

CORVAN-ANTICS

DECEMBER 1972

THE EDITOR SPEAKS DEPT. HI! WELL HERE WE ARE INTO THE BRISK(EXCEPT FOR YOU WESTERNERS) MONTH OF DECEMBER. I HOPE YOU ALL HAD A NICE THANKSGIVING HOLIDAY, AND IN LIEU OF SENDING CARDS, I'LL WISH YOU ALL A MERRY CHRISTMAS AND A HAPPY NEW YEAR AT THIS TIME.

NOTHING NEW TO REPORT REGARDING OUR PROPOSED MERGER WITH THE CORVAIR SOCIETY OF AMERICA, I DID FOLLOW UP AND CONTACT SOME OF THEIR EXECUTIVE OFFICERS, BUT NO REPLY FROM THEM TO DATE, SO I REALLY HAVE NO IDEA WHAT IS GOING TO HAPPEN.

I HATE TO HAVE TO DO IT, BUT I AM GOING TO HAVE TO DO THIS, BUT THE NEWS-LETTER IS GOING TO BE PUT OUT ON A BI-MONTHLY BASIS, BEGINNING WITH THE NEXT ISSUE, WHICH MEANS THE NEXT NEWSLETTER WILL BE MAILED IN MID-JANUARY. THE REASON FOR THIS IS DUE TO POOR MEMBER SUPPORT. I HAVE ONLY RECEIVED TWO LETTERS IN THE PAST MONTH FROM PEOPLE WHO SAID THEY HAD ARTICLES THEY WERE WORKING ON! I DID GET A LETTER FROM A NEW MEMBER, AND THE INFO HE SENT IS BEING REPRODUCED FOR THIS NEWSLETTER. I HOPE THAT IN THE FUTURE WE START GETTING SOME INFO FOR THE NEWSLETTER FROM YOU PEOPLE OUT THERE, THIS CLUB IS FOR US ALL, AND I CAN'T DO IT ALONE. IF THIS IS INDICATIVE OF FUTURE SUPPORT, THEN WE SURE AS HECK WON'T LAST LONG

ANOTHER ITEM(BITCH BITCH BITCH!!) THAT NEEDS MENTIONING IS CLUB OFFICERS. WE ARE IN DIRE NEED OF A PRESIDENT AND SECRETARY. ALL OTHER POSITIONS HAVE BEEN FILLED, SO IF WE DON'T GET ANY VOLUNTEERS, WE'LL JUST HAVE TO APPOINT SOMEONE OUT OF THE ROSTER OK? WE DO HAVE A NEW TECH ADVISOR, MR. RUSS LONG, OF FRESNO, CA. I ASKED RUSS IF HE WOULD BECOME OR TECH EDITOR, AND HE SAID HE WOULD. RUSS WILL BE DOING SOME ARTICLES FOR THE NEWSLETTER, PLUS ANSWERING YOUR QUESTIONS REGARDING VANS. CONTACT RUSS AT: CENTRAL CALIFORNIA AIR COOLED SUPPLY, P.O. BOX 8095, FRESNO, CA. 93727. ALSO YOU CAN CALL HIM AT 1-209-227 1544 AFTER 6:30PM CALIFORNIA TIME.

NEXT ON THE AGENDA IS THE MEMBERSHIP FEE, IT WILL BE DUE BY THE BEGINNING OF THE NEW YEAR(JAN. 1ST) SEND CHECK OR MONEY ORDER FOR \$3.00 TO:

MR. HOWARD MAYHEW
P.O. BOX 690
WOODBURY, NEW JERSEY 08096

MAKE SURE WHEN YOU MAIL THE CHECK THAT IT IS MADE OUT TO CORVANATICS, AND NOT OUT TO ME OK? MR. MAYHEW IS CLUB TREASURER, AND IS WELL SUITED AS TREASURER, AS HE IS IN THE BANKING BUSINESS.

OUR MEMBERSHIP HAS INCREASED OVER LAST MONTHS FIGURE(32 PEOPLE). WE NOW HAVE FORTY-ONE MEMBERS, GIVING US TWENTY-NINE GREENBRIARS, EIGHT VANS, FOUR RAMP-SIDES, AND TWO LOADSIDES.

I HAD A BIG SURPRISE ON THE 26TH OF NOVEMBER WHEN MEMBER CARL JOHNSON OF ALBUQUERQUE, NEW MEXICO STOPPED BY. CARL WAS ON HIS WAY TO A CONVENTION IN TORONTO, AND STOPPED BY TO SAY HELLO. WE TALKED FOR VANS FOR A WHILE, AND THEN THE SUBJECT GOT ON GAS HEATERS, SO ONE THING LED TO ANOTHER, AND WE WENT OVER TO A FRIEND OF MINE'S TO PICK UP A COUPLE FOR CARL TO TAKE BACK WITH HIM. BY THE WAY, IF ANYONE NEEDS ANY MORE HEAT, I CAN OBTAIN STEWART-WARNER 20,000 BTU GAS HEATERS FOR \$35 APIECE. THESE UNITS ARE IN LIKE NEW CONDITION, AND HAVE BEEN CHECKED OUT FOR OPERATING EFFICIENCY. THEY ARE ORIGINALLY MADE FOR THE VW BUS AND TRANSPORTER, SO IF YOU NEED SOME MORE CALORIES, LET ME KNOW.

THIS MONTHS ISSUE OF HOT ROD MAGAZINE HAS A PRETTY GOOD SECTION ON VANS, MOSTLY INTERIOR IDEAS AND SOME PRE-FINISHED UPHOLSTERING FOR VAN INTERIORS, SORRY, NO CORVAIRS. ALSO MENTIONED WAS A PROPOSED "VAN-IN" TO BE HELD IN ASPEN, COLO. LATE THIS SUMMER, THAT REALLY SOUNDS LIKE A GAS! IN THE "LETTERS TO THE EDITOR" COLUMN WAS A LETTER FROM A MR. PUGH REGARDING THE EAST COAST VAN CLUB, MEMBERSHIP IS OPEN TO PERSONS LIVING EAST OF THE MISSISSIPI, ANYONE INTERESTED CAN CONTACT MR. PUGH AT:

EAST COAST VAN CLUB
C/O MR. RANDY PUGH
8084 LYNBROOK DRIVE
NORFOLK, VA. 23518

ANOTHER SURPRISE ARRIVED YESTERDAY, I GOT A LETTER FROM BILL FISHER("HOW TO HOT ROD THE CORVAIR ENGINE") REGARDING OUR ORGANIZATION. BILL IS INTERESTED IN INFO ON THE CORVAIR TRUCKS, AS A NEWLY REVISED COPY OF THE CORVAIR BOOK IS TO BE RELEASED IN 1973, AND WILL INCLUDE INFO ON CORVAIR TRUCKS. HE IS ALSO GOING TO DO A BOOK ON VANS, WHICH WILL COVER ALL VANS. I SENT BILL A MEMBERSHIP APPLICATION, AND HOPE HE WILL JOIN OUR RANKS.

NEW PRODUCTS SECTION NEW THIS MONTH IS A SUNROOF KIT MARKETED BY THE U.S. SUNROOF CORP., P.O. BOX 174, BENSENVILLE, ILL. 60106. I RECEIVED THEIR BROCHURE, AND IT IS QUITE A NIFTY LITTLE UNIT, WITH A SMOKED PLEXIGLASS LID. FOR INFO WRITE THEM DIRECT.

I HAVE CONTACTED A FEW COMPANIES REGARDING JACKET PATHCES AND DECALS. I WON'T FOLLOW-UP ON THIS UNLESS I GET SOME DESIGN IDEAS FROM YOU GUYS, AND REQUESTS FOR THE DECALS. SO LET ME KNOW OK?

THIS MONTHS TECH COLUMN IS FROM MR. LEE HART, OF HOUGHTON, MICHIGAN, SO ALL KUDOS GO TO LEE.

FOR SALE ITEMS

1961 GREENBRIAR, BLUE AND WHITE, GAS HEATER, RADIO, NEW TIRES AND BATTERY, AUTOMATIC TRANSMISSION, RUNS GOOD, BODY FAIR. \$400 OR TRADE FOR PICKUP OF EQUAL VALUE: MR. DAVID WADE, 5349 EAST 20TH ST., INDIANAPOLIS, IND. 46218 PHONE 1-317-359 5791

1963 95 VAN, WHITE, THREE-SPEED, RADIO, NEEDS BODY WORK AND RING GEAR \$125 MR. DANIEL DAILY, 6314 HYTHE RD., INDIANAPOLIS, IND., 46220, PHONE 1-317-849 4587 AFTER 5PM ONLY.

WANTED ITEMS

FOR '63 95 VAN....COMPLETE TURN SIGNAL AND HORN MECHANISM, MUST BE IN WORKING ORDER. K.T.WILHITE JR., 3825 N. MERIDIAN ST., INDIANAPOLIS, IND. 46208 PHONE 1-317-924 2195 LATE EVENINGS

TECH TOPICS

I RECEIVED THE FOLLOWING TIPS FROM MR. LEE HART OF HOUGHTON, MICHIGAN THE OTHER DAY, AND I DECIDED TO REPRODUCE THEM FOR THIS ISSUE'S TECH SECTION. LEE WRITES "AS I SEE THE CORVAIR TRUCKS, THEY HAVE A GREAT POTENTIAL, BUT POOR ATTENTION TO DETAIL, AND THE DETAILS ARE WHAT MAKE THE DIFFERENCE BETWEEN A FUN-TO-DRIVE, PRACTICAL VEHICLE, AND A MISERABLE, HORRIBLE-EXAMPLE MACHINE THAT CAN BARELY BE CONSIDERED TRANSPORTATION. I'M SURE YOU HAVE SEEN ALL TOO MANY OF THE LATTER, AND KNOW WHAT THEY DO TO THE MARQUE'S REPUTATION".

- (1) MANUAL SHIFT LINKAGE '61-'63 LINKAGE WAERS VERY BADLY, WITH THE RESULT THAT YOU HA'VE EXTRA PLAY. THE PROTECTIVE BOOT FOR THE CONNECTION BETWEEN TRANSMISSION AND SHIFT TUBE IS UNAVAILABLE. KEEP PIN JOINING THESE PARTS TIGHT: IF ALREADY WORN, REPLACE PIN WITH NEXT LARGER SIZE BY GRINDING HOLES WITH PROPER SIZE GRINDING BIT AND ELECTRIC DRILL OR MOTO-TOOL. DON'T TRY USING A BOLT; ITS NOT TOUGH ENOUGH, AND WILL QUICKLY WEAR. IN FRONT OF GAS TANK: KEEP JOINTS GREASED! GARAGES WILL IGNORE THEM. ONCE SHOT THEY ARE EXPENSIVE TO REPLACE(PARTS ALONE OVER \$30). I MODIFIED THIS WHOLE AREA USING A DRIVE SHAFT UNIVERSAL JOINT AS A BEARING: ITS WATERTIGHT AND ONLY ONE FITTING NEEDS TO BE GREASED. STOCK SHIFT BOOT ALSO BREAKS IN COLD WEATHER, HURST BOOTS DO NOT.
- (2) HEAVY GAS PEDAL MAKE SURE CABLE MOVES FREELY. LUBRICATE OR REPLACE CENTER BEFORE IT FREEZES, OR YOUR WORK WILL BE CUT OUT FOR YOU. (LUBRICATION AND RUBBER BOOTS IMPORTANT FOR ALL CABLES: DON'T IGNORE IT UNTIL IT IS TOO LATE, REPLACEMENTS ARE DIFFICULT AND EXPENSIVE) ALSO CHECK HINGE ON GAS PEDAL: IT MAY BE RUSTED BADLY FROM WATER GETTING ON TO IT.
- (3) VAGUE STEERING CHECK OBVIOUS; TIRES, FRONT END PARTS FOR LOOSENESS, ESPECIALLY RELAY ARM. ALSO THERE IS AN ADJUSTMENT SCREW ON THE STEERING BOX TO REMOVE PLAY IN IT, ADJUST AS DESCRIBED IN THE SHOP MANUAL. ALSO SEE THAT REAR END OF THE BRACKET THE STEERING BOX IS MOUNTED TO IS STILL SPOT-WELDED TO THE FLOOR, THESE SOMETIMES BREAK.
- (4) AFTER CHANGING ENGINE, TRANSMISSION, OR DIFFERENTIAL, CHECK REAR END WHEEL ALIGNMENT. GARAGES WILL THINK YOU ARE NUTS, BUT IF IT ISN'T RIGHT, TIRE WAER AND HANDLING WILL SUFFER NOTICEABLY. ALSO IF HANDLING IS IMPORTANT AND WEIGHT CARRYING ABILITY UNIMPORTANT, HANDLING CAN BE IMPROVED BY CUTTING ONE FULL TURN OFF REAR SPRINGS TO DECAMBER REAR END. RESET TOE-IN TO HELP COMPENSATE FOR TIRE WEAR.(WHO CARES ABOUT HANDLING IN A VAN? WELL CORVAN HAS NEAR 50/50 WEIGHT DISTRIBUTION, AND FOR ICE RACING/DRIVING, CORNERING FORCES ARE NOT HIGH ENOUGH FOR HIGH CENTER OF GRAVITY TO MATTER, SO VAN CAN OUT-CORNER ALMOST ANYTHING UNDER POOR-TRACTION CONDITIONS).
- (5) TRANSMISSION SWAPS 4-SPD. IS ALMOST A NECESSITY IN CORVAIR TRUCKS. CHANGING FROM THE 3 TO 4 IS EASY, BUT BE SUER TO USE THE 4-SPD. FRONT MOUNT. THE OLD 3-SPD. MOUNT LOOKS LIKE IT WILL WORK IF YOU PUT SPACERS BETWEEN IT AND THE TRANSMISSION, BUT DON'T DO IT! THIS MOVES ENTIRE DRIVE TRAIN ABOUT 1/2" REARWARD, CAUSING GROSS AMOUNTS OF REAR WHEEL TOE-IN; AND THE HOLES ARE ALSO OFF CENTER, WHICH MEANS THE RIGHT-SIDE AXLE SPLINES ARE ONLY PARTLY ENGAGED. THIS LEADS TO WEAR IN THE DIFFERENTIAL, WHICH ALLOWS THE SHAFT TO WHIP, TEARING OUT THE OIL SEAL. SINCE 4-SPD. CAR TRANSMISSIONS ARE THE SAME, YOU CAN USE IT, AND FABRICATE THE RARE FRONT MOUNT BY WELDING THE CAR'S 4-SPD. MOUNT CENTER INTO THE MIDDLE OF THE TRUCKS 3-SPD. MOUNT. GET A GOOD WELDER, AND MEASURE CAREFULLY.

- (6) ENGINE SWAPS YES A CORVAIR PASSENGER CAR ENGINE FITS IN A TRUCK. YOU WILL HAVE TO SUFFER LIFTING THAT COVER TO CHECK THE OIL, AND YOUR SERVICE STATION WILL HATE YOU FOR LIFE. TO MAKE IT EASIER, I PUT STRAP HINGES ON THE COVER SO IT IS FASTENED TO THE HEATER BLOWER COVER, WITH DZUS FASTENERS HOLDING THE REAR EDGE DOWN. KEEP A PROP HANDY TO HOLD IT UP, AND A PIECE OF CABLE AS A HANDLE MAKES IT EASY TO GET HOLD OF. ALL THE ORIGINAL SHROUDING MUST BE USED, AS WELL AS THROTTLE, CLUTCH, AND CHOKE LINKAGES. ALSO USE TRUCK CLUTCH: CAR CLUTCHES, EVEN SPYDERS, DON'T HOLD UP AS WELL. A '64 OR LATER ENGINE CAN BE PUT IN A '61-'63 VAN, BUT THE CARS REAR MOUNT MUST BE USED. THE OLDER MOUNT WON'T PROVIDE SUFFICIENT CLEARANCE FOR REPLACING FAN BELTS BECAUSE OF THE HARMONIC BALANCER. THE LATER MOUNT HAS TWO HOLES WHERE IT BOLTS TO THE BODY INSTEAD OF ONE, SO THE HOLES SHOULD BE WELDED IN AND A NEW ONE DRILLED. USE OF THIS MOUNT ALSO REQUIRES MODIFICATION OF THE REAR SEALS AND HOUSING.
- (7) SEATS THE ORIGINAL FRONT SEATS AREN'T TOO COMFORTABLE ON LONG TRIPS, SO I REPLACED THEM WITH A PAIR OF MUSTANG BUCKETS. THESE ARE THE ONLY READILY AVAILABLE ONES I COULD FIND THAT WERE THIN ENOUGH TO AVOID THE WHEEL WELLS. THIS ARRANGEMENT ALSO PROVIDES A CENTER AISLE LIKE THE VW, AND BY MOUNTING THEM ON RUBBER SHOCK MOUNTS, BODY VIBRATION IS ISOLATED FROM THE PASSENGERS.
- (8) ODDS N' ENDS A LARGER BATTERY CAN BE INSTALLED BY CUTTING TWO 6" SLOTS ADJACENT TO THE BATTERY DOOR AND BENDING THE "FLAP" OUT. AFTER MODIFYING THE PAN SO THE LARGER BATTERY (SIZE 24F OR 27F) HAS A FLAT SURFACE TO SIT ON, INSERT THE BATTERY AND BEND THE FLAP BACK IN PLACE. IT IS RIGID ENOUGH TO STAY BY ITSELF, OR A PIECE OF METAL CAN BE INSTALLED WITH SCREWS INSIDE THE COMPARTMENT TO COVER THE SLOTS AND MAKE THE ASSY. MORE PERMANENT. AN ALTERNATOR CAN BE ADDED, USING THE PROPER ALT./OIL FILTER ADAPTER CASTING, OR THE GEN./OIL FILTER ADAPTER CAN BE MODIFIED WITH SOME DIFFICULTY. A NEW REGULATOR IS REQUIRED, AND THE WIRING HARNESS CAN BE FABRICATED, OR ONE FROM A '65 OR LATER AUTO USED. EASIER ENGINE REMOVAL: REMOVE HEATER BLOWER COVER AND HEATER BLOWER. KNOCK OUT BLOWER MTG. STUDS & DRILL HOLES IN COVER. FASTEN CAPTIVE NUT (APPROX. 5/16") TO BLOWER MTG. TABS. NOW YOU CAN GET AT RANSAXLE MUCH EASIER FOR SERVICE/REMOVAL, AND WHEN BLOWER IS RE-INSTALLED, COVER CAN BE PUT ON LAST, DROPPING BOLTS THRU THE NEW HOLES IN THE COVER TO SECURE BLOWER.
- (9) IN SOME STATES, LICENSE PLATES ARE CHEAPER FOR A WINDOW VAN WITH BACK SEATS, BECAUSE IT CAN BE CLASSED AS A STATION WAGON. FOR ME, IN MICHIGAN, THIS INVOLVED RETITLING MY CORVAN AS A GREENBRIAR, BUT SAVES ME \$16/YR FOR LICENSE PLATES, INCIDENTLY, I TOOK THE SIDES OFF A '65 GREENBRIAR AND TRANSPLANTED THAM IN, BUT AN EASIER WAY IS TO BUY THE BLACK RUBBER MOULDING COMMONLY USED FOR INSTALLING WINDOWS IN TRUCKS. USE SAFETY GLASS.

WELL THAT WRAPS UP THIS NEWSLETTER, SEE YOU ALL IN JANUARY, AND "KEEP ON TRUCKIN'

KEN WILHITE JR.