



RAMPSIDE



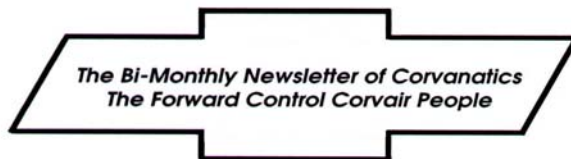
CORVAN



LOADSIDE



GREENBRIER



VOL. 33, NO. 6

NOV / DEC 2005

ALL TECH ISSUE!



INSIDE AN FC WINDOW REGULATOR

20 or maybe 25 years ago I did some work on the window regulator in my Greenbrier. I had put a deluxe interior in there. That means the handles all have longer shafts on them, making replacement a little harder to get. That's probably why I worked on that window 'cranker' rather than simply replacing it. Many years later when that GB belonged to one of my sons he complained that the window would not stay closed, that is UP. It would simply settle down

(Continued on page 5)



CORVAN ANTICS

A CHARTERED CHAPTER OF COSA, CORVAIR SOCIETY OF AMERICA

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CORVANANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (COSA). Established September, 1972, Corvanatics is dedicated to preserving and enjoying America's original and most innovative small vans and light trucks, the Chevrolet Corvair 95 Series.

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

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EDITORIAL DEEP THOUGHTS....

I hope everyone realizes that this will be my last newsletter. I have mentioned this almost every issue this year, but so far have not heard who the next editor is going to be. There are rumors that a couple of folks are considering the job, but no firm offers yet. I'm willing to help the next editor get started, but not to continue on.

I do want to express my gratitude to everyone who submitted articles and pictures. I'd like to single out Ben Stiles who submitted several Ben's Bus articles, Fran Schmit who has sent in numerous technical articles, Clay Wispell who provided the bulk of convention pictures the last couple of years, Dave Palmer sent in many articles over the years, and of course, ex-President Corbin Tayloe for his monthly column. No ending article would be complete without thanking Bob and Diane Galli for all of the behind the scenes help that they provide to all of Corvanatics. Last but not least, to all the members who commented on the newsletter, both good and bad, for making me push just a little harder to put out a better product. It's been a fun run, but now it's time for the curtain to come down.

Garry Parsley

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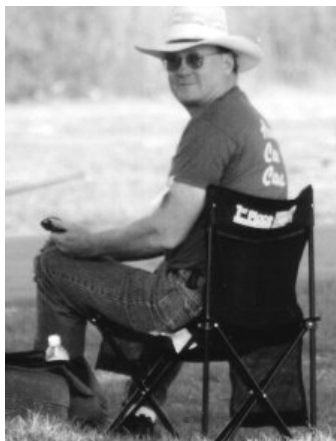
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RIDING WITH THE PRESIDENT

Well, Folks, for me it is that time of year to start preparations to put our vehicles up for the winter. We still have some good time left to drive here but the preparations still need to be made.



Gosh, I haven't a lot of news about the club so no news good news. I have a little tale to tell that is Corvair related but not necessarily FC related. As many of you know racing has been my passion for the last few years. This past weekend, 10/1&2/05 I had a race, blew the cam gear, pulled the engine at the track took the engine home and proceeded to rebuild the engine. Saturday evening while attempting to put the crank in the new block I dropped the crank on my big toe! The end bone in my toe is in three pieces and I will loose the toe nail also. Even by the time you read this I will still be limited in what I can do. OH, the engine did get finished and my son raced on Sunday! I was going to try but decided that valor was the better part of discretion.

I do hope that a lot of you are planning on attending the up coming International convention, driving your FC's. It would be nice to see a complete row of FC's in the Concours. The time to start planning is NOW! Not two weeks before the convention.

Ken Hand



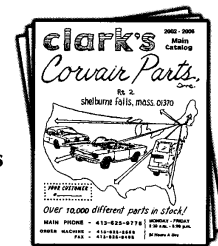
A couple of Ed Thompson's donated pictures from the Lexington convention. Here's a pair of camping pictures. These were both dated 1962.



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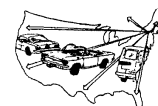
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(FEATURED COLUMNIST)

FC DOOR LATCH

Upside-Down and Backwards Replacement Spring

We all know the technique of reaching out of the door to spin the dog on the FC's door latch - so the door will close/latch properly. Once the dog is repositioned the latch works flawlessly. Usually the spring in the driver's side door fails - more than likely due to the total number of closings experienced by that door vs the passenger door. Repairing the latch mechanism would be simple if a replacement spring were available. If anyone knows of an available replacement spring let me know so I can erase this Tech Tip.

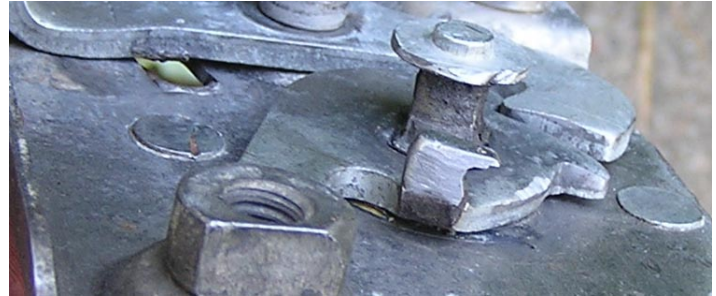


Passenger side latches are plentiful and have a similar spring - but wound the opposite way as the driver's door

spring. Here's a photo of a pair of FC latches. Notice they are mirror images. The point of this article is that you can use the spring from an available passenger's side in the latch on the driver's door, if you slightly modify the driver's door latch. Note: on the donor latch, the spring (that drives the hook) spirals five loops down towards the hook before sticking its tang out to grab the hook's tab. See photo of donor latch. The broken spring (on your mirror image driver's side latch) was



wound so it too would spiral down towards the base of the hook. I am proposing that you use the wrong side spring and mount it so the spring's coils go up from the base, opposite to what you see here. Obviously you will need to modify that tab on the end of the hook as the spring's tab would pass right over the tab. Remove the spring from the donor latch. Mount that incorrect spring upside down on the driver's door latch. You will see that it fits quite well



except for one thing. Because it is upside down, the coil of wire spirals up from the hook mechanism instead of down towards the hook. A natural fix might be to just extend the tab of the hook high enough to catch the spring. Turns out (I tried that first) the window channel behind which the latch is mounted goes directly across the path of the hook's tab. The tab cannot be made taller. However the tab could have a forward facing tit built into it to catch the spring end and hold it just slightly under the level of the window channel, allowing the hook to rotate correctly under the influence of the replacement upside down - backward spring. Here you see the extra little tit that was welded onto the tab and then Dremel'd down to a comfort-



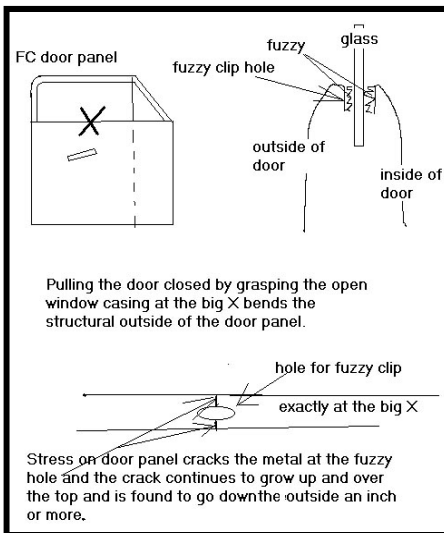
able shape.

An installed view of this modification is seen here with the upside-down and backwards spring coming out at the top but getting the job done..

FRAN SCHMIT

FC DOOR PROBLEM

Almost every FC driver's door that I have seen has this problem. There's a small crack in the middle of the door right at the window sill. This crack is caused by the driver closing the door by pulling on the window hole instead of using the door handle. It seems to be handier that way.



Pulling right at the middle of the door exactly where there is a hole for a fuzzy clip cracks the door. First at the fuzzy's hole and then the crack propagates up and over the top of the door - until now, an unseen crack - then it walks over and down the door.

Solution: Weld the

hole shut. Weld the door metal, where the hole was, a little thicker. Then weld the crack. Weld it closed all the way to the end of the crack. Sand and body fill. Notice on this door the welded crack has disappeared but the crease in the door - from the crack's direction - has shown up almost two inches below the window ledge.



The sanding stick showed almost a four inch wide dip across the crack but when sanding continued it showed the crack had dented the door past the next ridge in the door panel. This welded panel should hold up to future door closings, and when painted the door will be smooth



all the way down.

FRAN SCHMIT

(Continued from page 1)

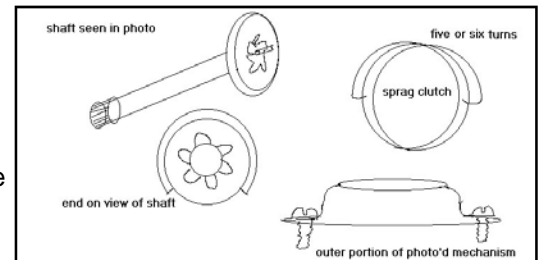
as he drove along and would easily wind back up but just wouldn't/couldn't stay up. He fixed that with a bungee cord on the window crank. We sort of figured the spring must have failed or something. A few years ago when I was parting out an FC, I saw that it had a deluxe interior and therefore the longer shafts. So I grabbed the front door parts and stored them for my Rampside's future thick door pads.

Fast forward a few more years. Greenbrier is now owned by a different son and it still has the droopy window, and a bungee cord. Since I now have a 'good' window regulator in my parts, I offer to swap out that wimpy one for a working model.....Done. Works great - no droop.

I happened to look at that droopy thing one day - - didn't throw it away? Of course not! I see that the spring is OK, but I notice that I can easily pull down on the long window arm and spin the shaft, no wonder the weight of the window turned the shaft. Since the spring is apparently only a counterweight to help with lifting the window it does not 'hold' the window. I began to wonder "what makes the window stay put?" They all stay wherever you put them, but I never asked how it is that they do that.

I looked closer at the droopy guy and noticed there were screws where rivets should be. This jogged my

memory a bit so I figured this must be the regulator that I took apart so many years ago. I still don't remember why I did that, but I do remember doing it. Now the search began. I remember that the spring bit me when I did the work

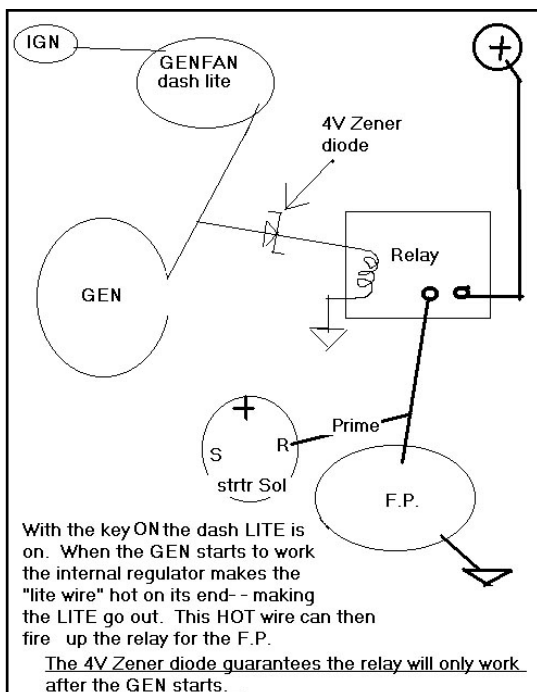


on it the first time so I clamped it all in the vise, good move. When I removed the screws (see photo, page 1) to take out the little gear (that turns the window arm) it tried to bite me again but the vise grabbed it in time. Now I had a little mechanism in my hand, one that I did not understand. I found a sprag clutch that rubs on its outside against the dome shaped piece in the pic. The tangs on the sprag fit the two notches on the gear end of the shaft, so that turning it either up or down will release the sprag's grab. I cleaned out all the grease (I must have

(Continued on page 7)

MODIFICATION OF THE FC STARTING CIRCUIT

The Early wiring harness did not fire the coil during CRANK. It was the same as if the key were turned off, no voltage was sent to the coil during CRANK. The idea was that the yellow wire on the Starter Solenoid would put the full cranking voltage (available from the battery at that time) on the coil and that would give the coil a nice high-powered shot for starting. Same as the '55 Chevy's of the day. Nowadays we have things to replace the points, that work much better than the points, so we don't need/use the yellow wire.



When you change over to a Pertronix unit inside of your distributor it will work better if it has the full 12 V on it than if you run it through the old "yellow wire and resistor wire" circuit that came with your Rampside. A slight problem shows up

when you remove the yellow wire from the solenoid and take out the resistor wire so you have full Voltage on the Pertronix at all times, that problem is you have cut out the factory's coil input during START. Your FC will still fire up but it seems rather odd that it won't start until you quit cranking! As soon as you let go of the key (spring loaded return from START to RUN) the coil gets some spark and she pops right off.

As stated above the coil has no chance of making any sparks as it ain't turned on. A simple addition of a diode, capable of handling an amp or two, that is spliced into the wiring anywhere along the 20 feet of wire from the key to the starter will fix this situation.

I just put it in the front driver's corner of the engine compartment where the Ignition and the Purple wires were both easily accessible. Oh, I checked the diode first by driving a headlight through it for about ten seconds to see that it didn't get warm, that's a good test for a diode's sizing. Put the current through it that you are planning to use (maybe a little bit more) and see that it stays cool, if so, use it. If it warms up either heat sink it or get a BIGGER diode.

Anyway the FC that was starting only after letting go, now pops off almost as soon as I hit the START. That "R" terminal on the Starter also works great as a PRIME for the electric fuel pump. Some folks have changed out their old Generator/

Regulator for a newer GEN with a built in Regulator. Here's a nifty electric Fuel Pump Control circuit that works on the old GEN-REG circuit and/or the new one. Both systems have the GEN-FAN light on the dash, and this system uses that light's circuit for its input. It is considered a good safety rule to have the fuel pump stop when the engine stops. This circuit is automatic. When the engine stops, the GEN stops. When the GEN/FAN light turns ON the relay drops out. Turning off the key drops it out, too. Neither of these Modifications need show to the outside world if you are concerned about a stock appearance.

FRAN SCHMIT



DOMELIGHT SWITCH

For those of you with a Deluxe GB, there's a rear dome light that comes on with the rear doors. Problem is, you can't turn it off for those times you're at a show. I needed to replace the fuse holder anyway, so I added a switch on the positive side of the circuit (after the fuse). Now I can turn the light off *and* on. Simple things for simple minds.

BRYAN BLACKWELL

CLASSIFIEDS

WANTED

Yenko, good car with title, not running is OK. No SCCA modifications. Want good street car. Also want to buy '63 & '64 Rampside, automatic or manual, no rust. Also want to buy '65 140hp head, left side, #3856727 or 28. Craig Wilson 2105 Fairview Dr. Cedar Falls, IA 50613 (319) 266-6343

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1963 Greenbrier Black with White Accents and white top (mostly shiney) Red interior with Deluxe door panel and side walls (red & White). Has 2 rows seating 80 HP FC engine 3 spd trans with good clutch. New Rebuilds on wheel cylinders New rubber brake hoses Newer Matched set Radial Tires on Steel wheels with Deluxe hub caps New silicone systems wires New Pan Gasket oil and filter. Heater fan works installed pair good thermostats Sunroof in cab area (opens front or rear for great air flow) new floor matting front and rear Rubber fuel lines replaced Cleaned out fuel tank Installed New Exhaust Manifold Donuts installed good used starter Could use a proper tune up and carb rebuilds Changed oil fixed some oil leaks Was a GA van so has no title issued fro that state. I called Broadway title in Alabama and they said title paperwork would be no problem Cost \$150 Things it needs Speedo Cable (included but not installed) Carbs rebuilt (kits included) Engine air seals (new included) Heater control Cables (included) horn not working fuzzies Heater hoses Headliner rust above muffler an other small areas Comes with some spare parts Pictres by request first \$1200 takes it

Mike Moyer Navarre Fl 850-936-7164

(Continued from page 5)

lubed the poor thing that long time ago) and when reassembled, it holds wherever I put it. And I cannot push it backwards with the window arm.

Now I have a good long FC driver's door window regulator for my Rampside.

FRAN SCHMIT

QUICK FIX FOR F.C. ENGINE HATCH COVER WHEN CAPTIVE NUT IS MISSING

Someone gave me this tip at the last convention. Enlarge hole to 7/16". Use Molly jack nut with 5/8 X 1/4-20 Phillips head screw. These are available at True Value stores. This is a good tip, memory being what it is, I do not remember the contributor's name to give him credit.

Bob Galli



Notice anything unusual? See the enlargements on the back page. See below for my question.

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First off, what is that under the dash? Note the switches under the ignition switch.

Second, looking through the window, you see a bare FC body. Was this a GM experimental studio?



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