

Corvan Antics

May/June 2016
Volume 44 Issue 3

Founded in 1972 by Ken Wilhite



The Bi-monthly Newsletter of the
Corvanatics
The Forward Control Corvair People



Riding with the President

by Chris Nickel

As you all may have heard from the previous newsletter, I have taken an interest in the military and decided to enlist. I have enlisted into the United States Marines. My ship date to Paris Island, South Carolina is May 23. I will be in boot camp for approximately 14 weeks. That being said I won't be able to make it to the convention this summer and Kenneth Hand will be taking over in my absence.

Time has flown by fast. I can still remember when I got elected as president last summer and now it is almost time for the convention again. I hope everyone's excited for it.

Get those Corvairs ready to show off for the convention. Remember to take lots and lots of pictures and meet a lot of new people.

Keep on truckin' Corvanatics
Christopher Nickel



This extended cab, doorside FC was spotted at the McPherson College car show in Kansas. Look for more information on this conversion in future issues.



5 Fran Schmit helps you get your bearings straight and correctly shimmed.

7 Alan White conveys how his interest in Corvairs expanded into a love for Forward Controls.

INSIDE

9 Jerry and Phil report on Corvair FC's debut at the Kiawah Island Motoring Retreat.

9 Molly Bacon provides several photos and a full report on the 2016 Springfest in Helen, Georgia.

Corvanatics Merchandise

President

Chris Nickel 931-266-3681
931 Culvert Drive
Clarksville, TN
camo.chris.cc@gmail.com

Vice-President

Ken Hand 248-613-8586
1896 S.Gregory Rd.
Fowlerville, MI 48836
vairmech@aol.com

Secretary/Treasurer

Molly Bacon 706-628-4470
P.O. Box 155
Pine Mountain Valley, GA 31823
Corvanatics@gmail.com

Eastern Director

John Nickel 828-626-3617
480 Paint Fork Rd.
Barnardsville, NC 28709
fivcent@rsnet.org (New 5/12)

Central Director

Sam Christ 517-589-5625
4162 N. Main St
Leslie, MI 49251
thevairguy@gmail.com

Western Director

Tim Shortle 970-385-8596
Durango, CO
Shortle556@earthlink.net

At Large Director

Tim Schwartz 201-447-4299
5 Riverview Lane
Ho-Ho-Kus, NJ 07423
tim@bristolnj.com

Technical Editor

Gary Baxter
7590 North 140 East Pl.
Owasso, OK 74055
morsa66@outlook.com

Historian

Chris Brown 706-628-4470
199 Oak Drive
Pine Mountain, GA 31822
cmbrown1950@gmail.com

Newsletter Editor

Gary Moore 816-296-7819
17800 Hwy M
Lawson, MO 64062
CorvanAntics@gmail.com

Item	PDF	Mailed
Corvanatics Jacket/Hat Patch	N/A	\$2.50
Corvanatics Window Sticker	N/A	\$2.00
Corvanatics Magnet	N/A	\$2.00
Corvanatics Lapel Pin	N/A	\$3.00
Corvanatics Key Fob	N/A	\$8.00
Corvanatics Hat	N/A	\$18.00
Corvanatics Roster*	Free	\$2.00
Powerglide Transmissions booklet by Bob Ballew	Free	\$10.00
Differential Booklet	Free	\$5.00
3 booklet set: <ul style="list-style-type: none"> • Paint Codes (includes cars thru 64) • Prices and Options • Paint and Trim Combinations 	Free	\$5.00

Paying Corvanatics dues or buying Merchandise moves to the 21st Century



Buying merchandise or paying your dues at the convention or whenever you see me in person has just moved to the 21st century. Now you can save your cash and pay with a credit card. I will have a mobile card reader to be able to take payments as long as you can hand me your credit card and I have my phone and the card reader. I am trying to make paying as convenient as possible for all of you.

Molly Bacon - Secretary/Treasurer

Corvanatics
PO Box 155
Pine Mountain Valley, GA 31823

Membership and Merchandise payments can be Mailed or completed on the Corvanatics website:, <http://www.corvair.org/chapters/corvanatics/index.php>



Roster only available to current members. Send request to Corvanatics@gmail.com.

Details and pictures at: <http://www.corvair.org/chapters/corvanatics/merchandise.php>

From the Secretary *by Molly Bacon*

The Winner Is
Eric Taylor
\$10 Clark's Gift Certificate
**Remember, you can only win if your
dues are current**



Hi all,

Except for a few resurgences of winter (Chris got snowed on in Michigan a few days ago), everyone should be into the throws of spring and hopefully out at car shows and cruises. Chris and I were at Helen this year (see my article elsewhere in the newsletter) and we've been to a few local shows. One of them had three Corvairs, but unfortunately, no FCs. Hopefully, elsewhere in the country you're showing off your FCs.

Don't miss my special notice in the newsletter about moving to the 21st century for paying your dues or purchasing merchandise at the convention or whenever you see me in person.

Since last newsletter:

260 members
8 new members
18 members renewed their dues
3 members were dropped

WELCOME !! to our new members

<i>Stan Gee</i>	<i>TN</i>	<i>1964 Corvan</i>
<i>Gary Rubin</i>	<i>NY</i>	
<i>Billy Price</i>	<i>GA</i>	<i>1964 Greenbrier</i>
<i>Jim Worthington</i>	<i>FL</i>	<i>1963 Greenbrier</i>
<i>Danny Roberton</i>	<i>AL</i>	<i>1963 Rampside</i>
<i>Jeffrey Murrell</i>	<i>SC</i>	<i>1963 Greenbrier</i>
<i>Thomas Pedigo</i>	<i>OR</i>	
<i>Dwight Riley</i>	<i>CA</i>	



Please encourage any FC owner you see or communicate with to join Corvanatics. I can provide you with a PDF of a welcome letter and membership form you can print and pass out or request some of the Corvanatics business cards. Just email me at Corvanatics@gmail.com or call me to have these mailed.

Dues Due!!

Everyone should have a membership card. Please let me know if you don't or have misplaced it, I will send you another one. It has your "Good till" membership dues due date on it, so everyone will be able to keep up with when to send in their dues.

Continued on Page 4

From the Secretary

by Molly Bacon

from Page 3

Remember, your dues can be paid for more than one year at a time. When you pay your dues, you will be sent an updated membership card with your new expiration date. Dues can be paid from the website with PayPal or sent "snail" mail with a check or money order.

Last Chance

We still have a few members on the last chance list. This list is folks who are seriously overdue. If you are on it, this is your last newsletter unless you pay your dues. There is no penalty. Please pay up so this list goes away and you become eligible again for the gift certificate drawing.

Due January and February – Final Notice

You are **NOT** eligible to receive a gift certificate even if your number is generated.

Ralph Loewinger	Jan 2016	Gary Duncan	Feb 2016
Mark Dixon	Feb 2016	John Sunden	Feb 2016

Dues Already Owed

Due March and April Second notice

You are also **NOT** eligible to receive a gift certificate even if your number is generated.

Donald Richmond Sr.	Mar 2016	Lucia Holmes	April 2016
Greg Czopek	April 2016	Roger Moody	April 2016
Stan Drake	April 2016	Dave Todd	April 2016

Coming due in the next two months (early reminder)

Due May and June – coming up, pay now! You're still eligible for the gift certificate drawing, but renew and stay eligible


Steve Breines	May 2016	Nolan Grant	June 2016
Merv Krull/Loretta Prosser	May 2016	Darrin Hartzler	June 2016
Darrell Woofter	May 2016	Ted Moon	June 2016
Dave Ziegler	May 2016	Eric Olsson	June 2016
Gary Anderson	June 2016	Daniel Vallée	June 2016
Matthew Dixon	June 2016	Marlon Weyand	June 2016

Don't Forget

Corvanatics Business Cards


Email, call, write me or order online at the Corvanatics website in the merchandise section for a "stack" of Corvanatics business cards to give out whenever you see an FC.

Thanks,
Molly Bacon







Corvanatics

Dedicated to the preservation of
Corvair 95 light trucks and vans



The Corvanatics chapter of the Corvair Society of America advances preservation, restoration and enjoyment of Corvair Forward Control (FC) vehicles.

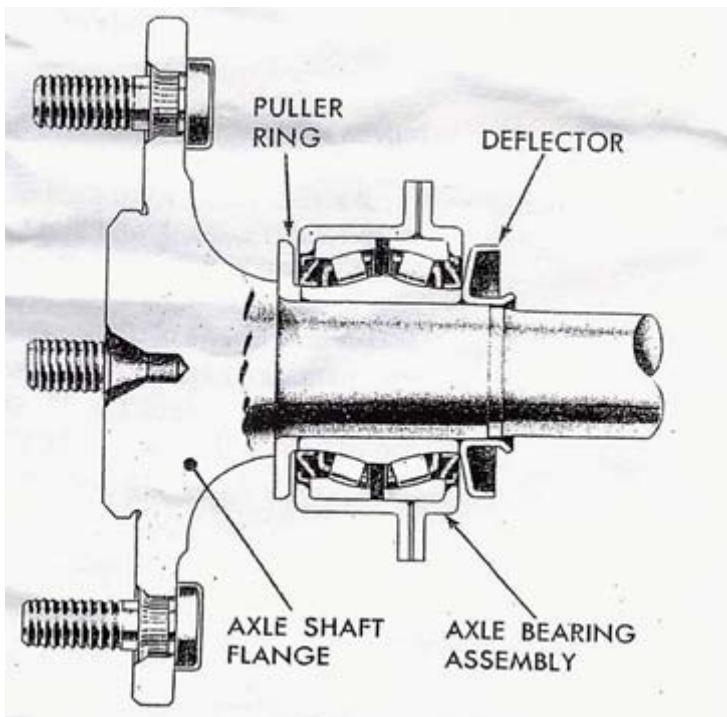
More information and how to join on the back of the card.

FC/Early Rear Wheel Bearings

by Fran Schmit

A few weeks ago I carried a real swing-axle bearing to the meeting along with a fake one that I had purchased many years ago. After pushing that bad-boy around on my shelf for years I finally decided to pitch it. It was already in the dump barrel when I got to thinking that I could put a new bearing into that guy's new/old housing: so I fished them out of the dump. Peter was over, so I said "Let's take that guy apart and put the new one in and also take some pictures". Good idea, so we ground off the rivets and tried to take the two halves apart. Grunt and groan! In the past I had separated bearing shells and they practically fell apart – this guy fought us all the way. When we got it apart we found a good bearing – from some other "non-CORVAIR" application – with a groove for a snap ring cut into its outer race. The two clam-shells simply slid onto that bearing and secured the snap ring. That would have been an alright deal if the bearing had barrel rollers. That's what made the fake CORVAIR bearing a really BAD bearing.

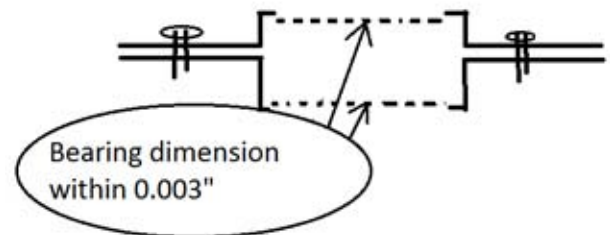


This is a view from the shop manual that shows the barrel rollers inside the CORVAIR rear wheel bearing...the one used by the Early and the FCs. There is a single race about an inch deep that is pressed onto the axle – the drawing shows no clearance in that dimension. There are also two half inch wide races that are trapped inside the axle-bearing assembly. Note that the two sets of roller bearings that are held between these races have barrel

shaped rollers in them. Looking closely, you will see all of the races match those roller curves. This is what allows the axle to "swing", while its A-arm – the one that the bearing is bolted to - is also swinging. As they always swing in the same arc but not the same direction, they need the barrel-roller bearing.

The stamped steel bearing shells are not all the same. When installing a new bearing you have to measure how well the new bearing fits and shim the clearance: to tolerance. The thing you must remember when doing this measuring is not to put any grease on these parts before you measure the clearance...easy to forget, but if there is grease in there you could easily squan-

Early&FC rear wheel bearing



Two heavy (0.100") stamped steel fixtures riveted together so the bearing fits between. When installing a new bearing - you clamp the two pieces together and measure the clearance between the pieces you have and the new bearing - shim to fit, within 0.003.

der your 0.003" tolerance.

The new bearing could be as loose as 0.017" so Clarks includes a set of shims that you put in between to take up that slop. When the bearing is shimmed to less than 0.003" (the tolerance is 0.001" – 0.003") you can grease them all up and complete the assembling (grease seal, etc.) then bolt (or rivet) the shells back together. Ready to install into your FC or Early. Slightly different procedure for the cast '64.

Continued on Page 6

FC/Early Rear Wheel Bearings

by Fran Schmit

Continued from Page 5

Here's a view of a fresh new barrel-roller bearing (FC size), ready to be installed. Next to the bearing is a set of shims (0.003", 0.006" and 0.012") for fitting this bearing into any set of used bearing shells.

Here on the bottom is that BAD bearing I told you about. Note the bolting flange only grabs the bearing by the snap ring; which may have been their cheap way to get around not having a bearing with the proper barrel-rollers.



Since I have FC bearings on my '64 Convert and on my Rampside I plan to have some good barrel-roller units assembled and available – on the shelf!

Tech Editor Note:

On swing axle applications the bearing must not only allow the axle to rotate, but also to move at an angle to the bearing. That requires the special shaped rollers and races shown in the cut away. The BAD bearing is a double row ball bearing. It only allows rotation, not angular movement. In use this not only places large loads on the bearing as the axle tries to move at an angle, but also at the inner end of the axle, which can cause damage to those parts, including parts in the differential. These bearings were offered during a time when new correct bearings were not available and the person only looked at getting a bearing that would fit, not understanding the need for angular movement. **Gary Baxter**

Kansas City Cruising

by Gary Moore

Scott Allison of Kansas City showed his 1961 Loadside at the local cruise in Lee's Summit, MO. Johnny Ray's Drive Inn has a monthly cruise that fills its lot and the parking lots of the surrounding strip mall. On nice nights up to 300 cars are in attendance. Next to Scott's Loadside is his brother-in-law's 1966 Ford Bronco



Falling in Love with FC's

by Alan White

After catching the Corvair bug several years ago and buying my first Corvair, a '65 Monza Convertible 140hp, I did what any good self-respecting Corvair lover would do—I bought another one! This was several years ago when gas prices were pushing \$5.00 a gallon and my wife implored me to stop driving my gas guzzling truck to work every day. She thought that I should get a used vehicle for \$5,000 or less that got at least 20 mpg and drive that to work. I told her that was a great idea and I soon was the proud owner of another '65 Monza but this time it was a coupe.

My love affair with late models never ended but as I began to go to more and more Corvair shows and see more of what else there was out there, I began to covet a Rampside. If you like the uniqueness of a standard issue Corvair, you've got to love a Rampside! Thankfully, my wife Deedra shared that enthusiasm. I let it be known within the Central Virginia Corvair Club that I was interested if the right one came along. Former Corvanatics member Ray Davis approached me about possibly buying his Rampside. He and his wife were downsizing and one of the biggest casualties was downsizing from a five car garage to a two car garage. I've known Ray for years and knew the vehicle. I knew it was in good shape but it wasn't Concours quality. That was perfect! I didn't want something I would have to work on constantly but then again, I didn't have the money to purchase a Concours quality Rampside either. Still, I couldn't pull the trigger. I told Ray thanks, but no thanks.

I went to the National Convention in Knoxville, TN last year and that's where I had a change of heart. I looked at the wonderful Rampside's at the convention (drooled actually) and began to have a change of heart. I talked to owners and they all really loved their vehicles and were part of a very close-knit fraternity of Corvair FC owners. I met Chris Nickel at the convention and it was nice to see a young man so full of energy and on fire for an organization and its vehicles. I decided then and there that I was going to buy Ray's Rampside. I called him from the convention and told him I was still interested and within a few weeks, I was the proud owner of a '62 Rampside.

This spring begins my first full car-show season with the Rampside. My good friend and fellow Corvair fanatic Rex Buel invited me to go with him to a car show at the local middle school. With everything else I have going on at the moment, I told him I couldn't go. Not willing to take no for an answer, he asked if I minded if he took the Rampside for me. He would take his '65 Corsa convertible and then have his wife run him over to my place to get the Rampside. If Rex was that intent on my Rampside being in the show, I felt that I should go ahead and go myself. Saturday morning dawned a beautiful cloudless day with



My trio of trophies (requiring 3 hands!) from the Kate Collins Middle School Car Show

perfect temperatures. When I arrived, Rex was already there and had me a place saved next to his car. Rampside's are always crowd favorites but in this part of Virginia, mine is the only one so very few people are familiar with them. It was very popular! How popular? Well, it took home 2nd Place in the Truck category, 2nd Place in Kid's Choice and 1st Place in Principal's Choice. Not bad for the first time out! I can't take too much credit because I've done very little to the vehicle since I purchased it so more credit would go to Ray Davis than myself. Nevertheless, that doesn't mean I'm still not just a wee bit proud!

Alan White
Fishersville, VA



My wife Deedra, myself, and Ray and Natalie Davis on the day of purchase.

Two FC reproduction parts for sale

Greenbrier and Corvan Door Hinge Grommets
and Battery Compartment Lid Catch

Both are exact reproductions made of tough, heat-cured industrial grade polyurethane rubber, colored with UV protecting pigment.

Door Hinge Grommets

Just like the original, the side door grommet has a bead contour along the center hole and a slightly narrower flange on the back side. The rear door grommet is smaller, lacks the bead, and is symmetrical on both sides. There may be some mold flashing along the edges that you may wish to trim.

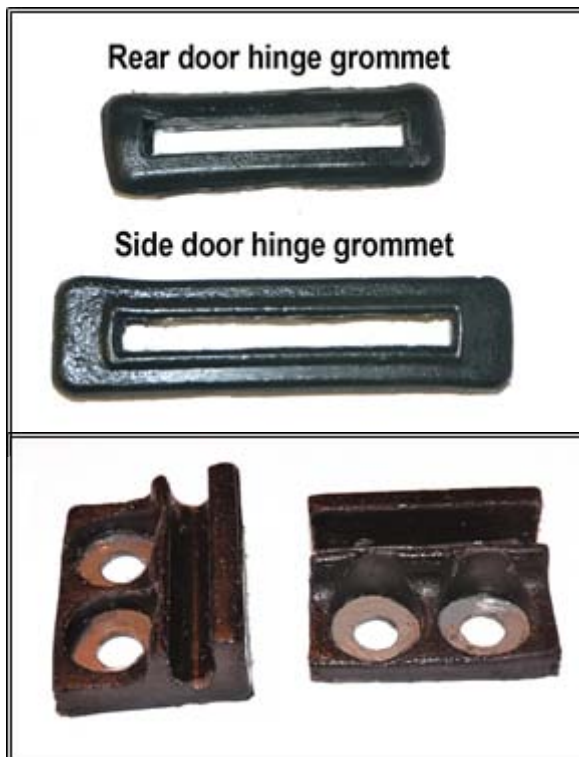
- \$6.75 per grommet (either size)
- set of 4 (for 1 door) - \$25 (save \$2)
- set of 8 (for 2 doors) - \$50 (save \$4)
- set of 16 (for 6-door van) - \$100 (save \$8)
- set of 24 (for 8-door van) - \$150 (save \$12)
- + shipping

Battery Door Compartment Lid Catch

The lid catch has not been previously reproduced and incorporates an internal metal plate the same as the original. These are time consuming to make, and depending upon interest, this may be a onetime production run.

- \$18 for one and \$15 for additional catches
- + \$4 shipping (in lower 48)

Order by contacting Steve Spilatro
at spilatr@marietta.edu



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

Corvanatics is open to anyone with an interest in Forward Control Corvairs. Dues are \$10 for an emailed newsletter and \$12 for a mailed newsletter. Application and payment is made to the Secretary/Treasurer either through the Corvanatics website at <http://www.corvair.org/chapters/corvanatics/membership.php> or by mail. If mailed, please include a completed membership form. Forms can be printed from the website or obtained directly from the Secretary/Treasurer.

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

For advertising in the newsletter, please contact the Secretary/Treasurer. Members can have a free small ad in the newsletter. Display advertising is also available at the following rates: Full Page: \$25; Half Page: \$15; Quarter Page: \$10; Business Card (2 x 3.5): \$5; Please submit print-ready or typed copy and pre-payment to the Secretary/Treasurer. Photos for ads are \$6.00 each and can be color or black/white. Authorization and payment must be received prior to each issue. Deadline for publication is the 15th of February, April, June, August, October, or December. All ads must be Corvair related.

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Kiawah Island Motoring Retreat

by Jerry Murray
and Phil Raker

As far as Phil Raker could determine there hadn't been a Corvair at the Kiawah Island Car Show in previous years. On Saturday April 16 there were five representing Lowcountry Corvair, Central Carolina CORSA and Corvanatics.

The group included Harry Patterson's late model Monza convertible, Jim Clees' late model Monza Coupe, Paul Boyles 1961 Rampside, Jerry Murray's 1963 Rampside, and Phil Raker's 1963 Greenbrier.

There was a lot of spectator traffic, so the Corvairs had good exposure. Many people said they were completely unaware that there had ever been FC Corvairs. Jerry, Paul and Phil had lots of opportunity to educate them.

There was only one other American air-cooled car in attendance: an unrestored 1913 Franklin. Other air-cooled cars included three VWs (two Beetles and a Thing), a BMW Isetta, a Citroen 2CV, and numerous Porsches.

No Corvairs have ever been entered in the Sunday Concours but Phil thought that someone with a really nice vehicle should enter the Concours next year.



Springfest at Helen, Georgia

by Molly Bacon

This year's Springfest at Helen, GA was a huge event despite the very wet start on Friday that caused the cancellation of the autocross. There



Corvanatics merchandise table.

was beautiful weather for Saturday's judged Concours and People's Choice Car Display with lots of beautiful cars, FCs and our Ultra Van. No FCs entered the Concours but there were plenty of Corvanatics members in the People's Choice. Dean Gemberling's 1962 orange and cream Rampside took 3rd place and Jerry Murray's 1963 red and white Rampside earned 4th. Jim

Continued on Page 10



Daily driver Forward Control Corvairs.

Springfest at Helen, Georgia

by Molly Bacon

from Page 9

Cheek's '63 Greenbrier and Chris Pickel's '64 Greenbrier were there as well as a couple other unidentified FCs, so I apologize if I missed someone.

I had a display of Corvanatics items. I sold some merchandise and signed up four new members. Welcome new members. You'll be formally introduced in my "From the Secretary" column.

For more photos from Springfest in Helen visit the Springfest website: <http://www.corvairspringfest.com>

A row of handsome FCs bask in the sun at the show.



Dean Gemberling's Corvair Rampside pickup.



Chris Pickel's Greenbrier.



CorvanAntics
newsletter

PO Box 155
Pine Mountain Valley, GA 31823

CorvanAntics@gmail.com

