

# Corvan Antics

The Bi-monthly Newsletter of the

**Corvanatics Chapter**

The Forward Control Corvair People



During the Corvanatics annual meeting a time for a group photo was scheduled. Members who had participated in the Rally were late. John Nichols missed the photo as his Greenbrier was being towed back to the hotel, the splines on his u-joint flange and axle were no longer talking to each other (*page 8*). Gunther Toody's Diner was calling. It was decided that four FCs make a group.

Colleen and Eric Taylor, Audrey and Phillip Raker, Helen and Gary Moore, and Steve and Beth Caskey posed their FCs near the host hotel. In the background the dark clouds were gathering to bring one of the almost daily quick afternoon showers to the Denver Area.



# Corvanatics Annual Meeting

July 27, 2011

The Annual Meeting was held at the Doubletree Hotel Denver Tech Center during the CORSA Convention in Denver, Co on July 27, 2011.

Food was provided by John Nickel on behalf of the club.

The minutes of the last meeting held in Cedar Rapids, IA were read and accepted.

The President reported bank balances as of June 30, 2011. We have almost \$6,000 more than we had 6 years ago.

Savings	1,549.83
CD	2,323.43
Checking	2,333.97

A letter from Larry Schmuhl was read. Our *Corvanatics* newsletter editor is retiring when we find a new editor. The job requires about four days of work every two months. All software and information from past issues will be provided. There are 6 issues per year. Email John if you are interested in this job. \*Gary Moore has volunteered to accept this position.

Election of officers was held and the existing officers were re-elected by acclamation.

- President – John Nickel
- VP – Sam Christ
- Secretary/Treasurer – Larry Schmuhl
- Eastern Director – Ben Stiles
- Central Director – Mike Dobie
- Western Director – Vance Piper
- Director at Large – Tim Schwartz

Door prizes were awarded courtesy of Clark's.

Daniel Monasterio was awarded the long distance award. He drove 2,264 miles from Guadalajara, Mexico.

Members introduced themselves and their cars.

Donations will be made to CPF in the amount of \$500 and the Scholarship Fund in the amount of \$500.

Discussions were held on several topics:

The last newsletter was garbled. Mike Moyer will be asked to resend it.

A member mentioned that he was glad that meeting had not been scheduled at the same time as any of the other meetings.

Rubber parts are now being made for Clark's by Mark Corbin. Let Mark know if there are any parts you are looking for. If anyone has a good rubber pad that holds the battery box open he would like to use it to make a mold. We hope all members will encourage young people to enjoy Corvairs. Especially the Forward Control models.

Everyone should have an agreed on value for their Corvair with their insurance company. You need this to get your full value in case of an accident.

More food was enjoyed by all and the meeting was adjourned.

Submitted by Linda Dahl for Larry Schmuhl



*John Nichol presiding over the meeting, as he will be next year.*



*The meeting came to order with 39 Corvanatics members in attendance.*

# Making Your Corvair Stick – Shift!

by Fran Schmit

Fran's article also appears in the Sept. issue of Corvair Minnesota's *Leaky Seel*. (with more photos)

All Corvairs with stick shifts have a "shift shaft coupling" on the end of their stick-shift shaft - - where that shaft contacts the Transmission. If you don't recognize I've included a photo. This note is about something I heard so it's not a "new" idea. I just had to try it out and also use the camera to tell the story.

The shift pin is made of very hard steel and the shaft in the tranny is likewise HARDened, but our favorite coupling is not so hard. It wears out and gets the linkage to be quite sloppy.



*The Coupling separated from the end of the shaft.*

A sixteenth inch slop at this point is good for a couple inches "up-front"....and often leads to "no reverse". This tip allows the owner to repair the sloppy-worn holes in the end of this coupling.

To do the repair you have to remove the coupling from the end of the shift shaft - - on some older models that may be difficult - - I'm not worried about that - just get it off so we can talk. You will need a smooth (non-threaded) 3/8" bolt.



*Rocker arm stud center drilled with #2 bit*

I chose an old rocker arm stud, and when I measured it I read exactly 3/8". Cut off the threaded portion and see if you can find the center of the end. I tried to drill a hole in the center and got pretty close - not centered, but close enough. See photo. You will want to find a good #2 drill bit that makes a hole that fits a new shift pin (0.221").

Use a 3/8" drill to make a pair of facing holes across the end of the worn out coupling. It is not important that this be done by a machinist - just cut "round" holes pretty easy to do nowadays!

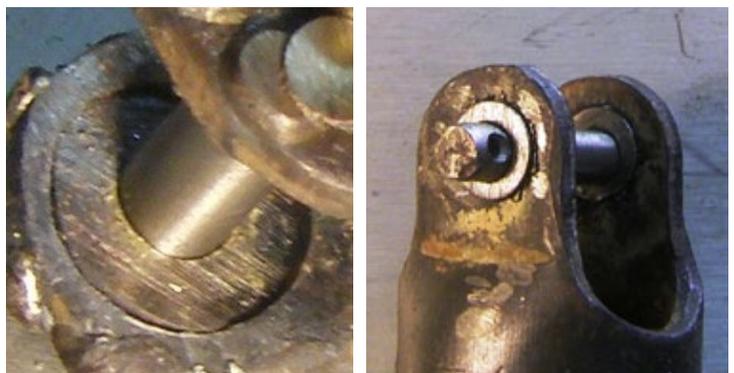


*Drill out the holes in the coupling to fit the bushings (doughnuts) that you are going to make.*

Once you have the holes across the end of the coupling and you've drilled the .221" hole in the 3/8" rod you are almost finished. Slice a pair of doughnut shaped pieces off the end of your hollowed out bolt...put these little steel circles around a shift pin and test fit to see they fill the gap between pin and coupling. See photo



*Two hardened steel doughnuts cut from the rocker arm stud.*



*Test the doughnuts and the pin for alignment and fit.*

Assuming all goes together like "clock-work" you will want to secure the little rings in the hole so they don't fall out while the coupling is being mounted to the transmission's shaft. Enter the famous JB Weld. Smear some mixed up JB Weld into and around all of the recently worked pieces - to secure them during assembly. Your work will look something like this smeary picture - - notice the nice clean holes opposite each other.

*Important information at the end of article.*

See **Making Your Corvair Stick-Shift** Continued on page 7



*Secure your doughnuts with JB Weld.*

# Rampside Bed Toolbox

By Eric Taylor

The Corvaire 95 Rampside was built not as a power house, not as a fashion queen, but as a utilitarian truck to compete with certain German import, air cooled trucks of the 50's and 60's. If there is one thing that bugs me about utilitarian vehicles, it is wasted space. I cannot stand to have dead air space that does not contribute to the form and function of the vehicle. Our Rampside has a space like that and I rarely have seen anybody else do something with their wasted space to make it usable, so I tried something on my own. The positive response I have received

from other '95' owners has prompted me to share this with you. The one 'open' area within the box of the Rampside stands out like a sore thumb as a spot the engineers just did not finish. It is on the driver side at the top of the deep section of the box, you know, with those three slots through which all sorts of things fall only to be lost forever. I know there are at least four new silver plugs down in mine, no tools, because the ones that did fall down were magnetic and I was able to fish them out. Since I Line-X'ed my box, the plugs don't fit properly anymore so I have glued mine down using weather-stripping glue which sticks well and will let go when you need it to.

I had a parts truck from which I stripped the inner panels from the rear of the box which close in the air intake channels. Unfortunately, the front opening is about four inches longer than the rear opening so the covers cannot be used as is, and since they are not symmetrical we cut the two parts to fit, choosing the ends with the slight body line in them. The overall door needs to be 52-7/8" long so we chose the best conditioned portions



*You can see in the left hand picture, the welded joint just right of the body line. The notch at the top left is to clear the cab overhang.*

and discarded the balance.

I am not the skilled welder, so I had a friend who is an expert in this, Renato Muskovic of La Carrozzeria, do the technical bits. I also attended the local marine store and bought a 52" long section of 2" stainless steel piano hinge. Note this because at most hardware stores it is very expensive and you are limited to stock sizes, none of which are 52", but a good marine shop keeps it in eight or ten foot lengths and will cut to size for you. Of course, if you can find a 48" (which I

with multiple parts. We bent up a piece of 16 gauge angle iron 1-1/4" x 1-1/2" x 52" long and made 3/4" wide cut-outs for the large body bolts which you see in the picture, then welded the hinge and the door and the angle iron together with care taken to get the correct height to make the top lip of the new door align with the top of the adjacent air intake panel and then run parallel to the top of the box.

This is just fussy measuring and checking as you go. We also bent up a small "s" section for a stiffener at the top. We made it 5/8" x 2-1/2" which happened to fit the bender that we had at our disposal that day, the size is not really critical, the part only stiffens the door which otherwise would be fairly limp and weak. This top piece can only be 43-3/4" long and must be attached strategically between the body members that create the sides of the truck box. We welded the "s" channel near the top of the newly made door panel, at 1-1/8" below the top edge. Remember to position the channel correctly to not hit the body members.

The gap of 1-1/8" is adequate to clear the box lip and leave enough space for a rubber seal. Now you need to cut a 1-1/8" x 3-1/8" notch out of the top edge of the door nearest the cab to allow the door to clear the cab overhang. Find a piece of soft rubber seal for the bottom of a garage door, cut it to fit that the space above the top rail you welded on. And the final step is to spend another six dollars or so on a few rare earth magnets about 3/4" diameter which will hold the door shut incredibly well. Use weather-stripping glue to attach the rubber seal and the magnets and you are ready to apply a finish.



*Here is a picture of the hinge joint all finished and showing how it has bent a little to allow for the extra thickness of the Line-X.*

could not at the time) you could certainly get away with this. All of my experience in life tells me that with this very small hinge size, it is difficult to get two shorter lengths perfectly aligned so they do not bind, but if you have that skill, go on

Thanks to Mike Dobie and Linda Dahl who stood in for me at the convention. Sorry I missed it.

Welcome Gary Moore our new editor and congratulations to the rest of us suckers, staff on our re-election by acclamation.

Welcome new members

Tom Simmel – Milford CT 61 Rampside

Bruce Alexander – Loomis, SD 61 Rampside

Alan Clark La Mesa CA 61 Greenbrier

Dave Brown – Wimberley TX

Michael Hall – Chatham IL

J.R. Protteau – ?? *Please send me your application from [Corvair.org/chapters](http://Corvair.org/chapters) or email*

Ed Walsh - ??

*Please send me your application from [Corvair.org/chapters](http://Corvair.org/chapters) or email* Please use [Corvanatics@Gmail.com](mailto:Corvanatics@Gmail.com) for any mail related to address or phone changes or patch/decal orders or anything else for me. You can also use it to pay by **PayPal**.

## Last Chance list

This list is folks who are more than a year overdue. If you are on it, this is your last newsletter unless you pay your dues.

There is no penalty. Please pay up so this list goes away.

Paul Campbell	3/2010	Walter Huntoon	10/2010
Chuck Hoppe	7/2010	Joe Nelson	10/2010
Gordon Hunter	7/2010	Tim Colson	08/2010
John Mason	7/2010	Wade Slusher	9/2010
Greg Vargas	7/2010	Vance Piper	9/2010
Laura Wilshire	7/2010	Bob Piper	9/2010
Robert Crawford	8/2010	Don Filkins	9/2010
Paul Leimer	8/2010	Corbin Tayloe	8/2010
Red Badgett	3/2010	Brently Cooper	6/2010
Frank Justavick	12/2010	Rich Greene	12/2010
		Rick Rhodes	8/2010

## Due Now

Michael Simmons	1/2011	George Koenig	2/2011
Greg Schupfer	1/2011	Dave Palmer	2/2011
Don Hudock	1/2011	Ray Davis	3/2011
Darrell Woofter	1/2011	Paul Allison	3/2011
Ralph Loewinger	2/2011	Kevin Clark	3/2011
John Lantz	3/2011	David McChesney	3/2011

...Larry

*CORVANANTICS* is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (CORSA). 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.

Corvanatics is open to any CORSA member with an interest in Forward Control Corvairs. Membership applications are available from the **Secretary/Treasurer, Larry Schumhl 4563 Deep Grove Ct Jacksonville, FL 32224**

Dues are \$10.00 per year and must be sent to the Secretary/ Treasurer. Sending them to any other address will only slow your renewal and possibly cause you to miss an issue.

Stories, articles, photos, memorabilia, or any other item for publication should be sent to the Editor: **Gary Moore 17800 Hwy M Lawson Mo 64062**. It is preferred that these be sent by e-mail to: [corvanatics@gmail.com](mailto:corvanatics@gmail.com).

Technical material should be sent to the Technical Editor for review.

<http://www.corvair.org/chapters/corvanatics/>

Classified ads are free to Corvanatic members, are limited to space available.

# A Day at the Track

By Gary Moore

John Nichol, Phillip Raker and I were the only FCs in this year's autocross event at Denver's Bandimere Speedway. I had been traveling by the track the week before. My wife and I had been visiting her cousin. The road to and from his house went past Bandimere, which was a very busy place the preceding week with the NHRA nationals. Every time I went by I tried to imagine what the autocross course was going to look like.

The course was not what I pictured at all, it was a lot more fun. It used a rolling start into a shalom that lead into a long horseshoe curve that got tighter as you progressed through it. At the end of the curve was a downhill shalom that was intended to slow you down before you got to the next horseshoe curve halfway down the hill. This curve was even quicker then the first and sloped downhill which made some drivers spin out. After this curve the course ran back up the hill causing a few engines to huff and puff. Once up the hill there was a very tight horseshoe and then a straight away to the finish. Then you breathed.

Phillip ran in the Street Stock class in his 1963 Greenbrier. John Nichol and I drove in the Improved Stock class. To earn a place in improved stock John's eight door Greenbrier was equipped with front and rear torsion bars. My Rampside had low profile tires.

Phillip, ran unopposed as they say, but to his credit he did try to improve on each run. His best run was his third with a time of 57.9 seconds.

John guaranteed me I would beat his time on the first run as it was the first race for the Greenbrier and he needed to feel her out. But I proved him wrong as this was my first autocross ever. John's first run was 57 seconds, I was just a smidgen over 64 seconds, only three other drivers had slower runs that day. John's second run was his best with a run 53.9 seconds. I improved every run and finally the last run was completed in 55.1 seconds.

John's torsion bars keep all four wheels firmly on the ground. So it was up to me to get some air under my FC's tires. I could not equal the "up on two wheels" runs Dale Dewald did in Iowa last year, but the left rear wheel of the Rampside lifted off the ground on my third run. It was an experience that I won't soon forget.

The autocross was a blast, while the FCs are not the 33 second V8 cars, we had just as much fun. Well, maybe not just as much, but still plenty of fun. 



*Phillip Raker navigating the shalom on his best run.*



*John Nichol on his first run was a bit more cautious.*



*Gary Moore rounds the downhill sloping second curve.*



*John Nichol heads up the hill.*



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*John Nichol at the end of his run and Gary Moore at the beginning.*

## Making your CORVAIR stick – shift! *continued from page 3*

I had to do it with larger doughnuts, so I went to 1/2". I cut the end off a distributor shaft as it looked as though that steel could take a bit of 'hardening'. Red hot and then quench it in oil. The 'red hot' part means you have to weld the doughnuts into the coupler - - as opposed to the JB Wed that I used with the 3/8". Welding is tricky when you use 3/8" stock but the half inch gives you room to weld a bead next to the hole and still have the hole! So I did the same as I did above, using the nearly 1/2" distributor shaft...I think it was 0.480" inches. Again the dimensions are not critical, but the material has to be cuttable and the hole size has to fit on the end of the coupling. You also need a drill bit that same size!

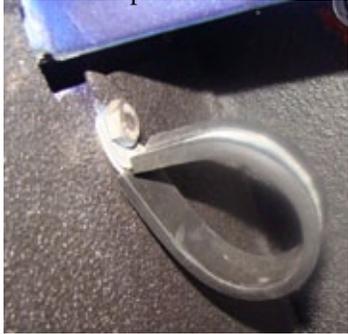
The pin snaps in as if the coupling were a new one. It may wear better than a new one with the quenched doughnuts built in.

**OH, don't forget this part** - - since the coupling is a **vulcanized** unit (hard rubber mounted) **don't get it too hot!** You will lose the rubber. That's why you drill the end and add the doughnut. When I did the quenching I was quick to get one doughnut red and then dunked the whole mess into a pot of oil. Then I quenched the other doughnut - - all this to keep the rubber where it belongs.

Keeping the shift pin snug in the coupling is probably the most important thing you can do to make your CORVAIR stick – shift! 

## Rampside Bed Toolbox *Continued from page 4*

I opted for Lin-X as the rest of my box is done in it, and then we bolted the angle down between the existing body bolts using pop inserts with #10 screws. Then all you need is a bit of cheap chain or other appropriate material to support



it when it is open as the shelf value is high while you are sorting through all the 'stuff' you will find is useful to have there. I also put in a small electrical loop under the cab overhang as a handle. Most people will never know that you have an enclosure here, and I did not want to make

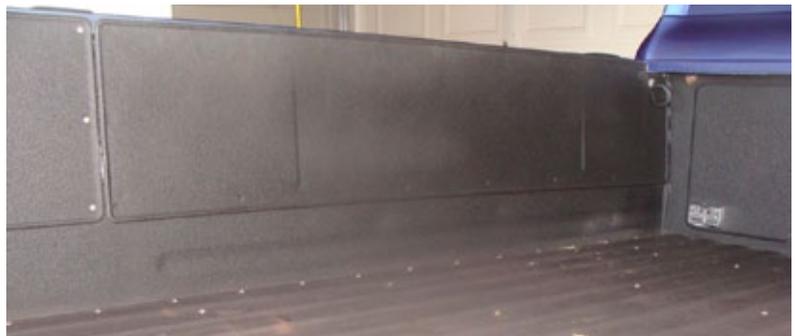
an obvious handle to tip them off. One day, when I have absolutely nothing else to do, I will glue on some screw heads so it matches the rear panels even better, but for now it is functional.

Voila, your embarrassingly unfinished gap in your box is hidden and you have a place to store your jack and a few tools. I have a set of wrenches with magnets on them which hold my wrenches on the inside of the door so when it is open, I have a nice set of tools showing all organized.

My tie-downs (one each side) for securing my two spare tires which I carry when on a long road trip, the 'handle' I made for opening the new cover, also showing my back up entry mode (the barrel key lock) which will allow me to open the window if my door popper ever fails. And finally, here is a picture of the box with the new cover filling in the space that looked forgotten. Only a Corvaire 95 owner will ever know the difference. 



*Eric demonstrates the usefulness of the Rampside bed toolbox.*



*The finished product...*



# Riding with the President

I can hardly believe that I've been back from Denver nearly a month already! My trip from Asheville, NC to Denver and back went smoothly. I encountered extreme heat for nearly all of the 3,175 miles I drove, but the van performed admirably well getting an average of 19 mpg over all. The addition of the front and rear stabilizer bars was probably the best investment I made to prepare for the trip because the van was very stable, even when passing or being passed by Semis at 65 mph.

The show was great, with many activities for all attendees. The Corvanatics meeting on Wednesday evening was attended by about 50 members and guests. We provided cold cuts and Kaiser rolls with condiments for self made sandwiches and Sodas to drink, I don't remember seeing anyone falling asleep. There were door prize drawings for items donated by Clark's Corvair. Thank you to Clark's for their support. All presiding officers and directors were re-elected for another year, but with only Mike Dobie and myself there, it was pretty easy to do that!

As you probably now know, Gary Moore has graciously volunteered to take over as the Corvanatics editor replacing Mike Moyer to whom we owe a great thank you for his work for the past years. He will introduce himself to you in this issue. He and I were privileged to compete against each other on Friday in the autocross, with him graciously letting me beat him... ok, he had never auto-crossed before, and was driving his wife's Rampside, so maybe I had an advantage.

I also participated in the Rally on Thursday afternoon. That activity was intense and very mountainous as well. My navigator, James Cheek from South Carolina, did a great job keeping me going, until we stopped to check out one of the clues way up in the woods of the front range. I decided to turn around, so I backed down into a driveway, put the van in drive, and promptly spun the right yolk and axle which ended our participation. It took nearly two hours to get a tow-truck to come out to get me and a rather large bill to take the van back to the hotel.



Luckily, I had an axle and yolk with me, so after an hour's work in the hotel parking lot, the van was again moving on its own.

Friday night's banquet was well attended and the food was great as well. I received the first place trophy for IS-4 in the Autocross. The People's Choice car display on Saturday was really great, and my van won a trophy for top three in the Forward Controls, even with all the dents and multi-hued blue paint! I am already looking forward to next year in Sturbridge Mass.

Since returning home I have attended some Corvair related activity on every weekend and will continue right through my local and CORSA/NC car show **Vairs in the Valley 2011** on October 14-16 in Maggie Valley, NC. Information on this show is at [www.ncmountaincorvairs.com](http://www.ncmountaincorvairs.com). I hope that your activities are successful and that you have been getting your cars, trucks and vans out into the public view this summer.

Have a great fall!

John Nickel, President Corvanatics 



## Only Lasted Fifty Years

by Gary Moore

Keith Hammett, of Springfield, MO is known for his success at drag racing his red patina Rampside. He is the slow drag champ at the Great Plains Corvair Round Up. His secret: put a ton of slate in the bed, then load a bunch on guys on top of that. He took slamming to a new level.

For some reason this year Keith had to install new springs on his Rampy. He brought the old bent, cracked and rusty springs to the convention for show and tell in the parking lot.



**Hello fellow Corvanatics**

This will have to be a short introduction. My name is Gary Moore, a member of the Heart of America Corvair Owners Association (HACOA) since 2006. I am the proud owner of a 1961 green Rampside daily driver and a red 1961 Rampside, that my wife claims as hers, that qualified silver in Concours in Denver this year. If you are a member of Corvair Center forum you may have seen our thread *Prettying up my Rampside*. It showed the truck going through the restoration process.

Helen and I have been co-editors of the HACOA newsletter the *VairCor* since 2008. We were honored to receive the Tony Fiore Memorial Chapter Newsletter award last year.

Doing the *CorvanAntics* newsletter will be much different from a local chapter newsletter. I have to rely on others to send in stories and photos from their regions. The Corvanatic group should have a wealth of experts. Fran Schmit and Eric Taylor have come through this month with articles. Send in your articles and photos on the virtues of staying stock, customizing, hot rodding, rat rodding, bagging, sagging, slamming, heating, cooling, camping conversions, engine conversions, and all things FC. Also include a photo of yourself with the article.



One other thing I must confess, I suffer from *Pulplacerataphobia* or fear of paper cuts. So please, if at all possible, switch to receiving your newsletter via email. Folding, taping, stamping and mailing a bunch of newsletters takes away from the time I could be playing with my trucks. If you don't have a computer, email address or a fast internet connection, find a friend or relative who does and I send the newsletter to them (pick someone with a nice color printer). The newsletter's email address remains [CorvanAntics@gmail.com](mailto:CorvanAntics@gmail.com).

Gary Moore 



*Christy Bardon*



*Mike Tidwell*



*Phillip & Audrey Raker won awards in Valve Cover Race, Autocross, EconoRun and Silver in Concours. Phillip finished sixth in Cole Award*



*Not sure who who owns this nice Rampside.*



*Tim Shortle*



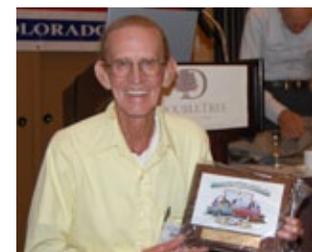
*Helen Moore received Silver in Concours. Christy Bardon received three Concours Awards in Bronze for his Rampside.*



*Bud & Kay Laubach in front of Gary & Helen Moore*



*Keith Hammett*



*John Nichol winner in Autocross*



Long distance award winner Daniel Monasterio in his Bluebrier.



Steve and Beth Caskey's 1965 Camper on display.



Rampsides lined up in Concours.



Corvanatics Group Shot.



Panorama of Saturday's Car Display

2011 DENVER CONVENTION

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