

Corvan Antics

Founded in 1972 by Ken Wilhite

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Volume 40 Issue 4

Celebrating our 40th year.



The Bi-monthly Newsletter of the

Corvanatics



Chapter 001 Of the Corvaire Society of America
The Forward Control Corvaire People

Riding with the President

By John Nickel

I should be seeing many of you in about three weeks in Sturbridge, providing the 1964 8-door is nice to me again this year. Seems like every year it wants me to pull the engine and fix something, and this year is no exception. Barb and I were on the way north to the Virginia Vair Fair in Lexington, VA on the 18th of May. Just north of Johnson City, TN on I-26 the #1 spark plug and it's old insert blew out of the head! Great, we have almost 250 miles to go and this happens! We pull into a Taco-Bell in Grey, TN and I get out, crawl under and pull the valve cover, remove the rocker arms and pushrods from #1 cylinder, reinstall the valve cover and head back the 65 miles home on 5 cylinders. Another missed show, darn. At least I have another 1964 95 head and can replace the bad one. Of course that takes time, and I've been pretty busy with other things lately, so as of this writing, I haven't pulled the engine yet! Should be able to start tomorrow and have it repaired in a couple of days. I wonder why Barb says that is why she is going to follow me in the Accord. I thought it was because the Accord has Air Conditioning.

In the last Corvanatics, there was an article by Dave Palmer about his modified Early car Bumper Guard modifications and the fact that they would be available thru California Corvairs. So, I quickly got on their website and ordered two pairs to replace my rusty and semi-bent ones (last year's disaster). In two weeks I received 4 new beautiful bumperguards and they will be on the 1964 8-door when I get to Sturbridge. They are a great buy even at \$199 a pair! Come check them out.

Dan Weinoe will be donating a set of tailgate and rampgate shells and displaying samples of the 4 available finishes. A lucky Corvanatics member may be going home with a set of new shells for their Rampside.

We have an opening for Western Director of Corvanatics. Please contact John Nickel to volunteer or ask for more information.



photo by Barbara Sammons

Don't forget the Corvanatics meeting on Thursday the 26th at 3:30. It will be a great meeting as usual, and certainly not as late as it was at last year's convention.

We were not able to get a room at the host hotel in January, so we will be staying at the Publick House on the other side of the Interstate, but still in Sturbridge. I plan to leave the Van in the parking lot at the Host Hotel, and we'll have our bicycles to ride between.

See you at the track on Wednesday, in case you forgot my challenge for the Autocross.



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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 the preservation and enjoyment of America's most original and 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. Dues are \$10.00 per year and must be sent to the Secretary/ Treasurer accompanied by a membership application. See directory on this page for address. Applications available on website or from Secretary/ Treasurer.

Stories, articles, photos, memorabilia, or any other item for publication should be sent to the editor. All of these can also be sent by email to: CorvanAntics@gmail.com. Technical material will be sent to the Technical Editor for review. Authors are also asked to submit a photograph of themselves for the article.

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 (2 x 3.5): \$5; Please submit print-ready or typed copy and pre-payment to the editor. Photos for ads are \$6.00 each and can be color or black/white. 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: www.corvair.org/chapters/corvanatics/

Corvanatics Merchandise

Corvanatics Roster	\$2.00
3 Booklet Set:	
• Paint Codes (Includes cars through 64)	
• Prices and Options	
• Paint and Trim Combinations	\$5.00
PowerGlide Transmissions by Bob Ballew	\$10.00
Differential Booklet	\$5.00
Corvanatics Patches	\$2.00
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Corvanatics@gmail.com
Membership and Merchandise payments
can be made through [PayPal](#)



Corvanatics
**Dedicated to the preservation of
Corvair 95 light trucks and vans**

Check out the latest on the Corvanatics Website. Webmaster Steve Spilatro has introduced a bold new updated look with loads of useful information and links.

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

Gettin' It Together by Rod Murray

Here is a May, 2012 "B4" pic of my '64 Greenbrier Deluxe... there is no "after" – at least not yet. the van is completely stripped, powertrain is pulled, and is undergoing a slow-moving restoration that began in 2010 just before we relocated from SoCal to Pittsburgh. The project stalled at that time and the van sat idle in the garage until I started getting back after it a few months ago. The front bodywork is the last area to prep before painting sometime this summer (at least that's the plan). I think this pic represents something near the bottom end of the restoration curve, and the paint job will be a significant turning point. My fingers are crossed...

Rod Murray

Pittsburgh, PA

Western PA Corvair Club



S-10 Air Dam on Valveeta by Dave Palmer

I have had this Air-Dam installed on my Greenbrier "Valveeta" for quite a while. It is from a late 1980's Blazer. I was smart enough to buy 2 of these new from a dealership back then, so I have another one to mount on the Rampside after it gets painted.

I cut off the top lip of the Air-Dam to allow it to be reshaped a bit to the FC. Next I made steel bars to shape the ends and give support to the mounting surface of the outer sides of the unit. These are pop-rieveted to the plastic Air-Dam. In one of the photos this metal is visible in the outside corners... sorta! Now mounting the Air-Dam to a FC that has little to mount to was a little challenge. What I did was make up 8 brackets out of 1/2 inch aluminum angle material. Each angle bracket is about 2 inches long. These are mounted on the lower body lip of the FC. A sheet metal screw "I used stainless" is ran up through the body lip edge and into the angle bracket to make 8 flat surfaces to bolt the Air-Dam to. A little drilling of the brackets and the metal supports along with some careful measuring and 1/4-20 bolts hold the unit in place.

You have to be careful where the steering comes close to the front lower body panel at full lock. Do not obstruct it here. Also... there is no lower tin front cover panel on My Brier. Most don't have them anyway. That is a rare part... however... FYI... Californis Corvairs has some nicely reproduced. This tin, covers all the tie rod ends and looks clean but also makes lubricating the steering a bit more of a job. If I had this tin cover, I would not be able to install the Air-Dam the way I did.

Added performance? Well... anything to improve the "Brick" going down the road is a plus. I believe there is an improvement. It also looks pretty good in my opinion. I understand the S-10 air dams are still available on-line for about \$35.



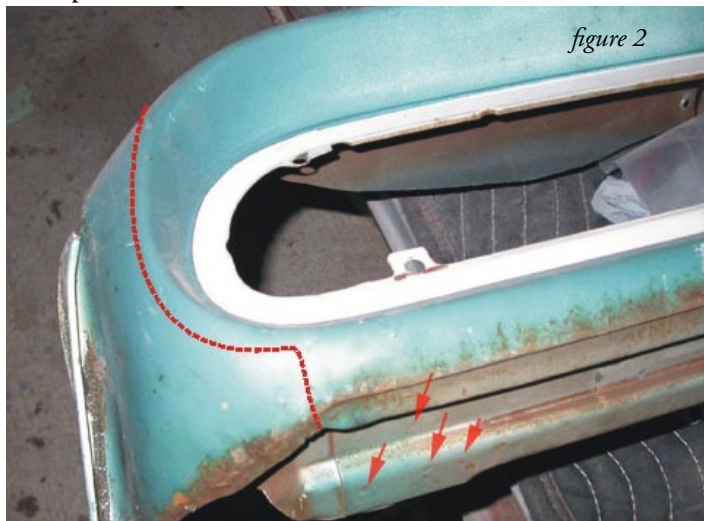
FC Dash Replacement

By Steve Spilatro

As restoration of my '61 GB progressed, I inevitably had to deal with the dash. When I purchased the van in 1980, the instrument panel had been cut out and replaced with a piece of cheap paneling, which matched the shag rug covering most everything else. Needless to say, grounding of gauges was intermittent at best. Sometime later I made a mahogany panel which at least was solid and looked decent (at least when not covered with dust as in the first figure). But the time had come, and not wanting to deal with a complete dash replacement, I opted to replace just the front along with the lower support bracket. While this project may be a rare necessity, possibly some of the techniques might be of use to others.

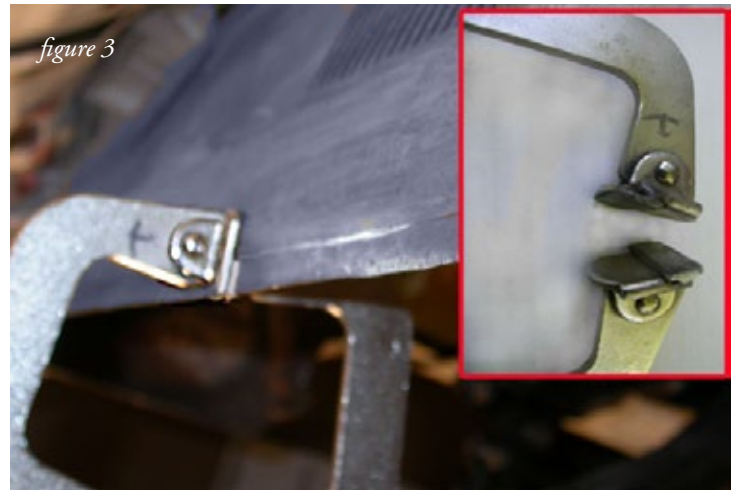


The replacement dash came from the Corvair Ranch. The second figure shows how the dash was prepped; a process that was mirrored to remove the corresponding section of the original dash in the van. The bottom was separated from the front inner panel brackets by drilling out about a half-dozen spot welds on either side (arrows). The plan was to butt weld the replacement along the bottom and sides, where the curvature of the metal would prevent warping, and use a lap joint across the top.



The cuts along the edges were made using a Dremel tool with 409 cutoff wheels; it took a few, but the precision is unrivaled. The dashed line in the second figure shows the where the sides were cut, about a half-inch behind the contour ridge (dashed line). The cut across the top was made with an angle grinder since precision wasn't as important. The cut was about one inch behind the contour ridge for the replacement dash, and a half inch behind for the old dash, so that a half-inch lap would occur (see Figure 5).

I had discussed the project with a local body shop, and they suggested that the new dash could be simply slid over the old metal to form the lap joint, and this may have worked but I worried about reestablishing the surface profile. I decided instead to flange the edge of the old dash. I made a flanger by welding 18g steel tabs to a welding c-clamp (third figure). When clamped tightly to the cut edge of the old dash and hammered laterally along the edge, a perfect flange was produced.



A challenging part of the repair was securely seating the edge of the new dash along the flange; because of the location, there was no way to directly clamp the joint together. To do so, I fabricated a wooden form to fit the inner contour of the dash (Figure 4). With the new front piece roughed into place, the wooden form was snugged into contour along the top of



See Dash Replacement page 5

FCs on Display



Kevin Clark sent in these photos from Mad Anthony Corvair Club's 9th annual Classic Corvair Show and Swap Meet. The red Corvan belongs to John and Toni Ackerman of Wolcottville, IN. It is a 1962 panel that once belong to Shelbyville Fire Department. It has dual spotlights and has only 25,344 at time of the show.

The green Corvan belongs to Kevin, he is from Dayton, OH. It is a 1963 panel that once was a plumbers van in KY. "I have vended at this show since the first annual show and has been coming here every year. I have a vintage ski rack converted into a ladder rack and modified to support the custom made awning. The awning provide a nice shade to set up the tables for vending T-shirts. The van has over 110,000 miles."

Dash Replacement *continued from page 4*

the dash. Then the two pieces were pulled together against the form with clamps through the dash openings and air vent holes (inset). Clamps to the window posts, etc. were used to align the edges. After the replacement dash was spot welded in place the wooden bracket was removed.

The rest of the story is pretty routine. The edges received a continuous weld and the top was spot welded about every half inch (Figure 5; probably overkill). The dash was plug-welded at the bottom onto the support brackets. The welds were ground flush, and the seam given a little filler, and finished. Because of the location, the seam is almost invisible when viewed from the underside. The final figure shows the finished dash, ready for instrument installation.



figure 5

For more information go to :

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

Steve Spilatro is the Corvanatics webmaster in his spare time. The website features a searchable archive of all Corvan Antics newsletters along with a treasure trove of information and links.



figure 6

The Preventive Maintenance Series

by Mike Dawson

FC Stuff: Greenbrier, Corvan, Rampside & Loadside – Don't have one? Get one!

Shock Absorbers: Because of the short wheelbase, the FC models originally had super duty shocks on the front with a 2 ¼" diameter body. Replacement with anything less causes a really choppy ride. I recently installed the Monroe Magnum 34750 with excellent results. Installation does require a minor adjustment: removal of about 1/8" from both the mounting slots. That shock is listed for the front of a big Dodge pickup and if you check auto supplier websites such as O'Reilly, you will find the specs very close to the Corvair shock. For the back I used a less expensive gas shock from NAPA: 94002.

Steering Box Pitman Arm Nut: The large nut on the steering box pitman shaft may be loose, apparently from the factory since it does have a lock washer. I doubt that the arm could ever come off due to the fit and age but the nut can block a clutch pedal if it backs off very much. Check yours since several FC's have shown up with that problem over the years.

Steering Column Noise: Both of my Greenbriers (1962) began making creaking noises when the steering shaft was under a load. The problem is lack of reinforcement under the floor. Looking up from the ground, a triangular plate that supports the steering box and floor is 3/8" short of reaching the floor towards the rear. It needs to be welded on two sides to prevent flexing and noise.

Greenbrier Air Intakes: As part of noise abatement, insulation was glued to the inside of the paneling along the engine air intakes. This insulation comes off (looks like a rolled up tube) and will partially block the holes at the rear of the intake shaft. GM issued a TSB, so the problem must have begun occurring early. Not an easy job to correct, but necessary for proper engine cooling. You will have to remove the screws on the inner panel, pull the panel out and use a tool to reach in and pull the insulation out. Not used on trucks.

Vent and Antennae Work: You can quickly and easily remove the headlight buckets if you need to work on the antennae, vent doors or cables – makes vent cable attachment easy.

Resistor By-Pass Wire: The wire from the starter solenoid that provides 12V to the coil during starter operation was omitted from early FC models. My '62 was missing its wire and I have found several other FC vehicles with the same problem. The small yellow wire in the two wire connector at the forward left side of the engine compartment will be present at the connector but dead ends in the harness. Check your coil: if the + side has only one wire with an asbestos wrap than your resistor by-pass wire is missing. Either install one from the two wire connector or track it down in the harness. The function is to provide a hotter spark during cranking which could come in handy in cold weather.

Winter Helper: The '64 FC models had a door added behind the front grill that could be shut for winter operation; this was necessitated by persistent air leaks from numerous areas in the front panel. For pre-'64 owners you can take off the front grill, disassemble, and cover with wide black electrical tape; makes a big difference in winter highway driving.

Door Latch: The driver's door latch loses the spring (available now from CCP) and will not latch because the teeth have rotated downward. The immediate fix is to pull back the handle and rotate the teeth upward (counter-clock wise) until they stop. It will latch again until the next time you shut it wrong.

Truck Bed Drain Holes: Thanks to Smitty Smith for this one. The two bed drain holes on the passenger side drain in to the underbody paneling before reaching the ground. Mud builds up and the water does not drain out. Smitty drilled two 9/16 holes clear through to the ground, cut ½" steel conduit to fit and welded at the top. The water would then drain to the ground as does the driver's side holes.

Transaxle Cover: If you want to be able to remove the cover over the transaxle to have instant access to starter, differential vent and filler or just want to watch your axles turn, you will first need to remove the nuts holding the heater plenum – the plenum is secured to studs protruding from the cover. Not easy, but you can remove the nuts, remove the cover and fabricate a support for the heater before re-installing the cover.

Heating & Defrost: FC air flow can be helped significantly by adding a high speed blower, separate ground to the heater box and a relay that directs battery current straight to the blower motor during high speed operation (eliminating voltage drops through all the wire runs, connectors and the switch).

Seat Adjuster: The seat adjuster may become very difficult to utilize, but the solution in most cases is very simple: lubrication. You may think the latch is bad, wire is stretched etc., when all you need is a can of spray grease and about two minutes. A little lube and a few trips back and forth it will be like new.

Rusted Brake Lines: Although all steel lines are subject to failure, the two places that fail the most frequent are the lines next to the gas tank where it is hard to see and at the ninety degree bend under the cargo area, forward on the left side. As with all aging vehicles, if it is old stuff, to test the steel brake lines do the stomp test in your driveway periodically.

Manual Transmission Popping Out Of Gear: Due to the long involved shifter and the movement of the engine/transaxle on the mounts, early manual transmission FC vehicles would pop out of gear, usually forth, but sometimes other gears. GM added a bracket with a bolt & nut just to the rear of the shift coupler that limits the movement (to the front) of the power train. I have seen more than one design, and some may have been fabricated in the field. You may also find two, on either side lined up with the transmission mounts.

Greenbrier Van to Mid-Engine Rampside Project

Part I

By John Nickel

Here's a project that not many of us would take on. Even those with the skills and equipment necessary to be able to contemplate such a project would have to evaluate its practicality. This story is about a man that decided it would be a great way to save two different vehicles and while at it create a truly unique vehicle. Brigadier General (USAF Retired) Forrest (Steve) Winebarger is that person. Steve resides in Weaverville, North Carolina.

During his career in the Air Force, BG "Trees", a wing commander, was troubled that his maintenance men were having difficulty maintaining their certification as air frame welders. Instead of just asking down through the chain what was wrong, he went directly to those welders and told them that if he could qualify and be certified, they wouldn't have much of an excuse for not being qualified. He then proceeded right along side of his men to learn how to weld and to become certified! Such leadership led to an efficient and effective unit that was always prepared to fight. His desire to overcome the difficult and accomplish the impossible has always been his mantra.

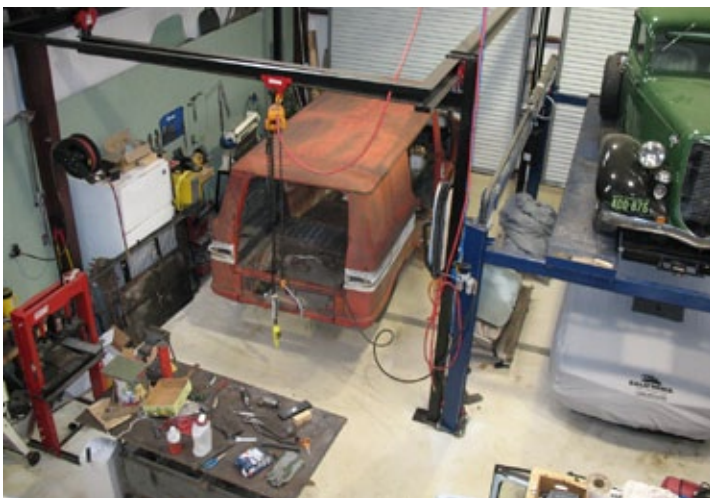
Steve has been restoring and rescuing old trucks for years. The thought of taking a fairly decent bodied 1962 Corvair Greenbrier and a semi-rotted out 1964 Corvair Rampside and combining the best parts of both into a Rampside that would be powered by a mid engine Toyota V-8, an automatic transmission and a Corvette rear-end was right up his alley! Thus was born this major rebuild project.

Steve and his son Dirk have a garage/shop that most of only can dream about. Dirk restores WWII motorcycles and makes period uniforms and leather goods of that same era, so the shop is divided in half, the front half is for Steve's projects and the back half is for Dirk's projects. Over Dirk's portion is a loft that contains an office, bathroom, storage area and overlooks the front of the three bay shop. The shops are heated through circulating hot water in the concrete floors and are extremely well lighted to enable work on any type of project.



Retired Brigadier General Forrest (Steve) Winebarger

Even though I came in relatively late in the process, I will attempt to follow the progress of this project and will be writing an occasional article for the Corvanatics newsletter on this fascinating subject.



Custom Hitch Receiver for FC by Ben Stiles

After seeing Allen Bristow's 1964 Greenbrier towing a U-Haul camping trailer back at the 1994 Central Pennsylvania Corvair Club's Corvair Days, I knew I wanted to have a hitch receiver for my van. Allen's receiver is welded to the rear bumper mounting brackets and a slight notch is ground into the rear bumper to accept the device. Let's just say I know that now.

Going by memory, I created my own version of a hitch receiver. The ingredients are simple- a junkyard-found 1990's Chrysler minivan receiver and some 3/8" steel plate. The tools needed include safety glasses, a powered metal cutting saw, 4" angle grinder, and a welder.

After retrieving the hitch receiver from a minivan, it must be cut to 34 5/8" in length, making sure the actual 1.25" hitch receiver tube is centered. The two 3/8" steel plates are then cut into a 6 3/4" x 3 3/4" rectangle and the four corners of each rounded off with the angle grinder. Now remove the two lower rear bumper mounting bolts. Next, align the two plates so that they cover the bumper mounting bolt holes and are far enough back to just touch the small angle created by the rear bodywork that usually holds the valance.

The trickiest part is measuring and drilling holes in the plates to match the bumper bolt mounting holes. Once this task is accomplished, bolt both plates onto the truck with a washer separating them from the truck with the stock bumper mounting bolts. Now it is time to jack the actual receiver into place between the two plates. Be sure to check clearance on damper doors. Once situated and level, weld the three exposed sides of the hitch solid on both sides of the device. Paint and enjoy the ability to tow small trailers, use utility racks, or carry your bikes in specialized bike racks designed for hitch receivers. I have utilized my receivers on both FCs to do all of the above with great success.



A slight re-engineering of the crossover may be necessary for clearance for the damper door. Depending on the hitch you use.



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From the Secretary

I am looking to retire this year and spend more time in my motor home. As such, I cannot continue as Secretary Treasurer past this convention. It has been my pleasure to serve. Molly Bacon has stepped up with an offer to take my place, but she will not be in MA this year, so I will nominate her. This is an elected position, so if you are interested in running at the annual meeting, please let me know so I can plan the transition.

Mary and I will be bringing the Rampside this year for her 50th birthday. Hope to see you there.

Please use 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 dues by PayPal. Online membership registration is available.

[Corvanatics membership link](#)

Last Chance list

This list is folks who are seriously 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. Please take care of this so I can hand the new secretary a clean slate. If you get

this via mail, your label has a yellow highlight of your due date. A roster will be available at the convention. If you won't be there and do not have email, please request one. There is no charge.

Doug Bell	5/2011	Herb Duplant	7/2011
Robert Grieshaber	6/2011	Ken Hand	7/2011
Steven Yeomans	7/2011		

Due Now

Terry Kalp	8/2011		
Cap Devitt	8/2011	Richard Gebhardt	9/2011
Roger Moody	9/2011	Edwin Clapper	10/2011
Gary Erskin	10/2011	Tim Shortle	10/2011
Andrew Luetgens	11/2011	Chris Parisi	11/2011
Andy Amescua	12/2011	Gayle Finch	12/2011
Keith Hammett	1/2012	Patrick Olson	1/2012

Please take a moment to send me your CORSA ID as we need to report to CORSA. Drop a post card or e-mail. CORSA will be assessing chapters \$3 a head for non-members, and I need your number to avoid the tax.

Thanks,
...Larry



More FCs on Display

Kevin Clark reports The Mid-Ohio Meet was hosted by the Dayton Corvair Club in conjunction with the Cincinnati Corvair Club and Vairforce Columbus, OH Corvair club.

The green 1963 Corvan is owned by Kevin Clark of Dayton, OH. It is powered by a 1964 95 hp truck engine. It is a four speed with 3:27 gears.

The white Greenbrier Deluxe is owned by Greg Hanlin of Dayton, OH. It is a 1963 six door with all original 102 hp powerglide with 3:89 positraction rear axle. It has the factory accessory side window screens and it has spring loaded roll up window shades on the side windows also. Greg is not sure if the shades are factory accessories, aftermarket or custom made.

The black Corvan is a 1961 6 door. It is owned by Duane Baker. He has electronic ignition, original manual choke, custom wheels and bra.

Gary (editor) and Helen Moore were invited to display their 1961 Rampside at the 2012 Art of the Car Concours hosted by the Kansas City Art Institute.





Kevin Clark's 1963 Corvan and rolling Custom T-shirt Store at the June Mid-Ohio Meet.

CorvanAntics

newsletter

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