

CORVAN ANTICS



Nov-Dec 2022, Vol. 50, Issue 6

The Bi-monthly Newsletter of Corvanatics
The Forward Control Corvair People



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



IDEAS FOR HOLIDAY SHOPPING

How about a gift membership?

Do you know someone who you would like to surprise with either a new membership or an additional year or two added to their membership. We've got you covered. It's right here on the online form (you can also slip a note in a letter to me if not doing online)

or neat Corvanatics merchandise

Either from the website online store

<https://chapters.corvair.org/corvanatics/merchandise.php>

IN ADDITION TO OUR REGULAR WEBSITE MERCHANDISE THERE ARE NOW TWO
CORVANATICS MERCHANDISE STORES
SHOP ON-LINE AT EITHER STORE FOR CLOTHING AND FUN STUFF
EASY ORDERING, SHIPPED DIRECT TO YOU
SAVE ! WATCH FOR EACH STORE'S SPECIAL SALES



Go to the [Corvanatics Cafe Press Store](#) - US & International shipping
Go to the [Corvanatics Zazzle Store](#) - US shipping only

or

from our on-demand stores

<https://www.cafepress.com/corvanatics>

<https://www.zazzle.com/store/corvanatics>



Online membership submission [Click Here for Instructions](#)

Send newsletter by * ☐ Email (full color \$10 annual) ☐ Mail (B&W \$15 annual)

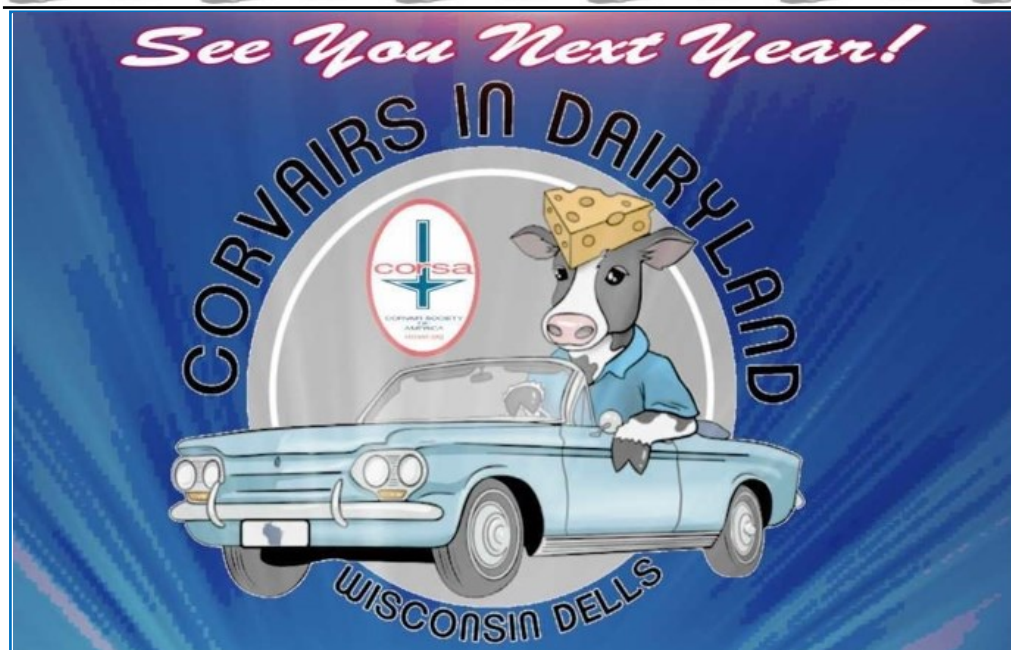
Corvanatics Logos & Commodities

	Corvanatics Business cards A pack of 10 - Just add your own name and contact information. ***These are a free add-on when included with another purchase***	Free	Add to Cart
	NEW Corvanatics Holographic Emblem Sticker 3" diameter. Image does not do justice to holographic quality of the sticker.	\$2.00	Add to Cart
	NEW Corvanatics Die-cut Sticker Approx. Dimensions - 3" x 1.7" Nice array of FC models around the Corvanatics emblem.	\$2.00	Add to Cart
	NEW Corvanatics 50th Anniversary Cling Approx. Dimensions - 4" x 6" apply to a window of your FC - or get one for each of your FCs - to celebrate Corvanatics 50th Anniversary	\$5.00	Add to Cart
	Corvanatics Pin This is a nice metal pin, 2.5" diameter, displaying the Corvanatics logo. ***Corvanatics members get a ribbon also - see "For Members Only" section below***	\$2.00	Add to Cart
	FC Model Stickers These are 2" inch diameter stickers. There are three different FC models ... "Collect all Three!"	\$1.00 each	Select Model Greenbrier Add to Cart

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Corvan Antics is published for the benefit of the members of Corvanatics. We're the largest chapter of the Corvair Society of America and are **supported solely by membership dues**. If you are not a Corvanatics member, please consider joining us. Membership information can be found at <https://www.corvair.org/chapters/corvanatics/membership.php>.



2023 CORSA International Convention

June 19 -24

Chula Vista
Resort

1000 Chula Vista
Pkwy

Wisconsin Dells,
WI 53965

Riding with the President—Dale Dewald

After much pondering on topics to write for the President's Letter it occurred that I could do a series of technical monologs on the materials used in the construction of our FC's and the industrial processing that went into shaping their individual components. I have a bit of background in this subject as I graduated with a degree in metallurgical engineering from Michigan Technological University and later, a materials science degree from the University of Illinois. I spent many years working on various R & D materials projects before eventually becoming a staff member in the Materials Science & Engineering Department at Michigan Tech, co-managing and operating the foundry facility. Since metalcasting is my field of work it would be a good starting point to consider the cast parts of the FC.



I should qualify metalcasting as the process of solidifying molten metal in a mold cavity to obtain a net or near-net shape part. The largest quantity of metal actually melted is steel, produced either from pig iron obtained from a blast furnace (iron ore concentrate + coke + limestone) or by melting down scrap steel in an electric arc furnace, both products being continuously cast into slabs that are eventually rolled into final shape.

I shall begin with zinc, which is most often die cast, melts at relatively low temperature and is typically unnoticed in its importance in daily life. Sadly, zinc alloys are one of the least recycled of all metals, partly because of their low cost but more likely because they make up small cast components of larger machines and thus are hard to separate at the end of life. In this case zinc is lost within obsolete steel scrap by vaporization or oxidation and is only reclaimed by smelting it back down from baghouse dust or slag. It otherwise simply ends up in landfills as parts of household goods that are thrown away at the end of life.

Zinc die or permanent mold castings in the FC include:

- a) exterior door handles*
- b) window cranks and door levers*
- c) knobs (for switchgear) *
- d) instrument panel* and glovebox door
- e) washer nozzle*
- f) wing vent knobs*
- g) emblems*
- h) door lock parts
- i) base of radio antenna*
- j) radio housing
- k) parts of the radio bezel*
- l) others I have missed

Zinc works well for decorative parts that are chromium plated (as indicated by *) and high precision small parts, e.g., lock hardware because of the excellent surface finish achieved by die casting. Take a look around and through your FC and find any zinc cast parts I have missed.

From the Secretary & Newsletter Editor

BY MOLLY BACON

Hi all,

Unfortunately, winter is approaching us in the north faster than we would like. For the first time in 10 years, my Rampside is out from a long sleep, has had an engine transplant, and may possibly be ready for some car shows this spring. See below for a photo when it came out of storage. Still a bit more work to be completed.



Since the last newsletter :

328 members

6 new members

0 member renewed their dues

0 members dropped



WELCOME !! to our new members

Jon Muehlbauer	PA	1962 Rampside
Phil Mitchell	AZ	1962 Rampside
Tim Lehr	IN	1963 Greenbrier
Matthew Welder	GA	1962 Corvan
Gary Komora	MI	1963 Rampside
Randy Pilsner	TX	1961 Rampside

Editor



Dues Are Due!!

There are NONE!!

All current members were given an extra year's dues for Corvanatics' 50th Anniversary



The Winner Is
Rich Greene

\$10 Clark's Gift Certificate

Remember, you can only win if your dues are current

Additional 50th Anniversary Reminiscing

Greetings from Ben's Bus,

I was honored to have been asked by editor Molly to pen some thoughts on the 50th anniversary of Corvanatics. In very brief words, I am absolutely thrilled that our little club, based solely on some little air cooled vans and trucks that Chevrolet daringly envisioned and ultimately produced in substantial number, has been in existence for half a century!

My involvement goes back to 1993 when I was just a teenager. A Greenbrier I had spotted in a "trucks-for-sale" newsprint piqued my interest. Dad had owned one when he, too, was a young man. A trip to the Corvair Ranch during Easter weekend of 1993, and being able to see a Greenbrier in person, sealed the deal for me and my love of all things FC. I got my 1962 Greenbrier in June of 1993 and my 1961 Rampside in 2001.

Through the years, Lynn and I have considered ourselves to be ambassadors for the Corvanatics group. This harkens back to a warm summer day in 1993, shortly after my Greenbrier and I had been printed in a local newspaper spot featuring rising teens and their plans for the future. Longtime CORSA and Corvanatics member, and practically neighbor in the York, PA area, Joe Darinsig arrived at my home, spotted me outside putzing with my Greenbrier, and introduced himself. A pleasant conversation ended with his handing me application information to both CORSA and Corvanatics. I joined both almost immediately. Corvair FCs bringing people together has become a recurring theme in my life. Our wedding in 1998 was chronicled in the treasured pages of the CorvanAntics newsletter as it featured my Greenbrier and another borrowed from the Corvair Ranch.

As ambassadors for the club, Lynn and I traveled in the Greenbrier to several CORSA conventions. While my FCs have never been show cars in any way, they are always fun to show. Some of my favorite memories include the 2001 Corvanatics meeting in Chicago held in the parking lot followed by real Chicago hot dogs, the 2003 "Air Cooled in Carlisle" convention for which Lynn designed the logo (my truck was red then!) and we were able to finagle getting both FCs to the people's choice show field at the same time. In Kentucky (2004), a group campsite was secured in the Kentucky Horse

Park Campground. We had as much fun there as was had at the actual convention site in the city. We also found adventure repairing broken clutch cables in the parking garage at the 2006 convention in Buffalo. Over the years, I served several times as both Eastern and At-large Director.

I think back to my early years when I could not glean enough information on our special trucks. When full sets of the newsletter were made available (then-secretary Diane Galli wished to get overstocked back-issues into the hands of members), I was likely the first to buy a complete set! I read voraciously about the history of the club, from that first issue in September 1972 when our visionary founder, Ken Wilhite, produced a very small newsletter intent on finding like-minded souls who might be interested in sharing their joy of ownership and any tips to owning and maintaining the Corvair FC line of trucks. The club grew and grew from there. Bob and Diane Galli and Tom and Caroline

Silvey ran the club in very effective fashion for a few decades. Other memorable names from the archives include Nico Dejong, Ken Krol, Bob Kirkman, Dave Newell, Ed and Betty Gridley, Bob Marlow, Jim McDonald, Dave Palmer, Dale Dewald, John Nichols, Pete Koehler, and countless others. Without the inspiration and direction and support of these dedicated volunteers, the club would not be what it is today.

So, let's raise a glass to the lasting success of the Corvanatics group. Its formula for success is simple: a love and caring for the Corvair FC by people who are passionate to share their tales of driving, enjoying, and maintaining these now-at-least-57-year-old vehicles. The newsletter and Facebook page keep us connected, but our true connection comes in the form of some of the coolest van and truck concepts ever conceived in American automobile design. The 95" wheelbase is requisite, of course.

Here's to another 50 years! Congratulations and thanks to the Corvanatics from one of your biggest supporters-

Graciously, Ben Stiles, Strasburg, PA

(Continued on page 5)

Reminiscing (Continued from page 4)

Jim Davis

I started with CORSA in 1973 when we attended Bill Cotrofeld's "Fall Foliage Tour". I met Larry Rollo of American Corvair parts, Cal Clark, and a few others. When I bought the Rampside in 1985, I joined Corvanatics and Fast Vairs. Then I put A/C in the Rampside and joined AirVairs. In 1996, I joined Group Ultra Van and finally UVMCC in 1999 after we bought Ultra Van #388. Back then, you had to have an Ultra Van or have previously owned one to belong to UVMCC.

Nice to go down that memory road. Thanks again.



It's approaching the colder months of the year when many curl up inside. Now is the time to write about your FC experiences, reminiscences, or just whatever comes to mind about FCs.

It doesn't have to be Pulitzer Prize winning article, we'll even put together your notes into an article. And of course, pictures are the icing on the cake. They can even be the story, just send them along and you'll become published, just like Ben and Jim above.

End of Year Sale!

Join CORSA for only \$25- for an e-membership. Spread the word to friends and family. Challenge fellow chapter members to join. Give a gift of membership too! Starting October 1st thru December 31st CORSA welcomes new members with a special price for e-members that is about \$2 a month! Receive all the benefits of being a CORSA member, including the Communique Magazine which is full of great stories, pictures and advice for Corvair owners. Join CORSA or Renew (corvair.org)

Did you know- all members can see the Communique on line before it is mailed? If you are a Print member who receives your Communique by mail, you can still see it on line when it is published. No waiting! All current and past issues of the Communique are available here- Publication Archives (corvair.org)



2022 CORSA Convention—Members shining brightly

Edward N. Cole Memorial Award

Dale Dewald - 1965 Greenbrier Van Red/White -1083.51 pts

Concours - No Award - 83.51, Economy Run - 1st place tie - 26.708mpg, Road Rally - 1st place tie - 227.4, Autocross - IS-4 - 1st place - 46.05

Concours d'elegance

William L. Mitchell Award - Billy Bruce - 1966 Monza Convertible Green - Gold Award - Senior - 99.00 pts

Factory Stock Restored

Chris Law - 1963 Rampside Pickup Teal - Silver Award - 94.73 pts

Jeffrey Kent - 1964 Fitch Sprint Convertible White - Silver Award - 92.68 pts

Charles Hoppe - 1965 500 Series 2-dr. Coupe Gray/Black - Silver Award - 92.16 pts

Mike Hall -1962 Rampside Pickup Red - No Award - 87.91 pts



Economy Run Scores

Ranked by class and position within class

Driver Hometown Car MPG

Class 2 C: Manual transmission Corvairs with 2 carburetors

3rd place - David Iwanicki - London, KY - 1962 Monza 4-dr - 18.595mpg

Class FC: All forward control Corvairs

1st place tie - Dale Dewald - Hancock, MI - 1965 Greenbrier - 26.708mpg



Road Rally

Driver & Navigator Car Score

Corvair Primary Class

1st place tie - Dale Dewald - Hancock, MI - red/white 1965 Greenbrier - 227.4

4th place tie - Eric Prorise - DeWitt, IA - blue 1966 Monza coupe - 625.2

5th place tie - David Clemens - Roanoke, VA - red 1965 Yenke coupe - 652.0

6th place - Philip Levering - Parker Ford, PA - yellow 1965 Corsa convert - 695.1

7th place - Cliff Tibbitts - Nicholasville, KY - turquoise 1966 Monza coupe - 711.3

14th place - Tim Schwartz - Ho Ho Cus, NJ - tan 1963 Greenbrier - 1,097.0

19th place - Chris Law - Sumner, GA - teal 1963 Rampside - 1,518.0



Model Concours

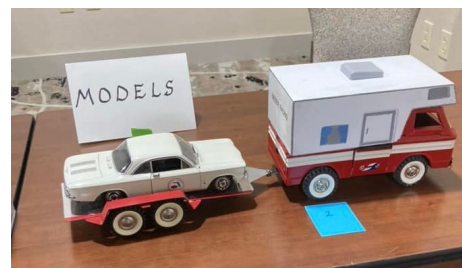
Factory Built Class

2nd place (tie) w/28 pts - Steve Spilatro - Marietta, Oh - FC Tow Truck

Hobbyist Class

2nd place w/26 pts - Jeff Kent - Callahan FI - Evening Orchid LM coupe

4th place w/22.5 pts - Jeff Kent - Callahan FI - LM Fitch Sprint



Autocross

Class Place Name Car Score

SS-3 - 1st place - 237 Mark Aksamit - '69 500 Blue - 41.653

CC - 2nd place - 135 Raymond Paul - '65 Monza conv - 41.302

IS-3 - 1st place 120 Eric Prorise - '66 Monza Blue - 35.253

IS-4 - 1st place - 214 Dale DeWald - Orange Greenbrier - 46.05

IS-4L - 1st place - 214 Suzanne DeWald - Orange Greenbrier - 51.266

IS-4L - 2nd place - 215 Marilyn DeWald - Orange Greenbrier



Found on Facebook

Pictures of our members/their vehicles randomly found posted on Facebook

Visit the [Corvanatics—Corvair Trucks & Vans](#) Facebook group

Alex Becker's birthday gift (not the Loadside, the trailer)



Tim Colson and a VERY large friend



David Zumkeller—61
Rampside



Jim Reich—63 8-door



Michael Baiamonte—VW seal,
so easy to install



Milana Wright &
Jeff Stonesifer



Car Shows

John Oostdyk—63 Rampside



Corvan Antics—thru the years by Molly Bacon subbing for Steve

Spilatro—Historian

40 years ago - Corvan Antics Volume 10-6, Nov-Dec 1982

Jim Craig and his son, Bob were on a motorcycle vacation/camping trip thru the California Sierra mountains they spotted this jewel sitting behind a stand of pine trees in the ski village of Bear Valley. There was no one around to give any information on the conversion.

The body work, paint and detailing of the cab interior was excellent and the steering wheel and shaft have been removed and replaced with two "joy sticks". It appeared to be mounted on a large truck frame which included a four-speed box and a large V8 engine. Jim's comment was, "I once was a sporty Rampside, now I am a Classy Snowcat"



30 years ago, Corvan Antics – 20-6, Nov-Dec 1992

FCs showed up in droves to shows as highlighted in this edition. 16 FCs at CORSA NC's Fall Corvair Affair. Six were presented for judging and two won awards. Next, six FCs showed up for the Hoosier Auto Show in Indianapolis. Four were in stock class and two in modified. Three were in absolutely pristine condition with these winners: Stock FC - 1st Place: Harold Pryer, Corvan, 2nd Place: Richard Boxdorfer, Rampside, 3rd Place: Jean Allan, Greenbrier. Modified FC - 1st Place: Carroll Miller. Richard Boxdorfer also won People's Choice. Keep in mind that there were also Corvairs cars as well as many classes of other vehicles.



20 years ago - Corvan Antics Volume 30-6, Nov-Dec 2002

This edition contained a couple of interesting articles. First, Ben Stiles, then Corvanatics Director-at-Large, wrote about some of the continuing adventures of Ben's Bus, plus his Rampside. As he stated, "It's has been quite a summer!" Go online and check it out.

Next Dave Palmer started his article F.C. (Featured Columnist) and wrote about "Valveeta and The Gremlin." Dave tells his story of chasing a small leak in his Greenbrier Valveeta since he tells us, "For me, any leak is intolerable." It's quite a story, but his last sentence is, "Regardless, I found it and chased that little 'Gremlin' away." Now, you must be curious what the "Gremlin" was. Again, I'll make you read about it for yourself.

10 years ago - Corvan Antics Volume 40-6, Nov-Dec 2012

President John Nickel announced that Corvanatics would be hosting the 2014 CORSA International Convention in Tacoma, WA. This was very unusual request for two reasons: First was because a Special Interest Group/Chapter has never hosted a convention, and second was because there were already two other bids being considered! Shown here is the LeMay Museum where many of the events were held.



This edition of Corvan Antics was Molly Bacon's first after taking over as Secretary/Treasurer. (Author's side note: Oh my, that was long ago.)

Sadly, it was announced that Kevin Clark of KC Vairbrush, hung up his shingle of crafting some of the best Corvair and especially FC artwork around. He created a lot of designs and sold a lot of t-shirts and anything else you can airbrush on.



Time Compression – A Theory

By Gary Baxter

The older a person gets, the faster a year goes by, and it seems to take longer to get something done. This is usually chalked up to old age and moving slower. But what if time itself changes as we age? My theory is that this actually does occur.

Time is a construct of humans to explain a sequence of events. It is generally thought to be constant and unchanging. But two respected authorities have shown this is not true. Albert Einstein showed that time is relative to speed. I think it is also relative to age. The Tenth Doctor explained time like this: "People assume that time is a strict progression of cause to effect, but actually from a non-linear, non-subjective viewpoint it's more like a big ball of wibbly wobbly timey wimey stuff." Knowing this, it can be shown that time is also relative to age and that years do get shorter.

When you were one year old, a year was 100% of your life. That is a seriously long time. By the time you were ten, a year had shortened to just 10% of your life. Wow, you have lost 90% of a year's relative length in just nine years! So not only was a year only 10% of your time, but you had more to do. In just ten more years this dropped in half to just 5%! Good grief! Now you are beginning to notice and feel pressured to get everything done in this shorter time period. And any task is still measured on the shorter scale of hours, which are more constant in that an hour-long task still takes an hour to complete. Now look at when you are 50. A year is down to 2%, but the things to get done have increased if anything. Between 10 and 50 a year has lost 80% of its relative length! No wonder the years seem to be going by faster. The good news is that in the next 50 years you will only lose half of the amount you have at 50, being down to 1%.

So, the next time you feel like you haven't gotten as much done as you should have, remember it's not you, but the compression of the length of a year!

Ken Hand—Now an FC owner

After several years of not owning an FC (25 years more or less), I will be an FC owner again! I made a deal for a '64 PG Greenbrier. It needs an engine and brakes all around, but it comes with some new parts like a new gas tank! There is also a used parts stash that comes with it. As soon as I pay for it, I will pick it up from only 25 miles away and get Steve Spilatro the numbers from it. I know it hasn't been reported yet. The Greenbrier needs a lot of mechanical work, but the body is very solid with minimal rust. I think it can be cleaned up and look pretty good. I will probably need to source some rear seats eventually. I'll see if I can't get it drivable sometime next summer.



VCCA 60th anniversary meet in Bowling Green, KY

Steve Spilatro

The Firebrier won a best in class at the junior level, since this was its first entry.



Troy Hull

At my buddy's charity car show in Shelton, WA on October 1st, we used one of my Ramp-sides to haul a Honey Bucket! I wonder if anyone else has hauled a Sani-can in their Ramp-side? We had a great time and turn out. The weather is incredible in the PNW in October and still getting into the 80s!! I just thought I'd share some Rampside in action pics! Take care!



Greenbrier from mechanical to electric fuel pump

Submitted by Wim Smit – Corvair Club Nederland - translated by Google translator, with human assistance

From electrical to mechanical, and back to electrical but wrong

My relationship with the mechanical fuel pump has never been close despite the positive experiences many have with these marvels of technology. After a series of bad experiences, it had to happen. The Greenbrier Goes Electric! The job was done spring 2020.

This first part of the article describes what I encountered when I bought the van, the problems I encountered with mechanical pumps, and the mistakes I made on my first attempts to convert to an electric system. Things get a lot more positive in the next issue. There you can read how, after much investigation and acquiring the needed parts, I finally designed an electric fuel supply system. Ever plan to go electric? Don't read any further because you will lose heart.

But if you are a brave person, read further! Because you can avoid many mistakes with it.

How it started

When I got my hands on the Greenbrier in 2001 and took my first look at the badly neglected and dirty engine (what did I get scammed on again?) I discovered petrol hoses coiled wildly over the engine block and where a block-shaped electric pump dangled between. The mechanical pump was still positioned on the block, but the pipes had been disconnected. I now know that this electric pump was clearly in the wrong place and there was much too distant from the gas tank and there was no fire protection.

What a mess. It must be said that I was able to get the RDW (Dutch DMV) type approval in 2002, but this "roadside modification" had been made in Long Beach, CA, the home port of my Greenbrier, and it would not be returning after an over-haul in the old world.

Engine overhaul



The original fuel pump



The original torn fuel filter

It's a good thing I didn't know at the time that the overhaul of the engine wouldn't really get going until 2017. A Corvair Club Rescue Team came in varying composition for a few Saturdays to give me help, but my plans to restore the mechanical pump were very frustrating. When the engine was turned over it became clear that the pump was not working. It did not pressure up and upon inspection it turned out to be leaking; maybe it was naive to expect a pump that has been decommissioned so long to work. I had meanwhile obtained an engine block through the club that came with a pump, but it didn't work either. Then I picked up a pump from a club member, which turned out to be an "early" with a short plunger, and so not applicable to my '64 block. Another member turned out to be the savior by making no less than two pumps available to me. A new one and an almost new one. The almost new one seemed to be leaking but that was caused by worn connectors. Because I was so fed up, I put the new pump on with the new adaptors, and finally had something that worked and without leaks. Life looked sunny but it had yet to get really warm that year.

On a hot summer day

In Nieuwegein, Netherlands where I live, I can point out exactly the spot where the Greenbrier came to a simmer on a sweltering day in 2018. Start until you weigh an ounce, sometimes a bit of a rattle but no longer able to get it. The familiar question: is it the spark or the gasoline was answered with gasoline when I poured some gasoline directly into the carburetors. Conclusion: the carburetors are not getting any fuel. The Dutch AAA who arrived had the impression that the pump had been pushed out of the shaft and was no longer being pumped. A plausible assumption, but that turned out not to be the case. By now the van had two hours standing still. Would you like to try starting again, the man asked. And to our mutual relief, the engine started running and continued to do so.

The assistant left quickly but I didn't know if I would make it home. I had planned to take the Greenbrier over a very crowded motorway to Amsterdam, without having any idea about what went wrong that afternoon.

(Continued on page 12)

(Continued from page 11)

This was a poor plan. It went well until Breukelen, about 20 km (about 12.43 mi) from my home, and then the van started to slow down and sputter after which it stalled. What was charming is that the van continued to roll to the parking lot of a gas station. And so, I sat, ready to go but with a van that no longer wanted to. AAA gave me no less than two hours to think about what was going on with my van. Like "Rodin's thinker" I sulked on a bench.

Then it began to dawn on me. I thought: "This van has been sitting for two hours now and will probably start again when I start it. At half past ten in the evening AAA finally arrived in the dark. And yes, the car started. "With any luck, I'll make it to my house. Will you accompany me in case he stops on the way?" I asked. "Obviously," the officer said, "I will do so."

The ride turned into horror. I barely got it over fifty km (30 miles) and the engine made an ominous sound, like marbles bouncing through the block. At a low speed try switching lanes in the dark at the immense 'Oudenrijn' traffic circle with flashing cars all around. Deadly and life-threatening. When we were finally standing in front of my house, the AAA agent said that he would have quite a story to tell his wife about what he had been through.

Annoyed, the same evening I delved into the Corvair Technical Guide by Larry Claypool and Clay Wispel. Night had fallen by the time I had memorized the Fuel-Air System chapter. But my conclusion was clear: Vapor lock! Out with that mechanical pump. We're going electric!

Pump from Buick Century '88

From conversations with club members, it had already become clear to me that electric pumps are designed to squeeze and not to suck, which determines the location of the pump. As close to the tank and as low as possible. The input side of the pump is thus automatically supplied with petrol.

In modern cars, the pump is in the tank for a reason. That gives less noise, more cooling and the suction position is perfect. From the demolition of my old Buick Century, I had a sensing unit with a pump at the end with a filter. Encouraged by an article about a Ford Pinto pump in a Corvair tank, it gave me the idea to adopt this design and pump in my Greenbrier. I made an error decision, but more on that later. I was able to transfer the pump including filter without any problems to the suction tube of the Greenbrier sensing unit, which I had to shorten a bit for that. This also freed me from the old torn suction filter, which had undoubtedly caused a lot of pollution problems over time. Also, the connector and boot for the wire I could transfer. The hole in the tank turned out to be a little too small for the pump, but after some filing, the filter, pump, float, and sensor willingly disappeared into the tank. With the tank back under the car, I connected hoses and filled it with 5 liters of petrol, but not more in case everything had to come apart again. On the engine, the mechanical pump was provisionally bypassed with a piece of hose. On the dashboard there is a makeshift switch to turn the pump on and off. A final pipeline circuit and a security system would be the next phases of the project. All that matters for now is that the pump proves itself by supplying the engine with petrol under all conditions.



The sensing unit equipped with a Buick pump and filter

From 5 PSI to 30 PSI

When I turned on the ignition, I heard a familiar buzzing sound from the tank like I'd heard for years when I started my Buick. The engine started but then quickly stalled and would no longer start.

I smelled gasoline, and suspected flooding, so thought it best to leave it alone for a while. And indeed, after a fifteen-minute break, the engine started again and immediately stalled again – flooded again? I put it to the test by starting the motor with the pump switched off. This time the engine continued to run a little longer until the carburetors were empty. To substantiate my suspicions, I pumped the carburetor full of petrol, let the engine run with the pump off and then turned it back on when it threatened to stall. Quite a hassle, but I got handy at it. It had become clear to me that this pump was delivering too much pressure and was able to push petrol through the sealing needles of the floats. I knew the mechanical pump must deliver a pressure of 4 to 5 PSI.

On the internet I discovered (much too late) that the pump that was now in my tank delivered a whopping 30PSI. In retrospect everything makes sense; this pump was designed for the Buick 3.8-liter fuel injection engine. What a disappointment and what a miscalculation. Petrol pumps come in many more types than I expected and not every type is suitable for replacing a mechanical pump. But what to do now? The Buick pump was in the tank in an ideal position, and I didn't want to think about taking it all apart again.

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(Continued from page 12)

Reduce supply voltage

Turning the pump on and off while driving was basically a way of squeezing the pump's capacity and matching it to need. But in a very crude way. Couldn't that be achieved more elegantly? What if I reduced the voltage to the pump to 9.8 or, say, 6 Volts? Would I be able to get that 5 PSI? Hope dawned that I would still be able to maintain the Buick pump.

I started experimenting with some ceramic resistors. But I also wanted to see what effect it had on fuel pressure. My vacuum gauge also turned out to have a scale for fuel pressure. I connected this meter to the pipework and hung it on the headliner so that I could look at the meter from behind my steering wheel through the interior mirror. Surprisingly, I could still read the meter. I used a heavy 30 Ohm power potentiometer to regulate the pump voltage between 13 and 0 Volts. When I started the engine with the potentiometer approximately in the middle position, the engine continued to run and I could even drive off with it. That was a hopeful start. On a quiet stretch of road, I could see that by turning the potentiometer I could indeed adjust the fuel pressure. That also looked positive. However, it went wrong when I had to stop at a traffic light. The pressure would then get too high, and I had to lower the pressure to prevent the carburetors from overfilling. But if I wanted to accelerate then I had to quickly increase the tension to prevent the pressure from almost dropping. Thus, the system worked well



Fuel pressure gauge that was readable through rear-view mirror.



Makeshift fuel pump on-off and voltage control.

at constant speed and RPM but was not stable at different engine loads and RPM. And to have to turn a potentiometer forever to keep the motor running didn't seem like a good idea to me. Turning the steering wheel was exciting enough. It had been a fun exercise, but a reduction of the pump voltage was not a solution for the excessive pump capacity. So, there was nothing to do - that the Buick pump had to go.

I suspected that needed a pump with a capacity of 4 to 5 PSI, and one that could in the tank, but I didn't want to make another mistake. So, I decided to get to the bottom of fuel supply and would only

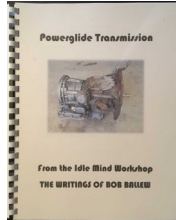
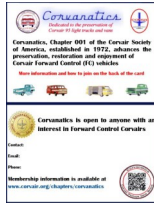
get back to work when I had the best system designed on paper. And what I learned was that Buick pump could have been used. Why? You can read the outcome of this project in an upcoming issue.

Fuel Sender

By Bill West

Recently I had problems with the dash fuel indicator gauge not showing below about 1/3rd full. After removing the bench seat and sending unit (previous owners had cut a square of metal out above the sending unit) three times, my friend Steve Petrelli and I put the float pointing toward the passenger side of the sending unit wire rod instead of the driver's side (left side as viewed from the top of the sending unit). The gauge now reads the proper amount of fuel in the tank. Hope this helps FC owners that might encounter the same prob-

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Reminder:

With the newsletter only being published bi-monthly, it is not practical to publish advertisements of vehicles or parts for sale. Too often they sell before publication date, frustrating potential buyers. With so much online, the best bet for selling is either eBay, Facebook, or the ever-popular Corvair forums, Corvair Center and Corvair Forum.

Thanks for your understanding.



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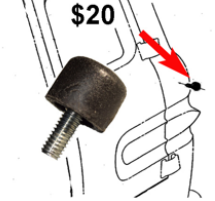
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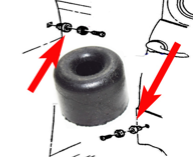
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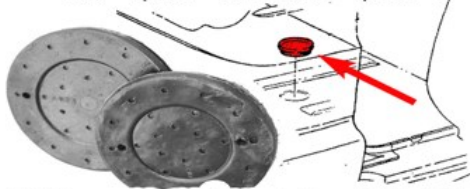
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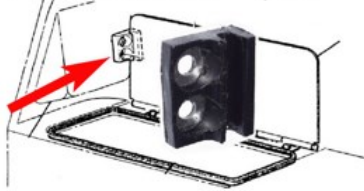
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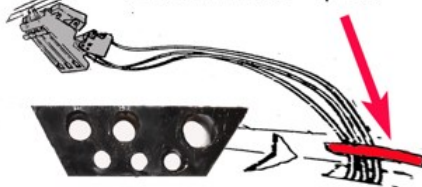
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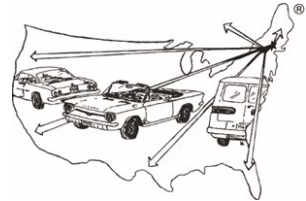
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Corvanatics is open to anyone with an interest in Forward Control Corvairs. Annual dues are \$10 for an emailed full color newsletter and \$15 for a mailed black and white newsletter. Application and payment is made to the Secretary/Treasurer either through the Corvanatics website at

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Stories, articles, photos, memorabilia, or any other item for publication should be sent to the editor. They can also be sent by email to CorvanAnticsNews@gmail.com. Authors are asked to submit at least a photograph of themselves for the article with any other photos.

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Deadline for publication is the 15th of February, April, June, August, October or December.

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Old Cars Golden Quill Compact Chapter Award - 2020 & 2021

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