



Sportwagon
Greenbrier



Pickups
Rampside - Loadside

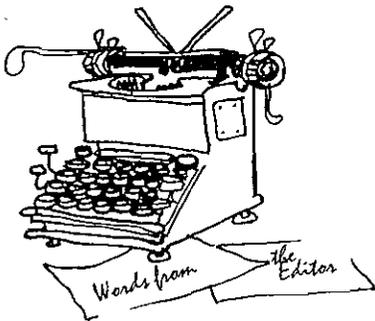


Van
Corvan



Vol. 28, No 4 July-August, 2000

A Chartered Chapter of CORSA - Corvair Society of America



Words from the Editor

This is the first 10-page issue of CorvanAntics in some time. Some things just need to go in on a regular basis and the article on Air Conditioning his '65 Greenbrier by Garry Parsley was quite long. Ordinarily I would have split it and run it over two issues, but this was a very timely article and I thought it really should be run now so the membership could make good use of all Garry's tips NOW! Man, he has got more patience and endurance that I ever would have. That man is driven! And isn't that the passion that so many of us have when embarking of a project that is important to us. Way to go, Garry, on seeing it through in spite of all the obstacles.

Note that our organization is in good shape financially. A big hand for Secretary/Treasurer Diane Galli (and her voluntary assistant, Bob). They really do do a tremendous job, sacrificing many hours to see that things run well.

Our membership in continuing at about 300 members. Thanks to all of you for that. I hope you speak out for the

club as often as opportunities present themselves. I am also surprised that, as a club, we do not purchase more things like jacket patches and window decals. Not only do those purchases help fund the organization, they also are silent advertisements for the club. Please keep this in mind when you next send in your dues and remember to order those merchandise items from Diane.

Some of you are still sending change of address notices to the editor. Please note that this only delays getting that vital information to the club Secretary, Diane Galli.

I would also encourage more of you to send in articles of your experiences with your club members or with your FCs. If they are interesting to you, chances are that they will be interesting to your fellow members as well. It only continued on page 8

In this issue . . .	
Words from the Editor.....	1
Classified Ads	2
Air Conditioning in a Greenbrier.....	2
Tech Topics:	
Weatherstrip Helps!.....	4
Diecast 1/18 Scale '63 Corvair Coming	4
Larry Schmuhl's Rampside	8
From the Treasurer	8
The Corvair that Floats	9

Air Conditioning In a Greenbrier

My wife, Denise, and I just love traveling in our 1965 Greenbrier DeLuxe. Only one problem down here in Texas--it's TOO DARN HOT! Without A/C, it's just about impossible to enjoy the van for 6 months out of the year. Convention time is particularly hard on us as we must travel in the Deep South for a long time no matter where the convention is located. This year's convention in Daytona Beach was going to be tough! Something had to be done. Fellow NTCA'er (North Texas Corvair Ass'n) Woody Thomas had air conditioned his Greenbrier with great success, and was extremely fond of telling the rest of us with Greenbriers just how cold it was inside! OK, enough is enough. I made the decision to do it, listened to the various problems Woody had encountered, and with a few ideas of my own, decided it was time to start.

OK, start date was somewhere around August 15th, 1999. I had just completed building a new garage and needed a project to make it feel complete. My basic plan was to use a Sanden compressor with a stock early model Corvair evaporator and distribution assembly, and a condenser/fan assembly under the front. It didn't take long to figure out that the distribution box was not going to work, so other plans started to formulate. About this time a local wrecking yard had one of those \$20, all you can carry sales. Perfect, I would pick up everything I needed for almost nothing. Well, I could not find a Sanden compressor anywhere, but Nippondensos were everywhere, so I grabbed two of them. I then found a condenser with built-in fan assembly and grabbed that. By this time the 100-plus heat was taking its toll, and I gave up and went home.

The first thing I started on was mounting the evaporator assembly. After much trial and error, the motor housing was removed and indexed 1-1/2" clockwise, which meant cutting off the original studs and drilling holes for bolts. Then the housing was rotated to allow the discharge to point up and slightly forward. Next brackets were made out of 1" x 1/8" aluminum flat stock and formed to take advantage of existing bolts, or bolt holes in the dash and firewall. The passenger side vent cable assembly was also relocated outboard to clear. About this time I discovered that it would be much easier to remove the glovebox and door to allow better access to everything - DUH!

Now, one of the features of Woody's van is that his louvers are cut into the center dash where the ashtray normally sits, and he relocated his radio to an overhead console. Extremely neat looking, but not, according to Woody, very efficient at distributing air toward the outside edges of the van. So, with this in mind, one of my primary goals was to get better distribution across the entire width of the dash. If you've ever studied a Greenbrier dash, you know that there is absolutely no place to put louvers, except in the center or underneath. So, now it was time to get creative. In my work as an RV tech, I had studied many RV dash A/C systems looking for the answer. The best thing I found was off of a 1996 Airstream motor

A/C in a Greenbrier continued from page 2

home. They use a very small outlet louver at the ends of the dash to defrost the side windows. These small louvers were the perfect size to fit on the underside of the dash hood. So, my plan was to add 1/2" PCV pipe to manifolds into the inside of the dash, and drill outlet holes on the underside of the hangover. This would give me four additional outlets across the top of the dash, in addition to my center ones. Seemed like a good plan.

Now at this point I should mention that my work habits are rather hit and miss. If I don't have the material for the next step, or the proper tool is not readily available, I start on something else. That'll make this story seem a bit choppy, since I am writing it as I go along, while each detail is still fresh in my mind. Now back to the story.

I started to fabricate the compressor mount out of some scrap 1-1/4" channel iron. The base was made to bolt to the two top shroud bolts behind the right carb, and have a leg that went down to attach to the rear shroud bolt. This was as far as I had gotten when the question of the suitability of the Nippondenso compressor came up. Would it work in reverse rotation? I had no idea if it would, and had completely forgotten about that minor detail, so I quit until I could get the answer--just in case I had to scrap the Nippon and acquire a Sanden instead. So with the hold on the bracket, I started to fabricate the PVC distribution pipe for the dash. This was relatively easy, as the 1/2" pipe was the perfect size to nestle into the dash. I then added a tee and an elbow to the ends and ground them down into a wedge shape, so the opening would sit flush to the inside of the dash angle. After that another elbow was added to the end with the tee. This is where the flexible ducting would connect. One of these manifolds would be used on each side, one above the glovebox, and the other above the instrument cluster. Next would come the really, really hard part. Taking a hole saw to an otherwise pristine dash! That would have to wait for another day, when I wasn't so tired. As it turned out, this was quite fortunate.

Since I had the evaporator box temporarily mounted, I needed to build a plenum at the discharge end. The plan was to have a small plenum with two 2" outlets and two 3/4" outlets. This was formed out of galvanized sheet metal and all joints were riveted. At the motor housing it was screwed on to allow for easier disassembly if needed later on. All seams were sealed with silicone. I decided that, since I was also going to have to relocate the radio, a shortened radio housing would be the perfect place to add yet another louver, and the controls. I was really starting to like this plan!

Well, a few days went by without any work, when suddenly an opportunity presented itself. A local hardware/auto parts store closing, and had all of their auto parts on sale at 50% off. A little rummaging in the back room produced a re-manufactured Sanden compressor, a drier, a 95-amp. internally regulated alternator (part of the original plan) and a case of R-134a refrigerant--all at a price that even made Denise smile! Now we're getting somewhere!

Since I was already about half way through the condenser mounting, I went ahead and completed that phase, using 1/8" x 1" strap steel to form brackets. Then a scoop was formed out of thin galvanized sheet tin. A small guard that was part of the original unit was converted to a "grille" for the front of the scoop opening. When the whole assembly is mounted under the front, I still maintained 10.5" of ground clearance. It was at this point that I started to remove the cut off hose ends from the assembly. The low side came right off, but the high side fought me all the way. No wonder, it had galled so badly that there were no threads left. It would have to go in for repair. Oh well, the mounting was temporary anyway. By that, what I mean is, I had planned to mount all components, drill all necessary hose holes, and then measure for hoses. At that point all components would be removed and taken to the A/C shop for proper fitting and have the hoses cut. That way there would be no mistakes on my part, while trying to explain what I needed.

Since the A/C and some other modifications I was toying with were going to require some additional juice, I decided to go ahead and mount the new alternator. At 95 amps I figured that I'd never be caught short! This easy job was completed in about an hour using the diagrams in the CORSA Tech Guide. Unfortunately, the gen. light would not shut off. The alternator was removed, disassembled, and the voltage regulator was taken in for testing. It was good. Back to the garage and while re-assembling the unit, I finally noticed that the brush housing was broken on the bottom half and both springs were missing! So much for the quality of remanufactured parts. Another trip to the parts store, more assembly, reinstallation, and testing finally revealed a successful installation--only took three hours total.

At this point a long hiatus took place, and it was not until April, 2000 that I returned to the task at hand. Having to drop the drivetrain to replace the Powerglide and differential offered the perfect opportunity to mount the compressor and line everything up with ease. Once this was done and the drivetrain re-installed, I was ready to resume. Convention time was now only 2 1/2 months away. (Can you spell "procrastination"?)

Around this time I discovered a company called "Airtique" located right here in my hometown of Cleburne, TX that builds specialty A/C systems for street rods and 55-57 Chevys. Their online catalog proved a real help in finding and selecting the parts that I would eventually use. I took a day off of work and went to see them. They know nothing about the peculiarities of Corvairs, but an awfully lot about A/C. The owner too several hours with me looking at what I was trying to do, and offered suggestions along the way. When I left, I pretty much had a complete A/C system in a bag. Now, at this point I should mention that everything that I had originally planned, and have written about, went out the window. Time to start over -- just under 2 months to convention. I also heeded Woody's advice and decided to add a rear evaporator right away. This evaporator was an old universal under-dash unit I had picked up at an NTCA auction.

WANTED: Gas pedal NOS #3778135 or very good used (no checks) for 1961 Rampside. Dave Hanks, 6529 N. War Mem. Dr., #91, Peoria, IL 61615 309-692-5271. (IL)

FOR SALE: 4 '61-'63 Rampside bodies, \$100 to \$300; 1 '61 Rampside 80 hp PG complete with camper shell, \$500; 1 '64 Greenbrier deluxe, 110 hp car engine, 4-speed, \$300; 1 '61 Greenbrier body with poptop camper, 4-speed, \$250; 1 '62 Van was originally AT&T service van, 4-speed, \$250; 1 late '63 deluxe Greenbrier, car engine, 4-speed, \$350; 1 '62 8-dr Greenbrier, car engine 4-speed, \$600; 1 '63 Greenbrier deluxe body only, PG, \$200. Also EM and LM coupes, wagons, convertibles, some complete, some bodies only. Contact Herb Martin at 541-967-9013, 10 am to 10 pm PDT, vehicles are in Crabtree, OR

SELL, SELL, SELL: CORVAIR PARTS! '62 80 hp auto, low mile car engine. \$150. '62 auto., car transaxle, low miles, \$100. '64 trans. from FC., '65 car transaxle 3.27 or 3.55 ratio, one '64 car transaxle, '60 80 hp auto. \$75. '64 and '65 blocks, some with crank, '64 95 FC block and parts. '64 & '66 110 hp cylinder heads. Front suspension for '63 & '64 FC. Also FC clutch cables and all glass for Greenbrier and van, '64 FC suspension. '65 and '66 car rear windows, 2- and 4-door models. '65 blue doors for coupe. **ALSO, WANTED:** good FC panel van or GB van, '63 or '64, auto or manual. Must have good body and glass. Need not run. Will you help me bring to Iowa? Craig Wilson, 2105 Fairview Dr., Cedar Falls, IA 50613, (319)266-6343 (V+ttyTDD) (IA)

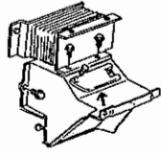
FOR SALE: 1963 Greenbrier DeLuxe, newly rebuilt 110 hp, 4 spd, 95% restored. Won trophies at last 3 car shows. Must sell, make offer over \$7,000, OBO. Ph. (323) 588-2555, pager (213) 205-0497. (CA)

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: \$20 each plus shipping and exchange. Dave Palmer, 1364 Cottonwood Lane, Fillmore, CA 93015, (805) 524-5096. (CA)

FOR SALE: STRUCTO toy Rampside, exceptional shape. \$85 plus \$5 shipping. buttle@usmo.com, Bill Tuttle, 501 Cherry, Warrenton, Mo 63383. 636-456-3738. (I question whether the e-mail should be "buttle" but this is what he had on the copy- Ed.) (MO)

FOR SALE: FC Rear Axle bearing, 100% inspected, no defects. \$45 plus postage. Toss in another 100% inspected. One defect. One scuffed roller needs to be replaced by another .2523+/- .0001 dia. Perhaps you could locate a good one. **FOR SALE:** Interior roof rail, custom trim white plastic tube. 3 pcs, quite clean. \$5 plus postage. 4 shorter pieces totaling 7 ft. tossed in too. Robert Kirkman, 1820 Moffat Rd., Leonard, MI 48367.

Tech Topics



WEATHERSTRIP HELPS!

I'm currently replacing the weatherstripping on our '65 Greenbrier, and have found two wonderfully helpful items.

First is the common ordinary large size "Chip clip", the large clips to keep potato chip bags sealed after opening. Not the type with the serrated teeth, but rather the style with a soft rubber tube on each jaw. They are large enough to hold without deforming the seal, and they do not mar the finish. Cost is around \$1.00. I'm using four of them and doing about a two foot section at a time.

The second item is the adhesive. Instead of using the black or yellow weatherstrip adhesive, which always seems to smear all over the place, I went to the local home improvement store and bought "Household Goop". This is billed as an adhesive/sealant. It is clear, so any amount of "excessive application" will be relatively invisible. And does it hold? I had a section move on me and I didn't notice it until the next day. I literally had to saw the piece off, reposition it, and reglue. Yes, it holds great! Cost is around \$4.50-\$5.00 per tube, and so far I getting about 1-1/2 doors per tube. It sets up enough to move on in about 30 minutes. As the old commercial goes - "Try it, you'll like it!"

Garry Parsley

COMING SOON! 1/18 Scale Diecast 1963 Corvair

Let your fellow club members know that this quality diecast Corvair is almost ready! Available in Red, White or Blue. Large 1/18th scale with quality typical of popular imported collector's cars.

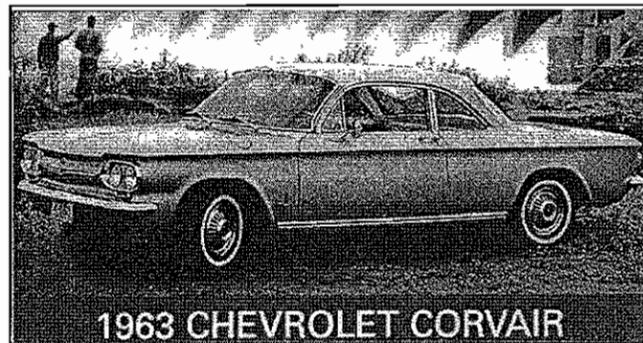
Suggested retail is \$30, but low Corvair Underground price will be around \$18.95!

You can help us by letting us know how many your club would like to order. No money yet - not until we actually have the cars.

Call, write, fax or e-mail us with the quantity wanted. Thanks.

Lon Wall

Corvair Underground, P.O. Box 339, Dundee, OR 97115
503-434-1648 ♦ www.corvairnews.com



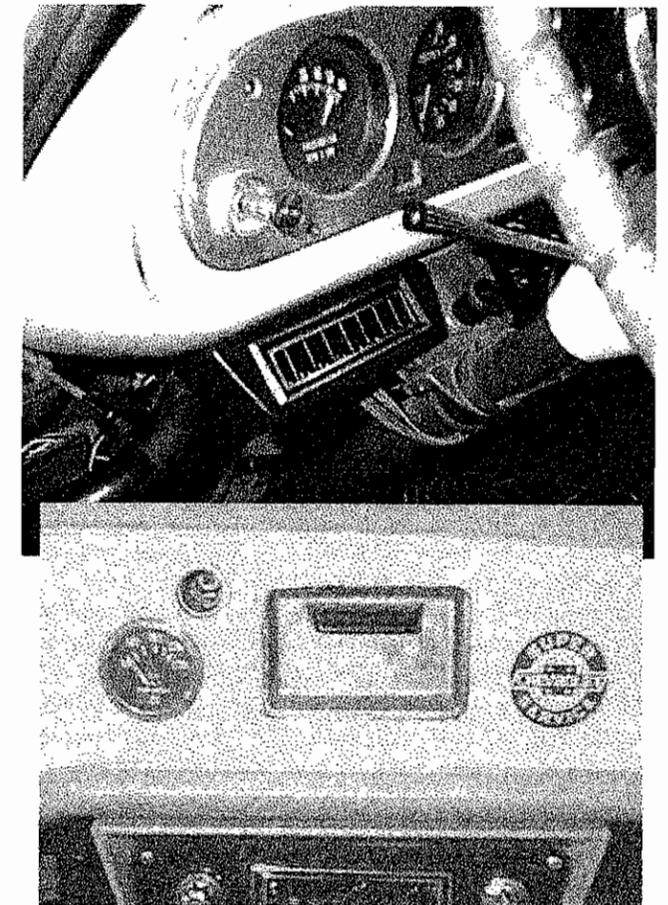
1963 CHEVROLET CORVAIR

A/C in a Greenbrier continued from page 3

Okay I already had the Sanden compressor mounted. The small foreign car condenser was removed and replaced with a much larger unit with fan purchased from Airtique. This required removal of the defroster duct (more on that later). The rear evap was hung, hoses were run, two driers were installed, one at the right rear of the engine compartment, and one under the front of the vehicle. Another change that I made was on the stock early model evaporator. As all of you A/C gurus know, the suction side is quite large. In A/C terms it is for a #12 hose. Common size today is a #10. I purchased a 12/10 reducer with the intent of simply splicing the different size hoses together. Remember though, room is at a premium under the dash. So I ended up taking the evap and fitting to a local weld shop and having them cut the #12 ends off of both and heliarc the #10 fitting to the suction line. Cost was a mere \$26 and it worked like a dream! Same length and now fits the same hose as the compressor. I also took off the stub on the expansion valve from the pressure side and replaced it with a 90° o-ring fitting. This was almost a perfect fit, just a little lower, meaning the case had to be notched out a little. By doing these two things, I eliminated any problem with cutting the old hoses off and nicking the barbs. Now, hose routing on an FC, especially one with two evaps, is a real challenge. I won't go through the tedious details, but quickly, I ran all hoses down the passenger side, behind the front spring tower, along the frame and up through the transaxle dipstick hole in the engine compartment. You'll just have to select the best route for your application, being sure to avoid any moving or extremely hot parts, and secure the hoses tightly.

Now, under the dash is where the fun really begins. It is very tight under there. The original plan with the small louvers was also scrapped. Instead I ran three 2.5" ducts off my plenum. One to an under-dash outlet on the driver's side above the park brake handle (yes, there is room - see photo), one underdash outlet below the glovebox, and one directly under the center of the dash into a modified radio housing. The housing must be shortened front to back to clear the blower motor. The radio housing also contained my fan and temp controls, so that when finished, at a quick glance, it looks just like a radio (see photo). To attach the 2.5" hoses to the plenum, I used 2" male RV dump valve flanges, which are a perfect fit for the hose. These were pop riveted to the plenum and sealed. Routing of the hoses is tricky, but can be done. All electrical components were fused and then run through relays to take all load off of the switches. Oh, by the way, since I had added the alternator, I also ran a #6 cable from the alternator to a power lug located under the steering column support. From here I can tap into power for any accessory I want without loading the ignition switch any more than it already is. That first test firing of the electrical, when all of the fans kicked in just like they were supposed to, was a real thrill!!! The quantity and coverage of the airflow is outstanding! Add to that the rear evap, and this was going to be one cold Greenbrier. Right?

Okay, now how about that defroster duct? I took the
Continued on page 6.



CLUBS! LET YOUR MEMBERS KNOW . . .

ABOUT OUR 2001 CATALOG COVER CONTEST

We're planning ahead and that means it's time to figure out the new front and back cover for our 2001 Corvair Book.

This year we're going to try something different - We're looking to our fellow Corvair owners for help!

Send in your camera-ready color photos of your favorite Corvair subject (the more creative the better). Photos should be in a "vertical" format and be of good resolution (clear). You can include "copy" or not, but we may have to edit it.

All entries sent in become the exclusive property of Corvair Underground, Inc.

We will use the 1st place for the front cover, 2nd place for the back cover and 3rd place inside (black & white). Other entries may be used in ads, promotional, etc. Don't delay! Deadline Aug. 15, 2000



FIRST PLACE - \$100 parts credit
SECOND PLACE - \$75 parts credit
THIRD PLACE - \$35 parts credit

RULES - Enter as often as you like. All entries become the exclusive property of Corvair Underground, Inc. and will not be returned. Mail all entries prior to Aug. 15, 2000 to: Corvair Underground Inc., P.O. Box 339 Dundee, OR 97115. Entries will be judged on composition, originality, suitability. Suitability means: does it represent our company attitude? Is it unusual? Attractive? You've seen our other covers, and we bet you can do better! Cover pictures or artwork must be in color and of sufficient quality to use as an original.

CORVAIR UNDERGROUND ♦ PO BOX 339, DUNDEE, OR 97115 ♦ 503-434-1648 WWW.CORVAIRNEWS.COM

NEW ^{*}FULLY REVISED 1999-2002 CLARK'S

3 Volume CATALOG SET!
(Main Cat., Specialty Cat., Price List)
650 pages! \$6.00 (in U.S.A.)

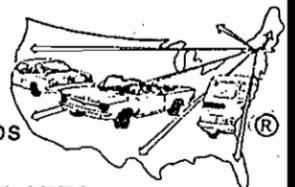
26 years providing:
technical assistance, reliable parts inventory, and excellent service.

SELLING PARTS? Usually buying new, used or "NOS" parts. Contact us for a quote.

CLARK'S CORVAIR
PARTS, ® INC.

400 Mohawk Trail - Clubs
Shelburne Falls, Ma.

01370-9748 413-625-9776



A/C in a Greenbrier continued from page 5

original duct and cut it apart approximately two inches from the rear flange. Then two 1-1/2" male RV dump valve flanges were shaped and glued into the remaining flange end. The front part of the duct where it goes through the floor was cut off long enough for the retaining wire to still be used to secure it. Two lengths of 2" A/C duct hose were inserted into the front piece and siliconed in. When dry, the silicone not only holds the hoses in securely, but seal also. The two duct ends were then re-installed to the body. Now a length of 1-1/2" PVC pipe was fitted to either side of the frame above the condenser and 45 degree elbows glued to each end. The 2" hose is a perfect fit over the street elbows, so they were attached at each end. Upon testing the system, I found that the output was diminished by about 20%, best guess, but since I have a high-output heater motor, there is still sufficient pressure to clear the windshield, and I was able to raise the condenser to a safe height.

Well, now the entire system is in and ready to be charged. I had made arrangements with Woody to meet at his home to charge the system. Since Woody lives over an hour away, I figured it might be a good idea to pull a vacuum the night before just to be sure we weren't surprised by a leak. I pulled a vacuum and let it sit for three hours. It held perfectly! The next morning I loaded everything up and headed south. When we arrived (my brother had gone with me), we got started right away. We added oil to the system and pulled a vacuum for about an hour. Then we starting charging. It didn't take long to realize that something was wrong. Can after can of R134a was put in, but the high side pressure never went over 150 psi. After seven cans, someone tapped the gauges, and it shot up to over 400 psi - a stuck gauge! We quickly shut it down and bled off some refrigerant. After repairing the gauge, which was being used for the very first time, we recharged the system. This time it charged up better, but we still could not get correct readings, and the output temperature hovered around 60 degrees. After much discussion it was decided that I would probably have to add a second condenser. Disappointed, to say the least, we headed home.

On the way home, the system was barely maintaining 70 degrees. About halfway home, my brother asked if it would get colder if we shut the fresh air vents. I had forgotten about them! Closing the vents lowered the temperature to 60 degrees - better, but still not cold enough. When I got home, I remounted the condenser so that it was lower in the rear allowing it to catch more air. I then added wings to each side to prevent the hot air from the fan from being drawn back in. Next the gauges were reconnected to check the pressures after the long drive home. They had fallen some and actually looked better as the differential pressures had adjusted. I assumed that the oil had finally dispersed properly. So I added more refrigerant and got the pressures up to where they should be. Unfortunately, the output temperature remained the same - 55 to 58 degrees. At the same time, the fan switch was replaced. It had burned up on the way home. Seems

blower motor. In the long run, this was good. The new switch did not have the resistors on the switch and had to use the resistor already in the A/C plenum. Much better. The next day was to get up around 97°, so I drove it to work to test it. In the morning (70° ambient) it put out 44 degrees - I could live with that! After sitting all day with the windows closed the temperature was 118! On the way home the output temperature once again was 58 degrees. Better than 118, but not good enough! Something had to be done.

I kicked around several ideas for a few days, even running side-by-side comparisons with Denise's car just to be sure. I could either add a second condenser, or remove the rear evaporator. I really liked the rear evaporator, but did not want to add a second condenser, due to space limitations underneath. Using only the front system might not cool the van enough. The final decision was to pull the lines from the rear evaporator, plug them and retest the system. If it didn't cool enough, I could then re-add the rear system with an additional condenser. If it worked fine, I could just leave the lines behind the rear corner panel and they would be there if I ever decided to add a rear system. So the lines were pulled, plugged, system recharged and here we go again. Once again the system would not cool below 60°. So now, as frustration reined, I turned to the Internet and a site called "automotiveac.com". There I posted the question on their bulletin board outlining the system and problem. Within a few hours there was a response: too high pressure, change expansion valve to 134a type, and find a way to

continued on page 7

A/C in a Greenbrier continued from page 6

ram air into the condenser. So, I built a scoop for the condenser and removed the side wings to allow the air a faster escape route, and lowered the pressures to 25 and 215. At this point I wanted to see if there was any difference before changing the expansion valve. There was! The outlet temperature immediately dropped to 48°. Now it was only 84° outside, but this was encouraging. Forty-eight degrees was certainly not my target temperature, but if it would hold that in hot weather, I could live with it. I decided to wait until mid-week when the temperature was due to hit 100 and try it again. In the meantime I could start replacing all those door weatherstrips and window channels that were purchased in Tahoe - but that's another story. Later in the week it did indeed hit close to 100° and sure enough the duct temperature rose back to 60 degrees. This was maddening. The amount of misinformation available, and being touted as fact, about R134a is astounding!

OK. Back to the drawing board. I decided to go ahead and change the expansion valve, just in case. I finally located an exact replacement at a company called "Old AC Products" in Ft. Worth. Not only did they have the valve in stock, but they were also quite willing to answer questions for me about 134a. They gave me a ready formula for calculating the temp/high pressure reading, and explained the difference in R-12 and R134a expansion valves (basically none). He also stressed the importance of wrapping the sensing bulb, not the expansion valve, with that black gooey insulating material. This was something I had not heard before, and was only vaguely familiar with. So, once more the system was pulled out, valve replaced (not an easy chore), bulb wrapped, the extra lines and drier for the rear evap were removed completely. Next, the pressure switch was relocated to the front, a new thermostat was installed (longer sensing bulb - better fit), the oil was topped off, and the system was charged again. For better or worse, this was going to be the last time! Only seven weeks to Daytona.

The next morning the gauge was back to zero. Hmm, not a good sign. I pulled several more vacuums and watched, and sure enough within 15 minutes they would lose vacuum. Okay, what was the last thing I touched? You guessed it - the expansion valve! The evaporator was pulled again, disassembled and re-assembled making sure the o-rings were seated properly. Pulled another vacuum - same results. I then dis-assembled every joint in the system and checked all o-rings and pulled a vacuum again - still no difference. After a couple of days of this and growing frustration, I borrowed an electronic sniffer from work and decided to pump in a can and find that elusive leak. As soon as the first can started going in the leak was apparent. It was coming out of the high side gauge connection! I stopped everything and pulled the high side to check. Remember 134a uses quick couplers with an o-ring at the bottom. A thorough inspection revealed that the o-ring was nicked. AAARRRGGGHHH!!! It was too late to try to find replacement o-rings, so I decided to try to charge the system using the low side only. Tricky proposition, but I was on a tight time schedule

now. Well, three cans, eight ounces later, I had a duct temperature of 40° and a low side around 28 pounds. I decided to stop and test drive. The ambient temperature was about 85° and at highway speeds the duct temperature varied between 35 and 38 degrees. Finally, the Greenbrier was air-conditioned! I went home, buttoned up the last few remaining details, and decided to enjoy it.

This whole operation was quite expensive, although quite a few dollars were wasted through my own actions and changes in direction. It was also extremely time-consuming, and it remains to be seen just how effective it is when the thermometer finally reaches 100°, but it was well worth the effort. Not only will it be a cooler ride, but there is a great sense of pride in doing it myself. Hopefully more of you will tackle this project, and I hope you can learn from my mistakes. See you in Daytona -- COOL!

Garry Parsley

402 Forest Ave., Cleburne, TX 76031



SOUTHWEST CORVAIR

- Quality used parts, rust-free from Arizona
- We buy used parts--complete garage buyouts are our specialty!!
- Order our NEW Fully Illustrated Catalog with over 4000 used parts listed! Send \$3.00 to:



32 E. Raymond Street
Phoenix AZ 85040
(602) 268-5968

24-hour machine
(602) 268-8214

Monday thru Friday
9:00 am - 5:00 pm

Visit our web site at:
www.southwestcorvair.com

Didn't get a copy of the 1999 Roster?

Well, here's your chance to cover that!

For a limited time there are a very few

2000 Rosters available at the

Convention in Daytona Beach

\$2.00 each

But it's definitely 1st come - 1st served

Diane Galli, Secretary-Treasurer

"See you in Daytona Beach!"



N.O.S PARTS
USED PARTS

Jim's Corvair Shop
QUALITY CORVAIR REPAIRS

2826 MEMORIAL DRIVE
TWO RIVERS, WISCONSIN 54241

JIM JIMENEZ
920-793-1982



This '62 Rampside was purchased sight unseen by Ches Cain on the way to the Lake Placid convention. After many adventures, it towed a van from Virginia back to Texas. It was used as a parts hauler including towing a large trailer in the course of Ches's parts business.

I bought it in January of 1999. I put stock wheels and wire hubcaps on it. I installed a radio and fixed the heater. In January of this year I had it painted, painted in a bedliner and recovered the seats. As I write this, a '64 block 110 FC engine is being built to replace the unknown 80 hp car engine currently in the rear.

Comments on the truck range from:

"Did you do that or did it come that way?" - Sure I did, bring your truck over to the house and I'll cut the side for you too.

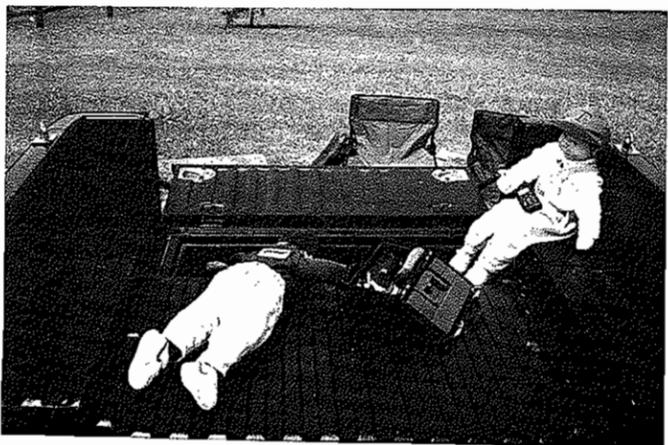
"I can't remember the last time I saw one of them" - The DJ on our oldies station used to drive one delivering stuff in Chicago.

"I've never seen anything like that - is it American?" No Chevrolet is French.

Life is easier for the Rampside now. Occasionally it hauls brush to the dump, engine parts to the shop and cans from our food drives to the distribution center.

My wife made the dolls to sit in our '64 Monza convertible during shows. Mary thought they'd be cute working on the engine in this show at Rockwall Historical Society, Rockwall, Texas.

Larry and Mary Schmuhl
President, NTCA 2000



From Your Treasurer . . .

Corvanatics is in good financial condition, although finances are down a little. We had a couple of non-recurring expenses that affected this, one being to re-stock our supply of Window Decals. We should have enough now for 10 years. The other thing effecting this is the lack of sales of Club Merchandise. In the past we have had good sales of old newsletter sets, but these are all but gone now.

Our club membership is holding around 300 members, thanks to Mike Kellstrand maintaining our Web Page with it's on-line Registration Form. We get more new members from this source than drop out.

TREASURER'S REPORT

May 31, 2000

Bank Balance, June 1, 1999		\$5,765.72
Receipts:		
Dues	\$1,719.00	
Advertising	75.00	
Merchandise	<u>195.20</u>	
		<u>\$1,989.20</u>
Total Balance and Receipts		\$7,754.92
Disbursements:		
Newsletters & Printing	\$861.07	
Postage	686.22	
Supplies	322.50	
Miscellaneous	<u>483.65</u>	
Total		<u>\$2,353.44</u>
		\$5,401.48
Bank Balance, May 31, 2000		\$5,294.48
Cash on Hand, May 31, 2000		<u>107.00</u>
Total Balance, May 31, 2000		\$5,401.48

Diane Gelli Secretary/Treasurer

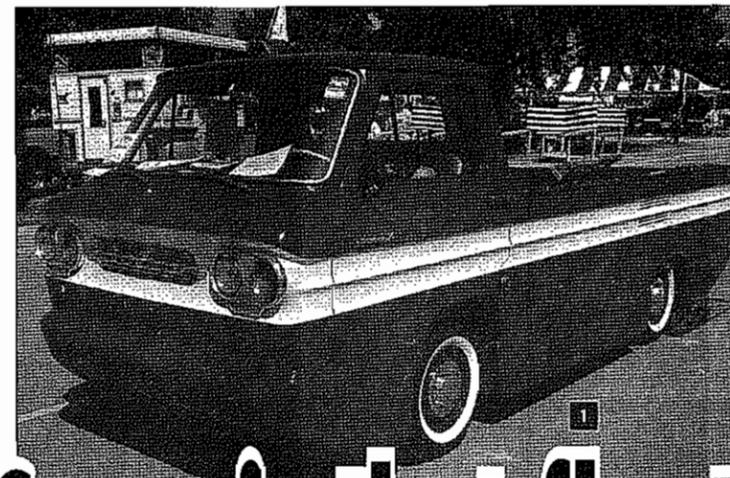
Words from the Editor continued from page 1

take a little time to chronicle your fun times and submit them for publication in the newsletter. I would also encourage you to take advantage of the expertise of our Tech Advisor, Jim Jimenez. He stands ready with a wealth of information to help you with your tech problems. You can write to him or, now, he has an e-mail address: triplej@isol.net. This is another way for things to get into the newsletter. Chances are that your problem may be the same one someone else is experiencing. Why not share the information.

Until next time, keep them FCs running!!

David A. Hartmann, Editor

1. Based on the 1961 Corvair 95 Loadside platform, the experimental Corvair Amphibian was built by Hulten-Holm & Co., Pontiac, Mich., in conjunction with Chevrolet engineering. The project was code-named "Corphibian."



The Corvair that floats

by Bob Stevens

Chevy's popular little Corvair was enough of a novelty itself, given its horizontally-opposed six-cylinder engine mounted in the rear, air cooling, and its overall compact configuration, but Chevrolet stylists and engineers pushed the envelope ever further, developing several exotic dream cars based on the Corvair.

Among the more creative show cars produced on the Corvair platform, or at least the Corvair theme, were the 1961 Corvair Sebring Spyder roadster, the '62 Corvair Monza GT Coupe, and the '63 Corvair Super Spyder, all products of the imagination of Bill Mitchell, General Motors' styling chief at the time.

Mitchell and his GM Design Staff also created the ultra-sleek '63 Corvair Monza SS XP 797, a pure racer that borrowed heavily on the Corvette Sting Ray design, and placed six Dell'Orto carbs on the six-cylinder pancake engine. Then there was the Italian-bred '63 Corvair Testudo, which was designed by Giorgio Giugiaro, of Bertone. But the most unusual of all Corvair dream cars was one that drove on water!

The Corvair Amphibian was at home on land or sea. Built on the platform of the 1961 Corvair 95 Loadside truck, the Amphibian was a joint effort of Chevrolet engineering and Hulten-Holm & Co., Pontiac, Mich. The project was code-named "Corphibian" and included the complete waterproofing of the rig and

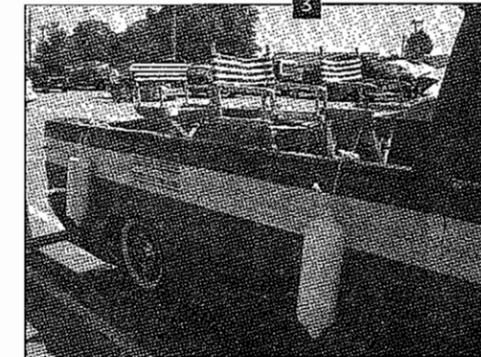
the installation of two rudders and two propellers, one of each on both sides at the rear. Plus, of course, there was all the mechanical hardware to drive the two props and the rear wheels.

This particular multi-personality Corvair was the original prototype, and has only 126 miles (or maybe knots?) on it. It was owned by Richard Hulten, president of Hulten-Holm, for more than 30 years. Although it's not the lowest-mileage Corvair in existence (that honor still goes to the 29-mile '69 Corvair Monza convertible bought new and still owned by Pinky Randall, Houghton Lake, Mich.), it is certainly one of the most unusual and intriguing.

GM apparently determined that the Corvair Amphibian was not practical from a marketing standpoint, and axed the idea in

the working prototype stage. It's unknown how many of them were built. The car was unveiled at just about the same time the Amphicar was introduced by its German manufacturer. The Amphicar, which was similar in application but completely different in design and construction, was produced from 1961 through 1968 by Deutsche Industrie-Werke, of Berlin. The company still exists, at least at last report, but the Amphicar was long ago relegated to museums and car collections.

The Corvair Amphibian represents an interesting concept, and an exotic application of the already innovative Corvair. Ralph Nader might have even approved; but then he likely gets seasick, so probably not!



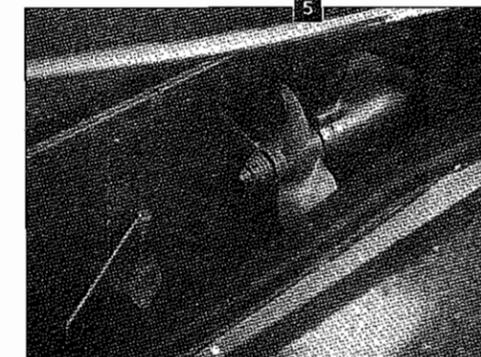
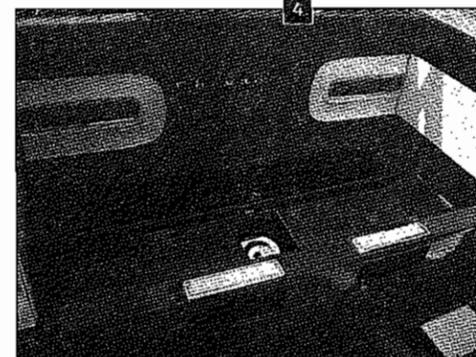
Photos by the author

2. Deck chairs were secured to the bed for seating when out in the water. The Corvair Amphibian was fully operational on land or sea, just like the Amphicar made in Germany by Deutsche Industrie-Werke, Berlin. The Amphicar, in fact, had its grand debut in 1961, and remained in production several years.

3. It looks peculiar to see a Corvair truck with cushions (mooring fenders in boater's language) hanging over the side, but they are necessary to protect the sides of the "boat" when it's docked.

4. The rear of the bed is recessed to allow access to mechanical systems, and provide a diving platform of sorts.

5. There is a propeller and a rudder on each side of the craft.



CORVANATICS OFFICERS & DIRECTORS

for 1999 - 2000

PRESIDENT

Jim MacDonald, CORVANATIC@aol.com
8400 Hawthorne Dr., Munster, IN 46321

VICE-PRESIDENT

Corbin Tayloe

275 Double Oaks Dr., Lewisville, TX 75067-8268

SECRETARY-TREASURER

Diane Galli, 805/466-2737, rdgalli@tcsn.net
5000 Cascabel Rd., Atascadero, CA 93422-2302

DIRECTORS

Eastern: Tim Schwartz, 201/447-4299, toschwartz@world-net.att.net, 5 Riverview Lane, Ho-Ho-Kus, NJ 07423

Central: Garry E. Parsley, 817/558-1281, geparsley@juno.com, 402 Forrest Ave., Cleburne, TX 76031-5343

Western: Lon Wall, lonwall@corvaairunderground.com
P.O. Box 339, Dundee, OR 97115

At Large: Bob Marlow, 201/891-3999, avanti@carroll.com
P.O. Box 547, Midland Park, NJ 07432

TECHNICAL EDITOR

Jim Jimenez, 920/793-1982 triplej@sol.net
2826 Memorial Drive, Two Rivers, WI 54241

HISTORIAN

Dave Newell, 415/223-4725
P.O. Box 588, Olinda, CA 94563

EDITOR

David Hartmann, 920/892-6511, dahartmann@yahoo.com
1111 Evergreen Road, Plymouth, WI 53073-4110

FOUNDER

Ken Wilhite

9560 Maple Way, Indianapolis, IN 46263

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.

Web Page address: <http://www.ziplink.net/users/mak/corvanatics>

CORVANANTICS

5000 Cascabel Road
Atascadero, CA 93422-2302



FIRST CLASS

97229



CORVANATICS

THE FORWARD CONTROL CORVAIR PEOPLE