

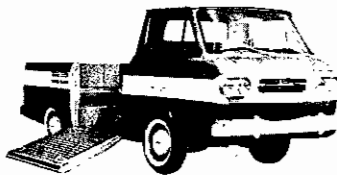


CORVAN ANTICS

VOLUME 9

NUMBER 1

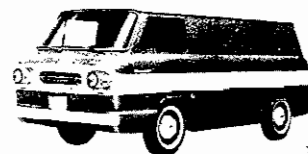
JAN & FEB 1981



RAMP/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

[Courtesy Chevrolet Motor Division]



Bakersfield to the rescue



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NEWLETTER COPY: Anything to do with FCs (perfer illustrated text)

NEWSLETTER COPY DEADLINE

The first of each ODD numbered month (Jan, Mar, May, etc)

CHANGE OF ADDRESS: Please send to SECT/TRES (She types the labels)

DUES, APPLICATIONS & RENEWALS: CORVAN ANTICS IS PUBLISHED bimonthly by CORVANATICS, a chapter of CORSA and CORSA membership is required. CORVANATICS dues are \$5 (US) a year and should be sent to the SECT/TRES. CORSA dues are \$14 (US) a year and should be sent to: CORSA, Inc Box 2488 Pensacola, FL 32503

CLUB MERCHANDISE AVAILABLE:

Window Decal \$1 ea; Club stationery & envelopes \$.05 ea; Jacket patch \$2.15 ea; Coffee Mugs \$5.50; Back issues of CORVAN ANTICS \$1ea Complete set (34). All items can be ordered from the SECT/TRES.

*

ON THE COVER:

In doing this newsletter one of the hardest tasks is getting good pictures for the cover. This issue was really tough but just the other day I got a letter from Bakersfield California and what to my wondering eyes should appear but two perfect pictures and a super letter fell out of the envelope. The picture of Craig and Lea was not taken in a custom van but on the plane to Atlanta for the 1980 convention. It seems that Lea and Craig have had some problems with their vehicles like when their puppy jumped up on the roof of the 65 Corsa convert (the puppy was a 90 lb. Dalmation) and someone ran into their 75 Luv and it was towed away while they were out to dinner in Santa Maria (about 125 miles from home). Craig has been working on a 61 Loadside (pictured) but it still has some problems. As Lea was writing the letter Craig was reviving a 62 Rampside and as the letter ended Lea said the words just come from the driveway "Come on, Honey, let's take her out for a test run" Tomorrow's forecast is for rain but around the Lamond house it will be a SUNNY DAY.

EDITORS NOTE: This is the type of letter and pictures I like to receive it tells a little about our members and pictures of their vehicles and a picture of themselves.

PRESIDENT'S CORNER.....

The season has arrived. We went to our first Corvair Swap meet in Cincinnati, Ohio, this past weekend. We saw a lot of our FC friends and had a meeting with several officers present about some up-coming events. We will keep you informed on the dates and places. Get those FCs in good running order for some fun this summer.

Ed Gridley

CONVENTION REPORT....

We have asked for a meeting room for at least 200 people with a movie screen and a transparency projector. We hope to have the meeting arranged so that it will not be in competition with many other events as our membership has grown to be one of the largest chapters in CORSA. We have also asked for a trophy at the annual Concours made for the highest point CORVANATIC member's "95" vehicle entered. We will let everyone know the schedule as soon as we find out.

Tom Silvey

FROM THE EDITOR'S GLOVEBOX.....

Well, two years ago I was asked to take over the editorship of this newsletter and you are holding the TENTH issue that I have put together. I would like to publicly thank everyone who has contributed to this effort and a special thanks to Nico DeJong. Nico column is a BIG part of each issue and his comments, criticisms, and encouragements have really helped me out very much. As with most people who do a news letter we all have our own ideas on how things should be done and Nico and I have not always agreed but the exchange of ideas is good. THANKS

Dave Anderson

CLASSIFIED *****
FREE to members; non members \$3 per 5 line ad. Commerical rates are available upon request. Approved furnished 8 1/2 x 11 inserts free.

WANT: 8Door 1964 or 1965 Greenbrier deLux or drivable 1964 Rampside Will Elliott, 1703 Prater Road, Chattanooga, TN 37412 Ga phone 1-404-891-0511

SELL: 1963 CORVAN, good body, engine hasn't been run in several years Differential bad but will provide spare \$200 Dan Silvey, 317-947-5307 after 6:30 PM or Tom Silvey 317-335-3772

SELL: 1961 Loadside, chrome bumpers, gas heater, extra doors, engine rusted stuck, very rusty rucker panels, all trim, no front dents Make offer. Mark B. Ashworth, 2726 US 36 W, Greenville, Ohio 45331 513-548-2819

SELL: Genuine Chevrolet radio for Corvair 95, \$38. My son had it in his truck for one month. It has instructions, speaker, trim plate, knobs, etc. It is missing a bracket that mounts under the dash to support it but it looks as if it could be fashioned. Satisfaction guaranteed or money refunded. R. R. Shaw, Rt 2, Box 2036, Nampa, Idaho 83651

TRADE: Will trade a pair of Greenbrier scripts and a pair of 61 "95" scripts, Corvair "95" for a pair of 63 or later Corvair "95" scripts. James Carrington, 40 Riverview Dr, Vass, NC 28394

Wanted information: I recently purchased a 64 Greenbrier which is clean, original and low mileage with a 95 hp and Powerglide and the serial number is 4R126S100008 and I am wondering about the FCs numbered 1-7 of that year. Everett White, 8321 US 14, Middleton, WI 53562 608-831-6790

All Forward-Control (FC) Corvair questions (w/SASE) should be sent to one of our technical advisors (TA's) who will then (1) answer inquirer direct and (2) send a copy of question(s) and answer(s) to the technical editor for possible publication in this column. Any member may contact any TA, but preferably one in his or her own division in order to limit TA workload and match geographical area.

Your tech editor and TA's also welcome technical FC tips, advice, stories, etc. for publication in this column. His address is always on the inside front column, and those of the TA's, their division and specialties are listed every other time.

FC CORVAIR QUESTIONS AND ANSWERS:

Q: "As for reference to Mike Demeter's article, "Installation of Late-Model GM Alternator for 95's & Early Models", (Summer '79 C.A. - tech. ed'r), I believe both you and Ray Molina missed the point. Late-model GM alternators have a built-in regulator, so you don't need an alternator regulator! Mike has had this conversion in his Greenbrier for quite a while

and works well." Dave Anderson
 A: "You're of course referring to the Winter '80 C.A. Tech Topics. Well, now we have a case of one critic (you) criticizing another (Ray) and I'm not about to pass judgement on who allegedly missed what point(s). And, please, don't point the finger at me - I conveyed a reader's comments, and in this case I had neither the expertise, nor the means to verify them. Perhaps the author (Ray) would like to respond."

In this connection, all readers should bear in mind that our chapter does not guarantee the results which can be expected from the use or application of any circuits, designs and construction projects appearing in CORVAN ANTICS.

Just the same, it's reassuring to read that Mike's system is working fine - as is Ray's design. I'm sure all readers want to join me in thanking both of them for taking of their time and making the effort to share this info. From all the input received todate and with engineer Bob Strassheim's help, I've prepared a chart, showing those (dis)similarities, characteristic, etc. which we hope will help readers make a choice:" NHD

FORWARD-CONTROL CORVAIR CHARGING SYSTEMS

	'61-'65 FC's '60-'64 Cars*	'65-'69 Cars*	'61-'65 FC's	'61-'65 FC's
Design	GM	GM	Molina	Demeter
Reference	Shop Manual	Shop Manual	C.A., Winter '80	C.A., Summer '79
Charging Unit	Corvair gen.'r	Corvair alt.'r	Corvair alt.'r	'71&up GM alt'r**
Regulator Components	Separate unit Cutout relay Not required Voltage control Current control Contact points	Separate unit Not required Field relay Voltage control Not required Contact points	Separate unit Not required Field relay Voltage control Not required Contact points	Inside alternator Solid state
Resistor for Indicator Lamp	Not required	10 ohm in harness (Resistor not required for alternator to function if indicator bulb is OK, but provides initial alternator field excitation if bulb is burned out.)	10 ohm in '65-'69 car harness or add if new wiring is used.	

* Listed for reference only.

** Using Corvair alternator front housing and pulley.

NOTE: A letter from Mike, too late for inclusion, confirmed that his GM-alternator system has worked perfectly for past 4 years. Will report further in next column.

Question:

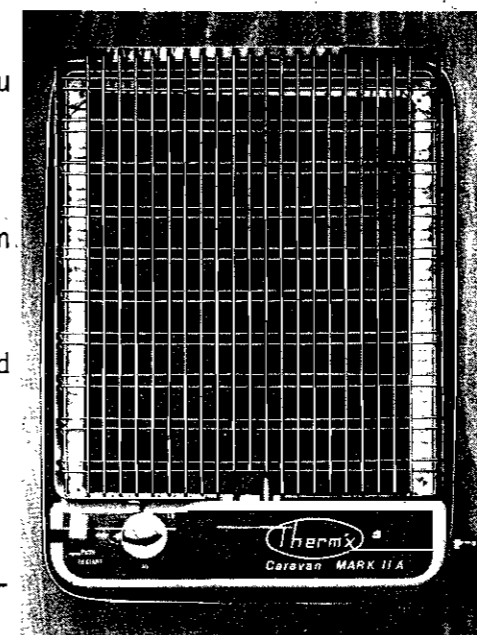
"What do you know about Catalytic Heaters?"

Steve Mamman

Answer:

"I installed one in our '63 Greenbrier because the factory Direct-Air heating system needs overhauling (fiberglassing) for which I haven't been able to find time yet. First I tried the Impala heater, made in Kansas, but I felt it didn't put out enough heat and requires a match to start it up. So I traded for a 6000 BTU Therm'x, made in France - and absolutely love it! It's expensive (Feb.'79 list price: \$155-), but after using it for two Iowa winters I'm delighted with it. It measures 12x12½x4¼", is available for vertical (which I use) or horizontal, surface (such as mine) or flush mounting. To start it, you simply push a button, causing a mini-magneto to produce a spark - and in 60 seconds you have maximum heat; it is flameless, smokeless, fumeless, odorless and noiseless (no fan) infrared. There is a convenient control knob for regulating output. No vents or flues are needed since there is no carbon monoxide produced. It does need oxygen, so the installation instructions call for a fresh air opening (6 sq.in.), but I've never worried about that and the heater never went out on me, even though I always keep all windows closed; apparently enough fresh air leaks in via cracks and when doors are opened. The palomino-beige control panel and the chrome guard finish is very attractive. An electro-valve with thermo-couple safety prevents any gas from escaping by automatically shutting off the heater and the only time I smelled gas was when I had forgotten to tighten the hose fitting to the bottle. The heater carries a 2-year warranty.

I installed my vertical Mark 2A up front and center with a chrome/asbestos counter



mat between heater and floor, although heat radiates in the frontal direction only, and some brackets for fastening to existing holes in dash and floor. Another counter mat, wedged on top of the Therm'x, and the upper edge of the mat taped to the dash with 2-inch ducting tape, resulted in a neat deflector shield, causing hot air to deflect into the driver's and passenger's area.

Reporting was delayed until you asked because set-up is still incomplete: (1) a suitable defroster/defogger fan and (2) outside installation of two LP bottles. After finding a small fan, I want to cut a hole in the deflector mat, fasten the fan behind the deflector (out of sight!), attach two defroster hoses, and - presto - I'll be able to utilize part of the hot air for defrosting and defogging. So far I've been improvising with a rubber-blade type fan, bolted to the windshield ceiling edge to clear the windshield.

I carry a 20-lbs LP bottle, tucked away between the front bench seat and the second bench seat (facing to rear), connected to heater with a flexible, armored and rubber-coated LP-gas hose, with pipe-joint compound for sealing. That bottle seems to last forever; specs say it'll last for 110 hours with the heater going full-blast all the time. Carrying that bottle inside the van might sound a little risky, but I don't smoke and anybody's normal sense of smell can detect the slightest presence of LP gas - long before heading for the moon! Just the same, I'm planning on installing two 6-lbs bottles w/horizontal valves, horizontally and one behind the other, neatly tucked away immediately in front of the RH front wheel - underneath and out of sight. The use of a 2-way valve will enable me to switch bottles when one is empty, and I'd like to fix it so they can be refilled without having to remove them. By the way, this installation will leave ample road clearance; both bottles will be well above the level of the front suspension members.

Obviously, a good Direct-Air heater is hard to beat, especially after replacing the Corvair heater fan with a '70&up GM air-conditioning car blower motor and fan; fan should measure 2 5/8" deep (all royalties go to Larry Thomas!). But I think the "catalytic" is one of the greatest inventions since the wheel; keeps you warm when parked with engine off. Available at your friendly Airstream RV dealer." NHD

PART VII - CHASSIS, STEERING SYSTEM

A relay-type steering linkage, (Fig. 20) similar to that used on other light duty vehicles, provides fast, responsive action with low effort. Designed to be completely compatible with independent wheel suspension, the steering gear and linkage are placed forward of the centerline of the front wheels. A recirculating ball-type steering efficiency and dependability of this gear design is well established in the industry.

The steering gear and linkage system are rigidly attached to the longitudinal sills of the vehicle underbody. A forged relay rod is supported at the outer ends by an idler arm on one side and by a bell crank on the other. The support is accomplished by the use of nylon sleeved rubber insulated bushings mounted in the idler arm and bell crank. The bell crank pivots on a special tapered nylon bearing

which is heavily spring loaded for self alignment and wear compensation. Adjustable tie rods, with spring loaded half ball joints at each end, extend from the relay rod to forged steering arms which are bolted to the steering knuckle.

The steering gear is of course mounted far forward and its pitman arm is connected to the bell crank by an adjustable drag link with ball joint ends similar to, but larger than, the tie rod ends.

With both tie rods adjustable, accurate toe-in settings can be made for proper steering geometry. The drag link which also is adjustable permits compensations for body variations due to limit stack-up. In addition, this adjustment allows steering gear on-center positioning in the straight ahead direction.

Considerable development work determined the most favorable tie

rod lengths and tie rod ball positions for best handling and least steering wheel fight. As a result the tie rods are about 10 percent longer than theoretical with the inner balls a little higher than correct. This produces a toe-in-to-vehicle height relationship as shown in Figure 21. This geometry produces about 4 percent roll understeer by causing the wheels to toe out and when forced upward by a bump.

Overall steering ratio is 23 to 1, providing easy manual steering and because of the light loads involved the need for power assists is eliminated.

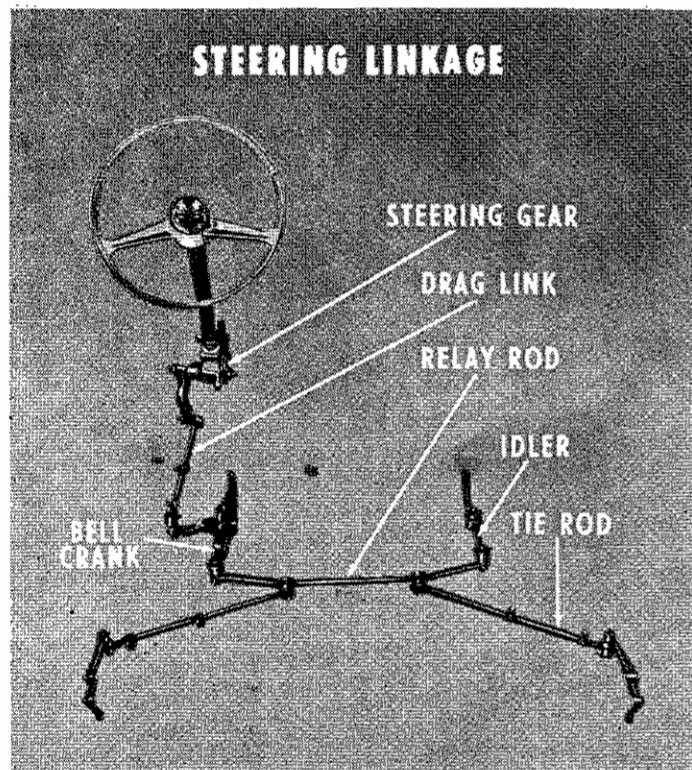


Fig. 20

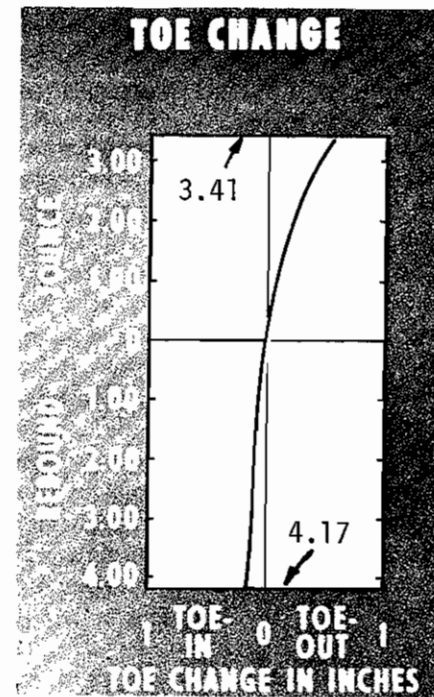


Fig. 21

Xerox copies of entire report may be ordered from SAE, Inc. 400 Commonwealth Dr., Warrendale, PA 15096 (\$4-). NHD Reprinted with permission. ©SAE, Inc. (to be cont'd)

FINANCIAL STATEMENT.....

November 30, 1979 to November 30, 1980

Decals		
Dues		
Envelopes		
Patches		
Stationery		
Misc.		\$1,800.08
Newsletters	\$ 438.43	
Postage	188.29	
Supplies	170.68	
Dash plaque	30.50	
CORSA guideline	10.00	
Jacket patches paid half	132.00	
	\$ 969.90	
Other half jacket patches	\$ 132.00	
Newsletter and stamps	300.00	
Balance after patches and newsletters	\$1401.90	\$ 398.18

Caroline Silvey

A TIP FROM THE NORTH.....

One of the areas I thought Chevrolet was particularly cheap was the sunvisors on trucks. Even on de Luxe models, the sunvisors were mere pieces of cardboard with a sewn-on binding.

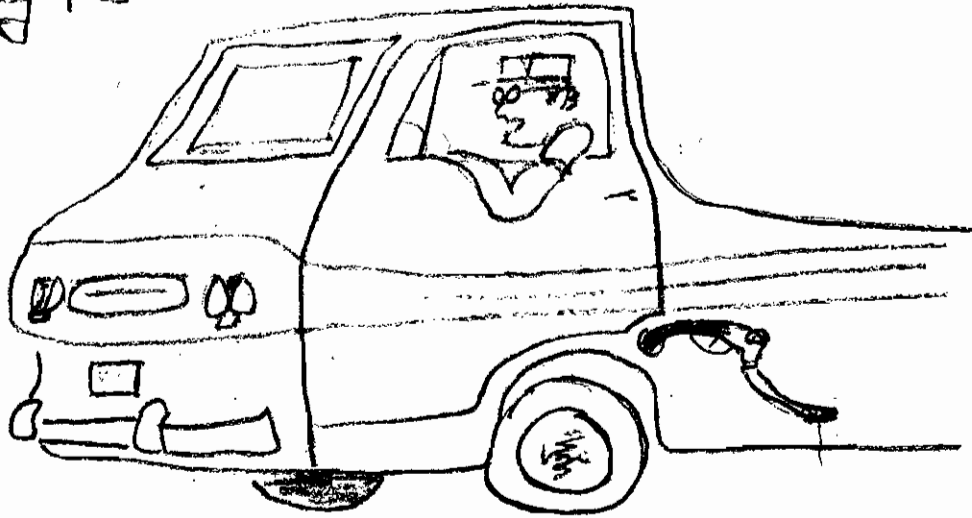
What with the cardboard state of the art, such as it is, it's not surprising to find most FC visors in pretty sad shape. Altho one could probably do a nice job re-upholstering originals, finding a suitable bolt-in replacement seemed much more attractive. Visors from a Corvair car or other GM vehicle were briefly considered, but either their size (too small) or mounting arrangement (wrong angle) left a lot to be desired.

After a bit of trial and error by our local yard man, Rick Crawley, we've come up with the answer. Turns out that 72 to 77 Dodge pick-ups have a nearly identical visor that is just great when used in an FC. The Dodge visor has a triangular mounting bracket so close to the original Corvair that two of the three screw holes can be reused - only one will have to be drilled. (On an FC that had only a driver's side visor originally, you, of course, have to drill out appropriate holes in the header panel to attach the passenger side visor). The Dodge visor is a bit wider and taller than the originals, and has rubber tipped anchor rods in the center, just like a Corvair convertible. A plastic visor rod retainer, used in a late model Chevrolet vans, worked out nicely when attached by the center screw of the FC inside rear view mirror bracket. The width of everything comes together well in the FC; I almost wonder where they were getting their measurements from!

Best of all, the Dodge visors come in nicely grained vinyl, in a variety of colors to match your Corvair. After they are installed, you'll wonder why they didn't come like that to begin with.

Larry Claypool

Gene Brick
&
his buddy 'FC'



I would have been here sooner
but some nut in a tow truck tried
to run me off the road!!

CORVAN ANTICS
423 DAVID LANE
MASON, OHIO 45040

FIRST CLASS

