

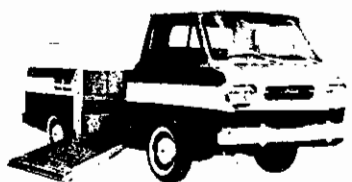


CORVAN ANTICS

VOLUME 12

NUMBER 1

JAN & FEB 1984



RAMSIDE/LOADSIDE

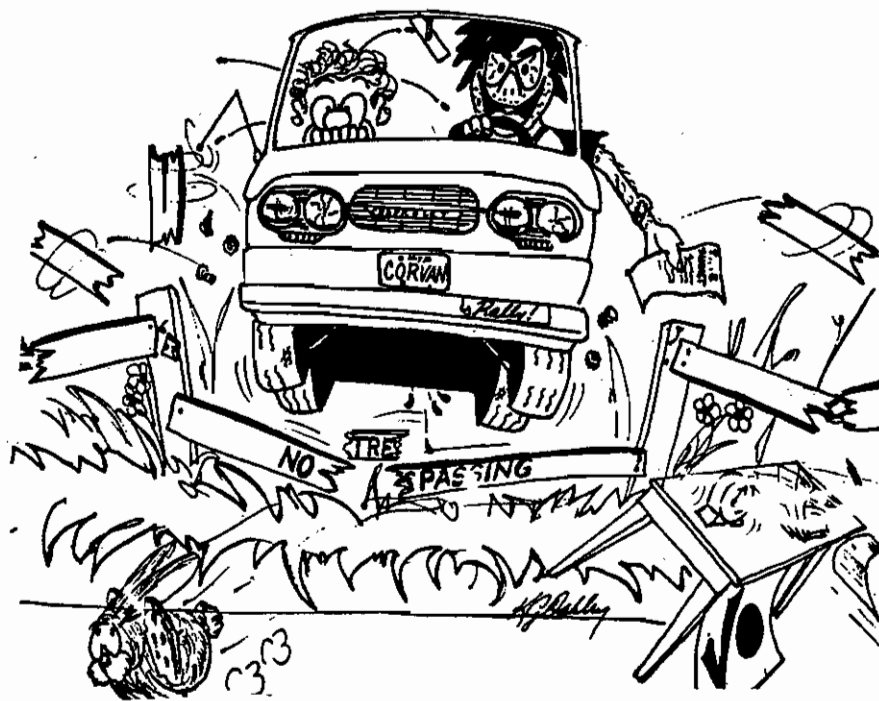


GREENBRIER SPORTSWAGON



CORVAN

Illustrating Chevrolet Motor Division



RALLY!

CORVAN ANTICS

- The official Bi-monthly publication of CORVANATICS,
a chartered chapter of CORSA. Established Sept. 1972.

Membership **00302**

Stories, articles, photos or anything of interest to CORVANATICS members may be submitted to the Editor. Deadline is the FIRST of each ODD numbered month.

Membership in CORVANATICS is open to any CORSA member with an interest in Forward Control Corvairs. Annual dues are \$6 (US) and should be sent to Caroline Silvey.

Founder	Ken Wilhite	3025 N. Meridan #503	Indianapolis IN 46208
President	Tom Silvey	Box 68	McCordsville IN 46055
Vice-Prez	Mike Gaynor	11016 Little Ave S.	Minneapolis MN 55437
Sect/Tres	Caroline Silvey	Box 68	McCordsville IN 46055
Board of Directors:			
East	Robert Marlow	161 Hill St	Midland Park NJ 07432
Central	Mike Demeter	7108 Ravenwood Dr	West Chester OH 45069
West	Jim Craig	7731 Peacock Dr	San Diego CA 92123
At Large	Ed Gridely	Box 158	Franklin IN 46131
At Large	Cecil Miller	2034 Storm Canyon Rd	Winston-Salem NC 27106
Historian	Dave Newell	17369 Robey Dr	Castro Valley CA 94546
Editor	Ken Krol	6701 N. 30th Dr	Phoenix AZ 85017
Tech. ED.	Robert Kirkman	1820 Moffat Rd	Leonard MI 48038
Humor ED.	Dave Anderson	2-4-6-8 Who Do We	Appreciate ** DAVEA

** Asterisks

On The Cover

This hilarious, tongue-in-cheek look at Pro-Rallying was spotted on the windshield of an unidentified Greenbrier at the 1983 CORSA National Convention in Seattle.

In this issue we have a short story about a very special Loadside owned by Harry and Lynn Bennett of Phoenix, Arizona, Tom Silvey longs for a Ragtop Rampside, and Bob Kirkman lets us in on suspension bushings in Tech Topics.

Show Your Colors!

CORVANATICS merchandise available through Caroline Silvey - Window Decals - \$1.00 ea., Jacket Patches - \$2.15, Club Stationary and Envelopes - \$.05 ea. , Back Issues of CORVAN ANTICS - \$1.00 ea. Complete Set Available.

TRAVEL HELPER

Robert J. Banks
519 - 2nd Street East
Roundup, Montana
59072
406-323-1544

Albert J. Reidel
1320 West 39th Street
Erie, Pennsylvania
16509
1-814-866-7640
(Complete service & parts
for all years and models)

Forward Controlling With The President



Starting with this issue we have a new editor, Ken Krol of Phoenix, Arizona. Let's get behind him, not too far back, but close enough to push him forward with your supportive letters on experiences, questions, technical information, photos and anything that helps make the newsletter more interesting to all of us. As usual, technical questions, answers and information is still the responsibility of our capable technical editor Robert Kirkman of Leonard, Michigan.

We should all be giving out-going editor Dave Anderson a big "THANK YOU" for a job well done. Time has gone so fast that I couldn't believe he has been our editor for four years - the longest tenure in CORVAN ANTICS history. While talking to him at the January Swap Meet sponsored by the Corvair Club of Cincinnati Dave said he really enjoyed being editor, but he had just about run out of words. I know how he feels and I think many of you do also.

While we are on the subject of newsletters here is some good news. We have just had all back issues reprinted on white paper, one side only (Slight misunderstanding with PIP). PIP gave us such a good price that we didn't complain about one side only printing. With so many back issues it becomes a chunk of money for a new member to buy all the back issues. We are considering cutting the price on large quantity buys and the small first issues. Hopefully we can publish the price schedule in the March-April issue.

The new reprints are excellent. White paper and the latest printing technology made the photographs much better than in the original issues.

What have Caroline and I been doing? We've sort of temporarily abandoned the Corvan. Not because we want to, but we have so little time to spend finishing it. We both adore convertibles and I'm putting an engine together for her 1965 so we can drive it to the National Convention. On second thought perhaps we should cut the cab down on the Rampside and make a convertible FC. Don't laugh! I've driven hundreds of miles in an Army 6x6 GMC with a convertible top and always liked it better than a full cab, except when the tropical showers caught us with the top down. How about that - - a convertible Rampside?

Tom Silvey

Corvanatics Drive In

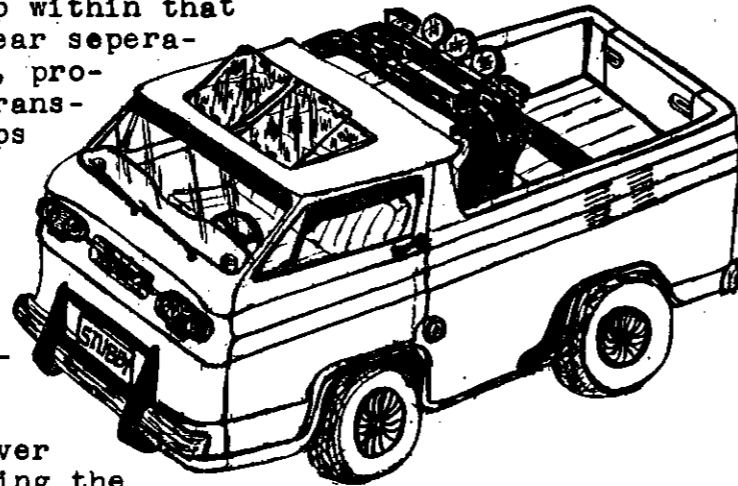
Get your FC's ready for a Spring Drive-in. The Cincinnati Corvair Club and its Corvanatics members have volunteered to host a Spring Corvanatics activity in conjunction with its REVIVAL X. So get your plans made and set things in motion so you can be there at Sharonwood Park (Northside Cincinnati) the first Saturday in June. More details in the next newsletter.

A Short Corvair Story

How many times have we repeated the age old cliché, "If only I had kept that car", or "Boy! If only I could find that car today." ? Many times, I'm certain.

A 1961 Loadside pickup, affectionately named "Stubby" due to cosmetic surgery, (wheelbase shortened from 95" to 65") was recently reunited with its former owner after a long 13 year separation. Unfortunately Stubby shows signs of having served hard times during the interim to at least three owners. One owner changed his bright, high gloss yellow paint to red, now sun faded and chipped. Another removed the neat and very practical A/C unit, and still another decided a roof vent was a neat way to top things off. Now that they are reunited a vow never to separate has been declared, a vow never to see this valiant little Corvair receive such neglect and abuse.

Even though Stubby now appears shaggy and weatherworn and a real restoration challenge to most Corvair buffs, his former owner knows there is still the dedication to serve deep within that little Corvair. Prior to the 13 year separation Stubby served his owner well, providing daily 40-mile round trip transportation and making numerous trips to the White Mountains, usually loaded with camping gear and towing a trailer loaded with three dirt bikes. On just such a trip, minus the load and trailer, he even managed to out-distance a high performance GTO and an equally high performance Ford on the dark, twisty, treacherous curves leading north through the Salt River Canyon. Stubby had no way of knowing the status of the latter car he was so adeptly outperforming, until the flashing red lights gave him his first startling clue, and his owner his first Arizona speeding ticket - even though the officer could see we were "a little short" that night.

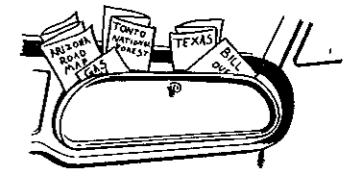


Such was the personality of Stubby, always giving his best, even beating sleeker, lighter vehicles while competing in the annual Cinder Rally held north of Flagstaff. Besides earning a first place trophy for his efforts, he was pictured in "High Performance Cars" magazine, Jan. 1969, proudly standing by his owner and family.

Stubby always left impressions wherever he went, like the time his owner and his brother were enroute to an important appointment following a dove hunting expedition and, after many futile attempts, could not reach the main road. So Stubby, true to form, took a high speed Dukes of Hazzard style jump over a six foot canal bordered by tall, thick brush and scared the pants off a dove hunter standing on the opposite side. Stubby nonchalantly left him standing there, mouth agape, eyes bulging, as he drove on. Just another day for the stubby little Corvair.

Oh, yes! Should you happen to recognize Stubby hidden beneath a car cover, it's because his owners, Harry and Lynn Bennett, want to keep him safe from that dove hunter who probably recovered, and with shotgun in hand, would like to take a long-shot at a short Corvair which has been on his "list" for a long, long time.

From The Editor's Glovebox



Hello Corvanatics! My name is Ken Krol, and I hope you're enjoying the new "look" of CORVAN ANTICS. I guess you're probably wondering who this new editor from Arizona is, so let me introduce myself. I purchased my first Corvair over 11 years ago, shortly after I got my drivers license, and have been a die-hard Corvair nut ever since, driving exclusively 'Vairs. Besides Corvairs and Old cars and Sports cars, I enjoy camping, hiking, traveling, photography and wood-working (I'm a hopeless Do-it-yourselfer). I am heavily involved in my local club, Cactus Corvair Club, currently serving as secretary, as a board member for several years, newsletter contributor, club photographer - the list goes on, you know? I got my '64 Corvan a year ago, joined CORVANATICS, and before I knew it, was in with both feet, too. I guess I always wanted to do a newsletter...

Speaking of which - I'm trying to get the newsletter back on schedule since this issue is two months late. To do this I'll need your input. Our newsletter IS, for all intents and purposes, our club. Except for the annual meeting and a few scattered outings, it is our only means of communications. The rest of us would really love to hear about you FC and your experiences with it, that vacation or camping trip, or just how you fixed it up. If your local club is having an event, why not snap a few good photos of your FCs in action and write a few paragraphs about it. While your at it let me know what you want to see in your newsletter and what you don't. Remember I'm just the editor.

One of the most valuable aspects of C.A. is the Tech Topics and your Tech advisors. Beginning with this issue, we are going to dispence with the repetitive listing of Tech Advisors in every issue. Bob thought the valuable space could be put to more efficient use. Just direct your questions to the Tech Editor and your inquiries will be channeled to the appropriate T.A. Your Tech Editor is ready and waiting to help you out, right Bob? Let him know what you want to see in future Tech Topics, too.

Time to step off of my soap box. Keep your eyes open for more changes in C.A.. I promise next issue I won't ramble on so long!

CLASSIFIED ADS:

"Help Wanted - Rampside owner in or near Elkhart, IN. I need a Rampside owner who would be willing to stop at LEER, THE KING OF CAPS in Elkhart to get the appropriate measurements for a custom made truck cap. Write to Ulysses A. Des rochers, 78 Lamont Blvd., Winnipeg, Manitoba Canada R2J 1Y2.

For Sale: '66 Corsa Convertibles, 180HP/4sd/posi - B0, 140HP/4sd/PT - \$900. '68 Monza Convertibles, 110HP/PG/PT \$275 & \$450. Greenbriers. Parting 4 late models. Cars in Howell, NJ. Eddie - (212)245-5521 Days. (212)937-4141 WED-SUN after 7:00 PM.

VITON O-RINGS

Set includes:
\$7.50 set 24 - Push Rod Tube Seals
12 - Rocker Stud Seals

CYLINDER HEAD NUTS - Original GM style, hex/flanged, serrated.
\$7.50 set of 12.



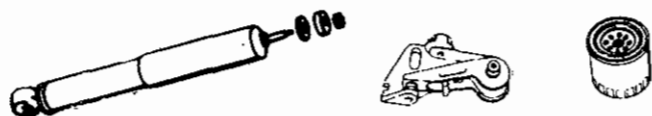
CORVAIR DATA BOOKLET
-Paint & Trim Comb.
-Engine Serial #'s.
-Trans. & Rear Axle #'s.
-Model series ID.

SPECIAL CLUB PRICE \$2.50

NOTE* UPS SHIPPING: Please add \$1.75 per order.



Tech Topics



THIS ISSUE WE ARE GOING TO TALK ABOUT SUSPENSION BUSHINGS. I WANT TO DO SO BECAUSE OF CONCERN WHEN I HEAR OR READ TIPS ABOUT USING A PIECE OF RUBBER OUT OF SOME OTHER PART TO REBUILD A WORN-OUT BUSHING. THE CONCERN IS MAINLY OF DURABILITY AND RESULTING VEHICLE CONTROL. IT'S A FOREGONE CONCLUSION THAT STATIC AND DYNAMIC RATE AND DAMPING FACTORS WOULD NOT BE DUPLICATED.

MY JOB FOR SOME YEARS HAS BEEN WITH FRONT SUSPENSIONS, WHERE WE WORKED WITH SEVERAL BUSHING SUPPLIERS. MOST WERE DESIGNERS AS WELL AS SUPPLIERS, SINCE THEY DETERMINED WHAT THE RUBBER WOULD LOOK LIKE BEFORE IT WENT INTO A BUSHING. WE ESTABLISHED DEFLECTION RATES.

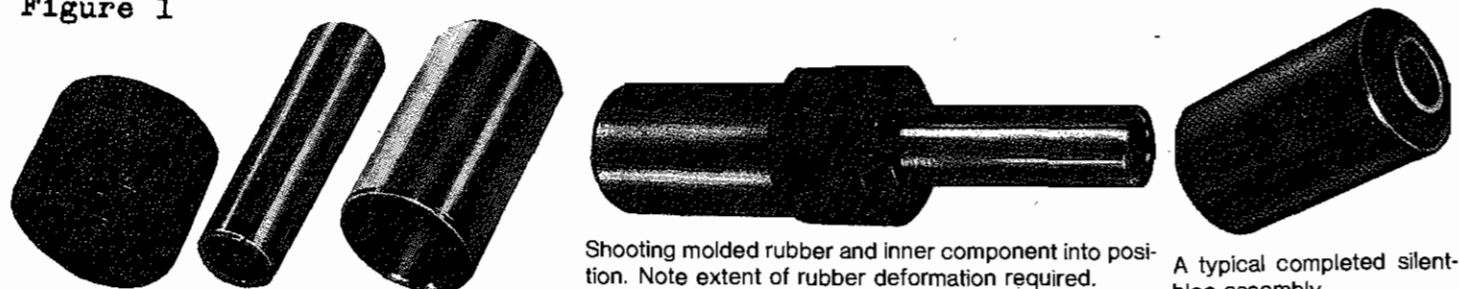
THERE ARE A NUMBER OF WAYS TO MAKE BUSHINGS:

- RUBBER COMPRESSED WITHIN AN OUTER METAL SHELL AND AROUND A CENTER METAL TUBE. "SILENTBLOC" HAS BECOME SOMEWHAT OF A GENERIC NAME. IT IS ALSO APPLIED WITH MODIFYING ADJECTIVES TO THE NEXT TWO TYPES.
- RUBBER MOLDED WITHIN THE METAL PIECES.
- RUBBER BONDED (YOU MIGHT CALL IT GLUED) WITHIN THE METAL PIECES. TECHNICALLY, IT'S CALLED POST-VULCANIZATION.
- RUBBER CLAMPED BETWEEN THE METAL PIECES.

ALL OF THE FC FRONT AND REAR SUSPENSION BUSHINGS ARE THE COMPRESSED (SILENTBLOC) TYPE. THE CORVAIR FRONT STABILIZER BAR AND STRUT ROD WOULD BE CLAMPED TYPES.

AUTOMOTIVE ELASTOMERS & DESIGN (DEC., 1982) HAS A GOOD, LAYMAN TYPE ARTICLE THAT EXPLAINS THAT THE RUBBER IS INSERTED BETWEEN THE METAL PIECES UNDER PRESSURE AND THE RUBBER PART IS SUBSTANTIALLY DEFORMED DURING ASSEMBLY (SEE FIGURE #1). MY OWN PHOTOGRAPH SHOWS A TYPICAL SUSPENSION BUSHING AT THE RIGHT AND THE METAL OUTER SHELL AND CENTER TUBE TO THE LEFT. THE SQUATTY RUBBER PIECE LOOKS NOTHING LIKE THE RUBBER YOU SEE IN THE COMPLETED BUSHING. THAT IS BECAUSE IT MUST BE "COMPRESSED" TO FIT BETWEEN THE STEEL PARTS.

Figure 1

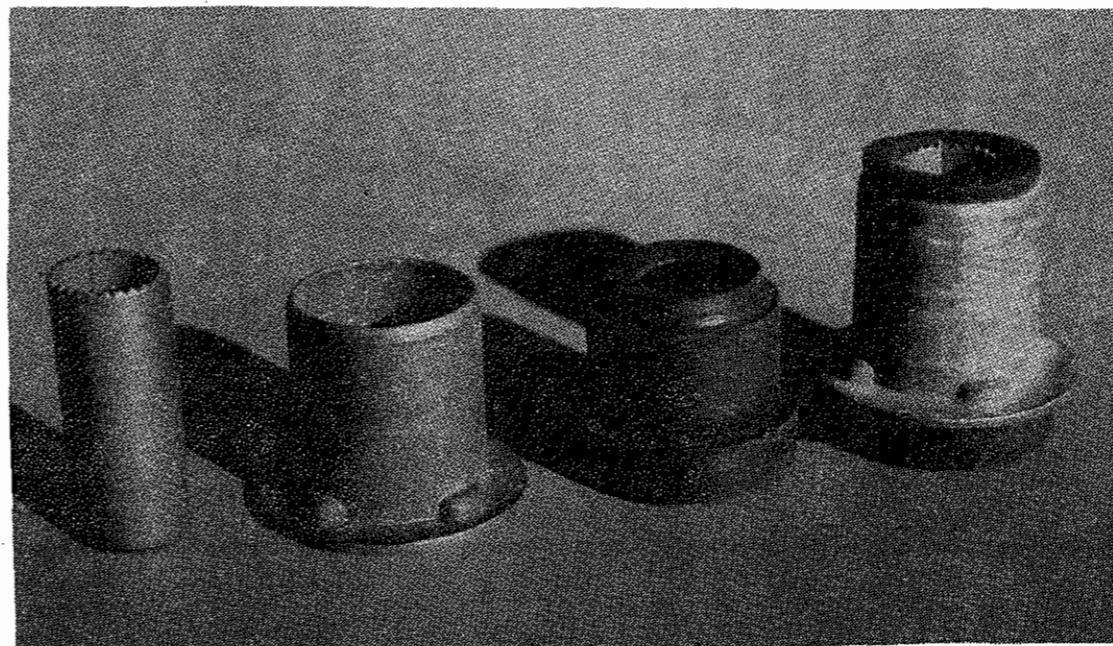


Silentbloc process components—two rigid sleeves, molded rubber insert.

A typical completed silentbloc assembly.

NOW, SUSPENSION RUBBER DOES NOT REALLY COMPRESS. SQUEEZE IT IN ONE DIMENSION AND IT BULGES IN THE OTHER DIMENSIONS. IF THE RUBBER SPACE BETWEEN THE STEEL PIECES IN THE ASSEMBLY IS 3/16 INCH, THEN THE ORIGINAL RUBBER PART COULD HAVE BEEN MOLDED ABOUT 3/8 INCH THICK. WHEN SQUEEZED DOWN TO 3/16 INCH, IT GREW IN LENGTH TO BE THAT REQUIRED FOR THE DESIRED PART.

NOW THERE IS A SCIENCE INVOLVED IN HOW MUCH THAT COMPRESSION SHOULD BE, HOW BIG THE HOLE MUST BE, AND HOW LARGE THE OUTSIDE DIAMETER MUST BE. PROPERLY DESIGNED, THE RUBBER WILL NOT SLIP ON EITHER METAL PIECE WHEN TWISTED (SUSPENSION ARMS MOVING UP AND DOWN). WHEN LOADED SIDWAYS BY BRAKING, CORNERING OR CHUCK HOLES, THE OPPOSITE SIDE MUST NEVER RELAX TO ZERO LOAD (OR VERY LOW LOAD) OR THE RUBBER WILL TEND TO WALK OUT OF PLACE. I DON'T FEEL ANYONE WILL BE VERY SUCCESSFUL IN TRYING TO FIND A PIECE OF RUBBER IN SOME BUSHING THAT CAN BE STUFFED (AND MAYBE GLUED) INTO SOME OLD BUSHING SHELLS. THERE IS MUCH SCIENCE TO BONDED BUSHINGS ALSO.



FC BUSHINGS ARE QUITE DURABLE. OH, YOU GET AGE CRACKING (OZONE ATTACK) ON THE EXPOSED ENDS, BUT GENERALLY THEY HANG IN THERE OK. REAR SUSPENSION AND FRONT SUSPENSION LOWER A-ARM BUSHINGS ARE ALL THE SAME, PART #3714368 IS STILL AVAILABLE FROM GM, AND IS CHEAP. IT'S STILL THERE BECAUSE IT WAS USED ON SUCH THINGS AS THE BIG CHEVROLET AND CORVETTES. THE FRONT UPPER A-ARM BUSHING #3711826 IS NO LONGER IN GM'S CATALOG. IT MAY HAVE BEEN REPLACED BY A SUBSTITUTE NUMBER THAT I DID NOT BOTHER TO RESEARCH. THIS, ALSO, WAS SHARED WITH OTHER CHEVROLET BIG STUFF AND IS READILY AVAILABLE FROM "AUTO STORES" FROM MOOG OR TRW, ETC. CORVAIR SPECIALTY PLACES ALSO HAVE SOME STOCK. MOOG #K-305 (FOR EXAMPLE) IS USED TO SERVICE MILLIONS OF BIG CHEVROLETS, CORVETTES AND CAMAROS FROM A VARIETY OF YEARS FROM 1958 TO 1970.

CORVAIR BUSHINGS HAD TENDED TO VANISH, BUT ONE OEM TYPE SOURCE HAS MADE A NEW PRODUCTION RUN AND THOSE ARE PROBABLY THE ONES BEING ADVERTISED BY CORVAIR SPECIALTY PLACES. MANY ORIGINALS HAD HARRIS MOLDED ON THE END. HARRIS BECAME CLEVITE OR CLEVITE HARRIS, AND THEN GOULD, AND THEN IMPERIAL CLEVITE, THE CURRENT SUPPLIER. MAYBE THERE WERE OTHER NAME CHANGES IN BETWEEN. THEY ARE THE ANCESTRY OF SILENTBLOC BUSHINGS.

ENGINEERS SPEND A LIFETIME ON BUSHINGS. WHEN I READ BACK OVER THE FEW WORDS HERE, IT'S EASY TO SEE I DIDN'T COVER MUCH, BUT I HOPE YOU ARE SURPRISED AT WHAT THE RUBBER INSERT LOOKS LIKE "AS MOLDED", AND SHY AWAY FROM WORKING ON HOME BREWS.

Robert A. Kirkman
R. A. KIRKMAN

Gene Brier
&
his buddy "FC"

SWAP
MEET
TODAY



I THINK THEY'VE GOT THE PRICE
ABOUT WORKED OUT!

CORVAN ANTICS
6701 N. 30th DR.
Phoenix, AZ 85017

FIRST CLASS



CORVANATICS

THE FORWARD CONTROL CORVAIR PEOPLE