your editor will finally be attending as it is close enough to fit into my meagre vacation allotment. My wife, Bonnie, has also promised to attend with me. Of course there is still time for her to back out, so don't you all get too excited about the prospects just yet...but it is promising. We made the last available reservation at Super 8 back in February I believe. We will not be driving the Rampside, but instead will drive the '68 Monza as that is probably the more road worthy of the two. But in any event I should be attending the meeting on Thursday at 5:00. And since I am a former St. Louis Cardinal and present Milwaukee Brewer fan we will definitely be checking out the game with the membership (Bonnie's choice). See you there!

David Hartmann, Editor

In Memoriam

CorvanAntics has been notified of the passing suddenly of long-time Corvair enthusiast Bruno (Bruce) Parks of Milford, Iowa on October 8, 1997. Our condolences go out to Mrs. Parks (Betty) and all the family. Bruno will surely be missed by all.

6 DOOR 6 Continued from page 2.

Anyway, he said it would take three days (here we go again), and "don't call me; I'll call you."

On the fourth day, I couldn't take it anymore. I called, and they were ready! Only another \$120. As I left with my shiny new heads, the owner called out after me, "don't you dare tell anyone where you had those done!" Since I had given him a pre-determined depth to cut down in order to use .052 gaskets, I started looking for a set. In conversations with Bob Tarpinning, it turned out that he had a set I could use. This way I could get started right away, and replace Bob's set later. Bob dropped them on Friday, the same day that I got the heads back, but it turned out that what he actually had was .032, not .052. No problem, I thought, as I could just stack them with the .032 set that I had. I really wanted to lower the compression a little anyway. I was in hog heaven! Finally, after four weeks, I could start--again.

Saturday morning I was in such a good mood, I felt invincible. Nothing could stop me now. I had even made plans to drive the van that evening. Cocky, eh? Everything was going great until I tried to install the head gaskets I got from Bob. Turns out that they were base gaskets! Time to weigh options. I could stop now and order the correct head gaskets, or I could install the thicker base gaskets, and, along with my head gaskets, still end up at the desired height. I chose the latter, in order to continue working. Now, I could either slide the jugs off each piston to install the base gaskets and carefully re-install the jugs, or I could put the top cover (again), disassemble each connecting rod and pull the complete jug out. Due to not wanting to risk contamination or possible damage to the new crank and bearings, I chose the former option. Everything went great--right up to the second jug, when I snapped a piston ring. You could fry an egg on my head by this time. Now I've done it! Hello, Clark's? I proceeded to pull the top cover and pull the rest of the jugs out the correct way. I figured I might as well continue on as far as possible, and install the other head while waiting for the parts to arrive. This was when I discovered that the new depth of cut on the heads would not allow stock gaskets to seat, regardless of how thick the base gaskets were. I should have stopped and ordered the correct gaskets in the first place. Although my intentions were in the right place, my brain was on vacation. Now, instead of only needing head gaskets, I also need to replace Bob's base gaskets, and order rings for one cylinder... and wait another week!

Thank goodness the UPS strike is over. All the gaskets (and a few other parts) have finally arrived and once again I am ready to kick the butt of this project. I now have a total of .084 thick head gaskets, .032 base gaskets, and no doubt in my mind that the heads will seal. I put the right side head on and started torquing. Can anyone guess what happened next? At 25 pounds, that's right, you guessed it, a stud pulled out. At this point I'm not surprised by anything. OK, time to sit down, knock back a few cold ones, and think this one through completely before touching anything else. I do not want a repeat of the gasket fiasco. I finally came to the conclusion that the

only correct response was to pull the cylinders again, pull all studs and Heli-coil them all. Drastic, but I'm really, really fed up!

Another week passed while I re-established my emotions, and collected the necessary parts. Then, when all the jugs were off, again, it dawned on me that the only thing standing between this engine and a complete overhaul was a ring job. Oh, what the H. Another call to you know who, another week's wait, and we're off to the races again. The cylinders were honed and all new rings went in. The studs were Heli-coiled - those that actually needed it (turns out several had already been done), and the heads were installed. That's right, I said INSTALLED...TORQUED...PHINEETO!!!

By Tuesday of that week, (one week before the October meeting) the drivetrain was back in it's proper place, and the engine was ready to be fired off. Ahhh, but wait- we're not done yet. As the engine cranked, I could smell gas, but the engine wouldn't hit a lick. Thinking that there was an ignition problem (during this time I had also done some more distributor work), I called for my trusty sidekick. By the time I got Denise to come out and turn the key while I tested at the rear (my arms aren't quite long enough), the puddle of gas had finally crept out from under the front of the van. Rats! The fuel lines had rotted out by the electric fuel pump. This Greenbrier sat for over three years, and it picks today to rot through! Starting would have to wait one more day.

On Wednesday evening the fuel lines were replaced and the engine was started and ran for the first time in two

Continued on page 7.



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Ben's Bus Continued from page 2.

(van) day after day is not always a fun thing to do. The car has provided me with smaller transportation and a real working heater!!! The van lacks this option to a large extent. With a little work, the defroster should be working a lot better soon, and with some floor pan work, the addition of bucket seats, and some paint, this car promises to be a very fun and rewarding car to own.

As far as the van goes, I have had to seal a leaky set of screws holding the Calthorpe camper top onto the van. I came out one rainy morning to find the bed cushions wet and a drip, drip, drip from the screws above. Some silicone has seemed to do the trick with some more drastic re-sealing to come. Otherwise, the top survived its first winter as a permanent part of Ben's Bus.

The most recent repair to the van has been the addition of a used exhaust crossover pipe and a new muffler. The parts were courtesy of the Corvair Ranch where Tom helped me find the correct crossover for the van. The van had been getting great mileage, but was terribly loud to drive. This has made the van very quiet and I was happy to be able to install it myself.

I have tried everything imaginable to make my side doors easy to shut and to stay shut. The issue before last tells of my trials and tribulations in getting the door aligned and working well. Well, almost as soon as it seemed to be working well, the door tended to pop its safety catch occasionally. After all that work! Well, I decided it is time to go completely overboard. The back doors always close very solidly. I am going to try to use a mechanism from the back door to keep the side doors closed. This will require some cutting of the door as well as the addition of a handle to open the door from the inside, but if it works it will all be worth it. The conversion looks like it will work, but only time will tell. I think the main problem with the side door on the van as it sits now is that it sags from thirty years of presumably very hard duty. The sagging does not lend itself to the current door locks. Another problem with the original system is the amount of parts it utilizes. There is the sloppy handle which turns through its mechanism, thereby pulling or releasing the long rods which the locks attach to, which in turn engage or disengage the stiker plates, top and bottom. There are also many springs which make this action happen. With the back door assembly, there are two springs, a compact pressed metal

assembly, and the outside handle which has the pushbutton key lock and does not rotate but is attached to the body. I will let you all know if and how it works out. Is there anyone else out there who has tried an alternative system for keeping those side doors closed? Please let me know if you have tried something that worked. Thanks. The next day...

I just got back from Corvair Ranch. I now have all the necessary materials to change the side door latching mechanism. I got a front door handle from a donor van (a '63 DeLuxe Greenbrier with a roof crushed by a fallen tree; it was filled with shingles and tires!). The main issue here was to find a fairly nice door handle on a van with a key to lock it. This van offers the best of these two criteria. Now all I need to do is find time to complete the conversion. Everybody cross your fingers.

I will sign off now after telling all of you that today marks the five month mark (exactly) before Lynn and I get married. The wedding is all planned, thanks to her, now all we have to do is pay for it. We have also agreed that both of my Corvairs (our Corvairs?) and possibly others will be a part of the wedding. Until next time, happy travels.

Benjamin A. Stiles


6 Door 6 Continued from page 4.

months! It ran a little rough, but not bad. Any of this sound familiar? There was one very loud, annoying noise, but it was only a bad idler bearing, so that whole assembly was replaced. All of the adjustables were set: valves, timing, carbs, etc., and it was time for a test drive. But that would have to wait until tomorrow, as there were too many vehicles blocking me in, and it was late anyway. Kind of makes it hard to sleep.

Next morning, before leaving for work, I couldn't stand it any longer. I cleared the runway and filed my flight plan with Denise. Off I went with high hopes and higher trepidations. Less than a mile from the house I knew we had a winner. The van was running so smooth and had so much power that all the delays and ill feelings simply melted away. Finally, back in the Corvair fold. Now all I have to do is figure out how to convince (emphasis on the *con*) Denise into releasing more money to replace the windshield, repair the body, paint, replace all the weatherstrips, new tires, etc., etc., etc. Only seven months till St. Louis.

Gary Parsley

PS: The story you have just read is true. No names were changed to protect me. Had this been an actual restoration, the procedures used would have been dramatically different. It is now early December, and after driving the Greenbrier to work, two meetings, Winnsboro, and Corsicana, a total of approximately 1,000 miles, with only one minor infraction (the three cylinder thing, but that's another story), I can honestly say that it is the best handling Greenbrier ever made...but then again, I may be prejudiced. The Greenbrier even received the highest of all compliments...about half way home from Corsicana, Denise said, and I quote, "You know, I really can't complain about this van". Nuff said!



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Membership in Corvanatics is open to any CORSA member with an interest in Forward Control Corvaairs. Membership applications are available from the Secretary/Treasurer, Diane Galli, 5000 Cascabel Road, Atascadero, CA 93422-2302.

Dues are \$6.00 per year and must be sent to Diane Galli. Sending them to another address will only slow your renewal and possibly cause you to miss an issue. Club Window Stickers are \$1.00 each and Jacket Patches are \$2.15. Club Stationery is 5¢ each sheet, rosters are \$2.00. These are available from Diane Galli only, as are Membership Applications.

Stories, articles, photos or anything of interest to Corvanatics Members should be sent to the editor: David A. Hartmann, 1111 Evergreen Road, Plymouth, WI 53073-4110. Technical material should be sent to the Technical Editor.

Classified ads are free to Corvanatics members and should be sent to the Editor. Display advertising is also available at the following rates: Full page: \$25; Half page: \$15; Quarter page: \$10; Business Card (2x3.5) \$5. Please submit print-ready or typed copy and pre-payment to the editor. Photos for ads (black & white, if possible) are \$6 each. Authorization and payment must be received for each issue. Deadline for publication is the 15th of February, April, June, August, October or December.

Web Page address: <http://www.ziplink.net/users/mak/corvanatics>

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