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The Forward Control Corvair People



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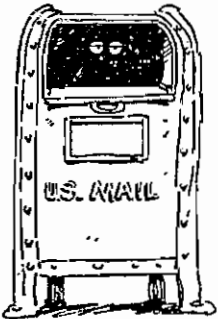
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Vol. 27, No. 6

November- December, 1999

A Chartered Chapter of CORSA - Corvair Society of America



Letter From The President!

Hello to all and greetings from Indiana. I hope everyone is in good health. I hope everyone's vehicles are in good health too. The 1999 Corvair season is coming to an end. It was a busy year for great shows and events. Three that stand out for me were Lake Tahoe and our National, Indianapolis and the Circle City Corvair anniversary also CCE (Chicago Corvair Enthusiasts) and their Orphan Auto Picnic was one for the records. It seems that every time I get behind the wheel it turns into an event or show. It can be a supermarket parking lot or a local drive-in. One thing our FCs have is crowd appeal.

When it came to Y2K plans and New Years Eve we had all sorts of ideas. Get the family in the Rampside and drive around the block. Imagine being behind the wheel of a Corvair at the turn of the millennium. What would the great grandchildren say. Oh well, the folks at work had different ideas in mind. I'll be on the job.

So its time to start planning for 2000. Its not too early to start thinking about Daytona. I've told fellow Corvair

owners that there might not be room left for the early or late crowd when all those FCs show up! Daytona will be a good time for all. I have always enjoyed Florida.

Speaking of future conventions Chicago and CCE have the CORSA blessing for 2001. Committees are being formed. I have signed up for a few. The CCE gang has a lot of good ideas and a lot of spark. So if you want to really plan ahead, think of Chicago in 2001.

I want to remind everyone that tech articles and any other information is always welcomed here. (*Actually Tech articles should be forwarded to Jim Jimenez, the Tech Editor, Ed.*) Fill us in on what you like about your FC.

Once again, my e-mail address is: **CORVANATIC@aol.com**. Snail mail gets here too. I'm waiting to hear from you. Until our next issue Happy Motoring!

Jim MacDonald, President

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FOR SALE: 1963 Greenbrier DeLuxe, newly rebuilt 110 hp, 4 spd, 95% restored. Won trophies at last 3 car shows. Must sell, make offer over \$7,000, OBO. Ph. (323) 588-2555, pager (213) 205-0497. (CA)

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FOR SALE: N.O.S. Parts: 5 5952682 '61-'63 FC License lamp wire, \$16 ea.; 3 5954861 '61-'63 FC License lamp housing, \$15 ea.; 5 3775631 '61-'63 FC Turn signal switch, \$15 ea.; 7 5950683 '60-'62 FC LH Park lens, 4.50 ea.; 7 5950684 '60-'62 FC RH Park lens, 4.50 ea.; 3 5954443, '63-'65 FC LH Park lens (amber), 6.50 ea.; 6 5954444, '63-'65 FC RH Park lens (amber), 6.50 ea.; 1 1998717, '65 FC w/PG Control safety & Back-up lamp switch, \$45; 5 6255644, '61-'65 Head lamp bezel; \$65 ea. **USED Parts:** 2 excellent '61-'65 6255644 Head lamp bezels, \$75 pr. **CARS:** '68 500 coupe, 3 spd, 24K miles. Have original papers & window sticker, \$2100; '62 Monza 4-dr with A/C 50K, \$1900; '63 Spyder, \$600. John M. Mavity, 2177 Madison Ave., Indianapolis, IN 46225-1864. (No phone submitted)

WANTED: Racing Champions, '60 Chevy Corvair diecasts, any of eight issues of 1998-99, single units or in quantity. Ed Thompson, Milwaukee, (414) 277-5231, any time, or ext@quarles.com. (WI)

FOR SALE: 2 Chrome Bumpers, \$160; 1 pr. new Bumper Guards (painted) for \$55. All for FC; all plus shipping. Also a station wagon driver's door, no trim (in poor condition) free for the shipping. I need a front seat for my station wagon and have 2 bucket seats that I would trade, they're from a Corsa coupe or sport sedan. (423) 376-5421 or cmjhtn@esper.com. J.H. Tulley, 348 Edgelake Dr., Kingston, TN 37763.

FOR SALE: FC Door Latch Repair. Finally a repair for FC front door latch assemblies. A special-size spring and clip for the tumbler assembly - makes the front doors pop open just like new. Tested in my daily driver Greenbrier for a year and still works great. Price: \$15 each plus shipping and exchange. Dave Palmer, 1364 Cottonwood Ln., Fillmore, CA 93015, (805) 524-5096.

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Sometimes I think I understand everything, then I regain consciousness!

HELP HELP HELP HELP!

The following was submitted in early September by Sec/Treas. Diane Galli and was too late to use last issue (and is probably very uncurrent ((is that a word))), but remember we need filler here.

I'm going to OSU on September 22nd and if I don't have a place to take my truck, I'm in deep doo-doo. I live in Santa Rosa, CA, 1 hour north of San Francisco.

I have a '61 Rampside. I bought it, after it had been sitting for a while, in complete condition. I have done some work to it. My plan was to put a 283 Chevy in the bed and then a 3-speed tranny and some sort of rear end with the right track connected by a Porsche 911 halfshaft. I got a Moon 5-gallon tank, the engine, the tranny and a Porsche 944 radiator. I then modified the panel that usually houses the spare in the Rampside and essentially cut it in half, took out the original gas tank, cleaned up some edges and had airflow to the radiator. The bed between the frame rails is cut out all the way to the back frame brace for mounting the engine and tranny midship. I put new brakes in it, the master cylinder, new lines and rebuilt cylinders. Then I realized that I didn't have the cash to buy some more stuff. So I got a '64 110 engine and put it in with the original tranny (3.89 gearing 3 speed), rebuilt the carbs, tuned it up and fired it up. The truck is completely driveable (and probably articulates (editor)). It's ugly white with some rust in the usual panels. I have everything that came with it, except for the bench seat, and now I need to find a place to store it away from my parent's home, or

continued on page 5

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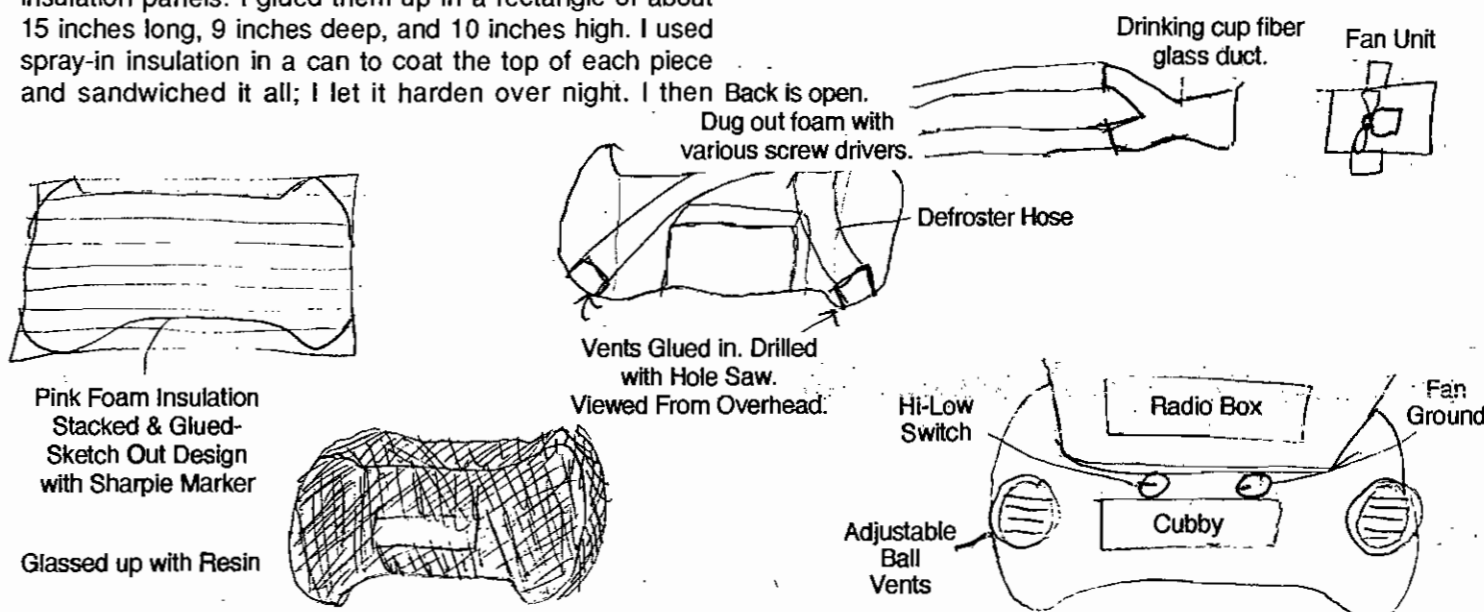
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"Air Conditioning" for your FC

How many of you have sat in your FC in the summer and crawling along, fried your brains out? No breeze comes thru those vents if you are not moving fast. Big fault, if you ask me; no forced fresh air. If you want a breeze you have to speed. I have found a way to add this desirable feature and also a little pizzazz to my US2BJNK, now called the Mad Platypus Custom '62 Greenbrier. I obtained a 12 volt d.c. fan/duct unit from Barney's Import Auto Parts. This is a VW supply place, he calls it the poor man's A/C. I did not want to just chuck it under the dash at some fixed point and blow away. I wanted to duct this air flow from the kickpanel intake to both the driver and the passenger. I would need a moveable vent somewhere to mount them, and some way to hook it all together. The space under the radio box looked good. I built a custom enclosure or pod out of pieces of discarded foam insulation panels. I glued them up in a rectangle of about 15 inches long, 9 inches deep, and 10 inches high. I used spray-in insulation in a can to coat the top of each piece and sandwiched it all; I let it harden over night. I then



carved away the insulation with a steak knife to the shape I chose, and added a recess for storage and contoured the top to tightly fit the bottom of the radio box. My console is a 2-pod variety, kind of kidney shaped. I sanded with 120 grit to get the final shape. When I was satisfied with the shape and symmetry, I covered my foam plug with fiberglass resin and cloth; 3 layers were used. When it all hardened I dug the foam out with various screw drivers. I had some trouble with the foam melting; only the blue foam melted, not the pink kind. I had pieces of both. This caused some sagging in the final console that I had to fill with body filler and sand smooth. I now had a hollow fiberglass console that had an open back and looked horrid. After the bondo and sanding it looked great. I had some trouble with the recessed area; it was very small and hard to sand and smooth out. I shaped the final surface and found some adjustable vent balls with aluminum trim rings from Air Vintage, a hot rod air conditioner supplier. I drilled the mounting holes with a hole saw and epoxied the vent tubes in back, one pointed at the driver, the other at the passenger. These are adjustable up and down and side to side. I painted it and

then had my upholsterer cover with gray tweed to match my interior. I drilled two holes through the radio box into the top of the pod to mount it and two holes to put the switches thru at the upper front face of the pod. Standard Corvair defroster hoses slip onto the vents from behind. The next hurdle was hooking 2 21/4 inch hoses into one four-inch fan duct unit. I solved that by using a plastic beer cup from the football stadium to make a "Y" adapter that slips into the fan unit and has two proper-sized hoses out the other ends to hook to the vents in the console. The fan unit mounts horizontally behind the glove box, the inlet by the foot vent. It blows into the ducts to vents on the console to deliver fresh cooling air at any speed. The fan has three settings and is very powerful, yet not too noisy, 285 fpm of air flow. I wired the rotary fan switch into the rotary ground switch. The fan unit will hum if turned off and still grounded, so I can now kill the ground also and

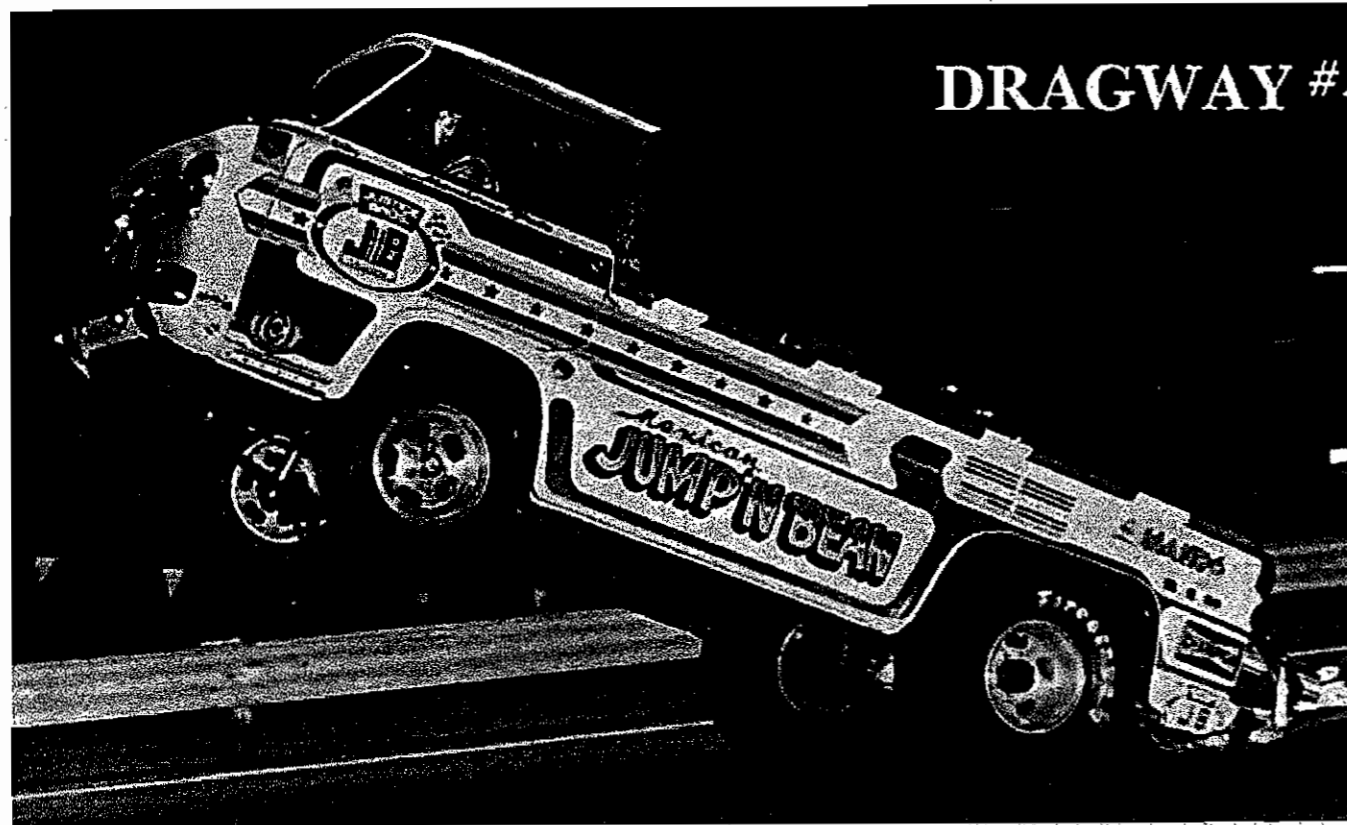
no hum. I have two rotary knobs in the console above the storage slot for control.

Now I can keep my cool in traffic and have extra storage as well. This is labor-intensive, but allows total freedom of design and can be changed easily when in the foam stage. Quick customization for your FC. The final fit is tight with the hoses but with a cover panel it looks good and works as designed. I am thinking of making an adapter to duct this airflow into the defroster for boost at cooler temps. I'll let you know how it works out. Currently to update US2BJNK, the interior is in except for the roll bar and stereo, the suspension was modified for handling with springs, shocks and anti-roll bars, big tires and custom powder-coated Monte Carlo SS wheels await mounting. We are wet sanding, putting on the final coat, then flames. Hope to see you in Daytona.

Jeff Angelli
 Mad Platypus Race Team

Did someone say Racing Rampside???

Posted by Dan Davis - Seattle on September 11, 1999 at 11:48:54:





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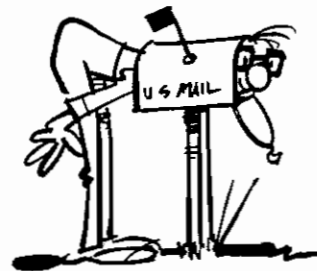
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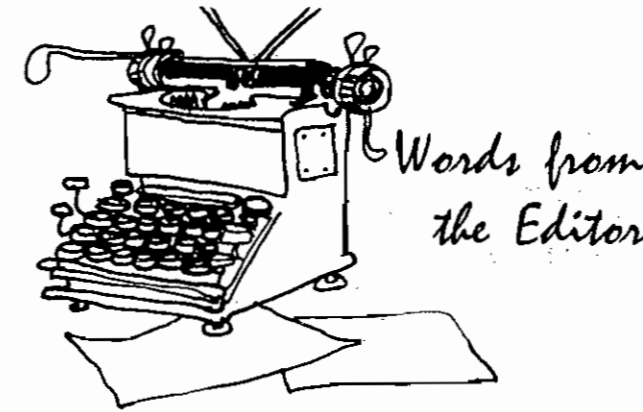
Letters to the Editor

LET'S KEEP
ALL OF THOSE
GREAT
ARTICLES AND STORIES
COMING IN!!!

On August 15th, the North Texas Corvairst Association in conjunction with the Local Cadillac Allante club held an orphan car picnic. There was a great turnout with a field of Corvairs, Allantes, Packards, Hudsons, Nashes, Alfas, etc.

I took my '62 Rampside loaded with a '71 BSA motorcycle. While there I overheard two young boys as they passed the truck. The first one said, "Boy, that is one BUTT UGLY truck!" The other responded, "Look the side is even falling off!" I wonder what they would have said if I showed them where the engine was.

Larry Schmitt



As I sit down to write these words it is a fine late October afternoon in east central Wisconsin. I have just returned from our local Corvairst Club meeting (NEWCC) that's North East Wisconsin Corvairst Club

It's going to be a scant issue, as you can tell. I may even have to recite the Gettysburg Address or something just to fill some space. I don't know what happened--you were doing so well last month.

Did you notice the new look to our cover? You didn't! Well take a look right now--I'll wait until you return. Do-do-de-de-de-do. Oh you're back. Well, what did you think? Well I don't care. I printed enough of the color to last until at least the first issue of 2002, so get used to it. Just a gentle reminder to be thinking about someone who you would like to be the next editor of *CorvairstAntics*, as December 2001 is adios time for this editor. Would you believe by that time it will be six years since my first issue as editor in Nov-Dec 1995. So just keep attuned to be aware of anyone who you hear saying, "Boy I would sure like to be the new editor of *CorvairstAntics*". CALL THE PRESIDENT IMMEDIATELY! No, not Clinton; Jim McDonald. I told you I had a lot of space to fill.

Well, I have been working very hard to get the engine back in my Arizona '68 after having it out since last winter. I took it out to re-seal it and then decided that since it has a nice sporty paint job, it really should have more than a 95 hp engine. It is a very long story--even more than I have space for here--but I finally just put 140 heads on the 95, after a clean-up and valve job, and stuffed it back in there. It is now all buckled in and ready to light up. The glorious event will take place tomorrow night when my buddy and your Tech Editor, Jim Jimenez, will come down from Two Rivers for the official lighting, after getting all the



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remaining bugs out. (I can get the engines back in, but I can never get them to run that first time. I guess there is a message there someplace. Anyway, I'm pumped to see what that baby will do now that it is all spiffed up. If you're good and I have the space next issue (that comes under motivation for you) I'll tell about it.

This issue as I have said and by now you know is rather sparse. No wild tales about anyone who replaced his pistons with Campbell soup cans and drove from St. Louis to Connecticut or anything like that. But we do have a rather neat article from Jeff Angelli about how to get a cool air system into and functioning in your FC. He also sent some drawings to augment his account, but I'm not sure at this moment whether I'll be able to do them justice (translate that, recreate them, including his notes) and get them in here. You may just have to trust his verbage and your imagination. There is also nothing new from Ben's Bus. Maybe it's up on jacks getting its cabinetry redone for the how-manyeth-time Ben? Please do tell us about it when it's back down and running. Our Tech Editor tells me that he has received nothing new from the membership either. Don't tell me that there are no new inventors or inventresses (that's probably not a word, but we do try to be politically correct) out there with questions of a technical nature.

One more thing. When you are responsible for an article or have something to submit for publication try to remember that the close-out date is the 15th of the month before publication. This job of editor is a volunteer one and I work on it as I have time, usually beginning about the 15th. Please give me a break and get the articles in early. Thanks a whole lot!

Well unless I tell about the time my wife and I put new wood lattice trim around the bottom of our deck last week (something she has been after me to do since we built it two years ago) I had better leave it at that and say...

Good 'Varin'
David A. Hartmann, Editor



HELP, HELP continued from page 2

someone to buy it from me. I am open to a reasonable offer for the time and money I've spent on it. I've included some pictures of it, (*not to the editor*) and let me know if you're interested in it. If you're not could you please direct me to someone with reasonably priced storage, or maybe someone who would like this truck. I've spent my entire summer making it driveable, and I just can't see it going to the wrecker.

Thanks a million.
Micah Bayless (garybayless@earthlink.net)
Phone (707) 542-6102
Fax (707) 578-2132

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TECHNICAL SERVICE BULLETIN Technical Service Department



SUBJECT: DIFFICULT HOT ENGINE RE-STARTING -
1963 CORVAIR (EXCEPT TURBOCHARGED
MODELS) AND CORVAIR "95"

BULLETIN NO. DR # 589

SECTION VIIm

TO: ALL CHEVROLET DEALERS

DATE May 1, 1963

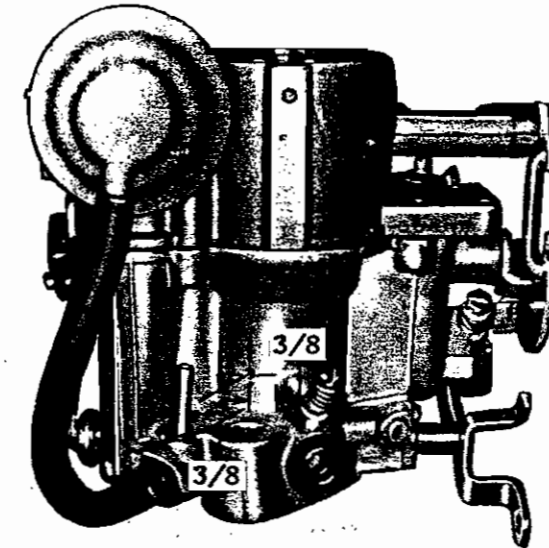
Corvaire and Corvaire "95" engines may be subject to difficult re-starting after the engine has been shut off when hot, for a short period of time. This condition is the result of fuel vapors accumulating in the induction system of the engine.

Hot starting time may be reduced considerably by drilling a 1/8" diameter hole through the body of each carburetor as illustrated on Page 2, to provide a vent.

CAUTION: This vent hole is not recommended for vehicles operating in extremely dusty areas.

Director, Technical Service Department

BPM/afm



DRILL 1/8" DIA. HOLE
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ENGINE STARTING PROCEDURE:

INITIAL START: Depress accelerator to floor and release. This pre-sets the automatic choke.

RE-START HOT ENGINE: Hold the accelerator part way down while cranking engine.

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

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

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

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

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

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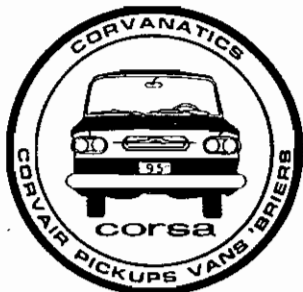
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