



CORVAN ANTICS

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RAMP-SIDE/LOAD-SIDE

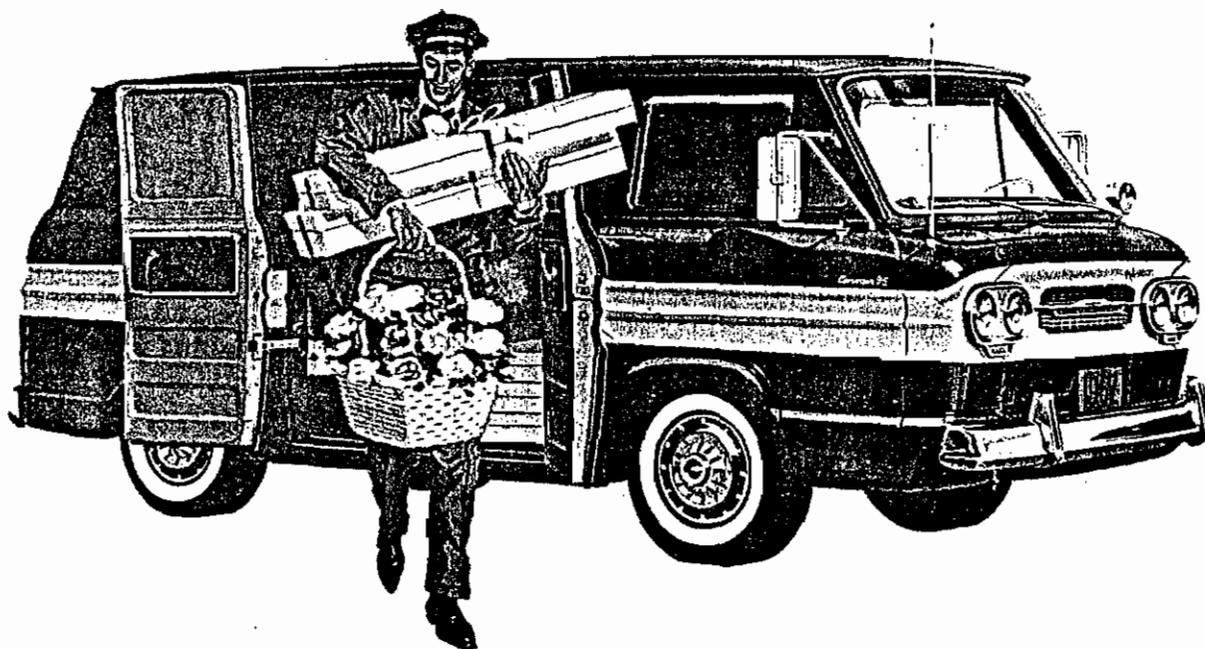


GREENBRIER SPORTSWAGON



CORVAN

Illustration: Chevrolet Motor Division



Corvan Delivery

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.

| | | | |
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| Humor ED. | Dave Anderson | Way out in left field | USA-1 ** 00000 |

On The Cover

Taken from an original GM take-home sales brochure, this shot typifies the type of use many of our FC's were getting over two decades ago.

In this issue we have Tom Silvey's last minute details on the Drive-In, a photo galleria on the 1984 Phoenix Corvention, more useful tech info from Bob Kirkman, and "has it really been 15 years?"

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:

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102 Garzoli - Box 1544
McFarland, CA 93250
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Robert J. Banks
519 2nd Street East
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(406)323-1544

Forward Controlling With The President



In the last issue I commented on how great it was to have Spring just around the corner. Well, getting around that corner was certainly some operation. The only good part was the lack of snow. The bad part was the rain, just above freezing temperatures and the endless days without sunshine. Those of you who live in the sun belt are either fortunate or just smarter than the rest of us (probably the latter). We have had some excellent Corvairin' weather the last few days and our local CORSA members have been very busy. Our phone has been busy for information and parts, for FC's and cars.

Don't forget the Spring Corvanatics Drive-In on Saturday June 2, 1984 at Sharon Woods Park. This activity will be in conjunction with the Cincinnati Corvair Club's Revival X. To get there take I-275 North leg to the Sharonville exit. Exit South to the first stop and go light and turn left (East) over a couple of hills (a mile or so) and look for the entrance to the park and shelter houses on your right. The Cincinnati Club usually has the Club sign out near the road where it can be seen. A group of us will caravan to the activity from the shopping center South of the I-74 and Indiana State Road 44 exit at Shelbyville, Indiana. We will leave at 7:00 AM.

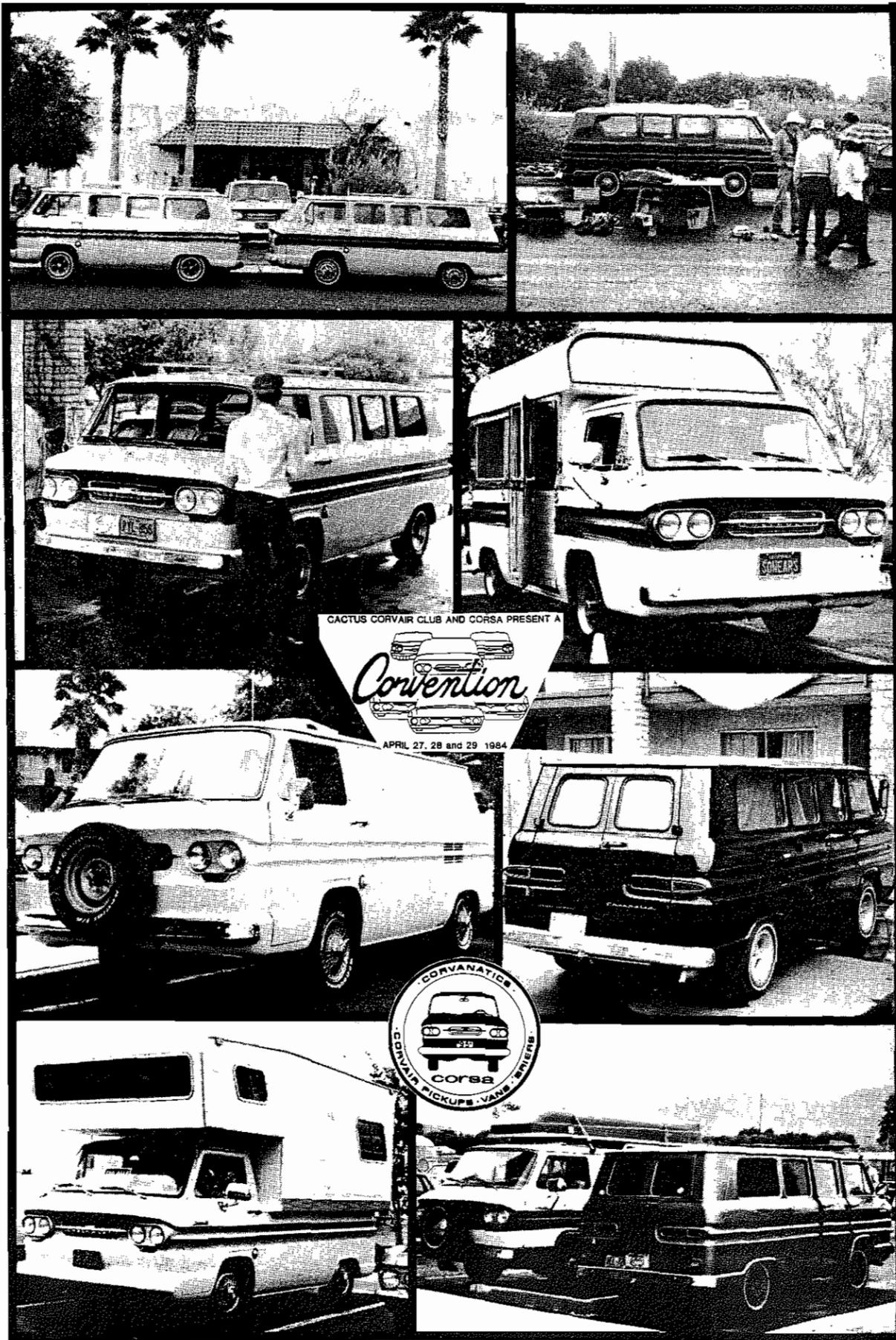
Bring a covered dish, your own service and drinks. It costs \$5.00 for the day for the hot dogs and a lot of fun. There will be games, door prizes, haggling over part prices, much Corvair talk, no doubt some bragging, picnic with hot dogs furnished and people's choice concurs selection. In addition, a prize is usually given for the vehicle that is in the most need of restoration. (Really the worst rust bucket there - Caroline's car won it once) For any questions contact Corvair Club of Cincinnati - P.O. Box 40153 - Cincinnati, Ohio - 45240. This is a family affair.

One last word... Please don't forget that when you send in articles from other publications that you want printed in our newsletter that legally we must have written permission to reproduce it in our publication. Therefore there may be some delay before it can be published. It would save time if you would write the publisher for permission to reprint before sending it to the editor for possible publication.

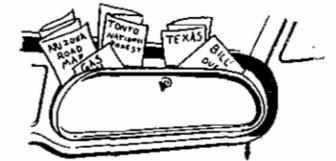
Tom Silvey

Tech Info Packet Available

Bob Kirkman reports that Dave Newell has assembled a packet of his most requested technical information, and has made it available to Corvanatics members for the cost of printing. For the cost of \$2.40 you will receive the following 18 pages of information pertaining to the 1961-65 F.C.: Paint Mfg Codes (5 pages), Prices and options (8 pages), Paint Combinations (5 pages). Order your copy now through Caroline Silvey.



From The Editor's Glovebox



Hello Corvanatics! Things are now officially back to normal here in Phoenix - our 1984 Corvention is now history and we are all heaving a sigh of relief. It was very enjoyable and a lot of fun but also a heck of a lot of work. Unfortunately on Saturday, the day of the concours, the weather man decided to end our 4 month drought, and he did it with 24 hours of cold, drizzly rain. Oh well. As you can see by the photo collage in this issue, FC's were well represented in all areas of competition. For those of you on the other end of the country, the official Spring event is the Drive-In on June 2. I sincerely wish I could attend but 4000 miles is quite a weekend drive. Of course if you're only a couple hundred miles...be there!

You may have noticed the clipping in this issue and wondered where I came up with this treasure. Well I kind of had it all along, since that fateful day in 1969, but I didn't know it until recently. What you say? A few years ago I was helping my parents unpack some fine glassware that had been stored for years. Each piece was carefully wrapped in - you guessed it - the May 14 1969 edition of the Phoenix Gazette. Boy did my heart jump as I pawed my way through the pages - then - there it was. I thought perhaps you would enjoy reading it.

And now for the bad news...the Corvan Antics mailbox seems to be collecting cob webs lately...meaning we need you to write in and tell us about your FC. Just tell us what you're doing with it, how you acquired it, that great camping trip or anything you want to share with us. Vacation time is coming up soon. Why not write up a brief travel log of your trip and take a few goods shots of it in that ultra-scenic area you're headed for. If we get enough we'll even add a few extra pages and have a "vacation issue". It's up to you. Concerning photos...we need 'em! Black and white reproduce best, but a high contrast color photo will work. If you have a really great shot, make 5x7 and we'll use it on the cover!

15th Anniversary Already?

Corvair Reaches End Of The Line

DETROIT (AP) - The American auto industry's biggest experiment with a rear-engine car came to an end today with the announcement by General Motors Corp. that it would no longer produce the Chevrolet Corvair.

In a terse announcement, with no explanation other than, "It is our regular practice to review our product offerings," GM said it would eliminate Corvair from its line beginning Wednesday.

A SPOKESMAN for GM's Chevrolet Division refused to comment when asked if automotive critic Ralph Nader's long campaign against the Corvair was responsible for eliminating the compact. GM vigorously denied the car is unsafe.

However, since the car

came under Nader's attack for alleged unsafe design, Corvair sales dropped dramatically. Despite a company campaign which featured bumper stickers reading, "I Love My Corvair," sales continued to plunge.

Nader was unavailable for comment on the demise of the Corvair.

CORVAIR WAS introduced in the fall of 1959 as an answer to the Volkswagen and American Motors Corp. small cars which were grabbing large chunks of the sales market.

The company sold 47,395 cars from October through December and in the next year sales soared to 235,000. The top sales for the Corvair was 1961 when 317,000 cars were sold.



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Our 1982 catalog has many illustrations, hundreds of new part numbers and many helpful tech tips. Interesting Corvair trivia—and freebies!

Have a safe and happy weekend
Everett and Darlene White
Our 15th year in the Corvair business

Monarch Motors
8321 Hwy. 14
Middleton, WI 53562
(608) 831-6790



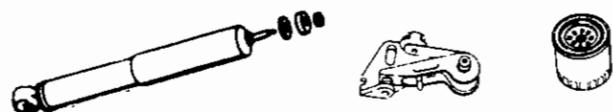


Mechanical Parts Catalog \$2.50 - Refundable



May 14, 1969

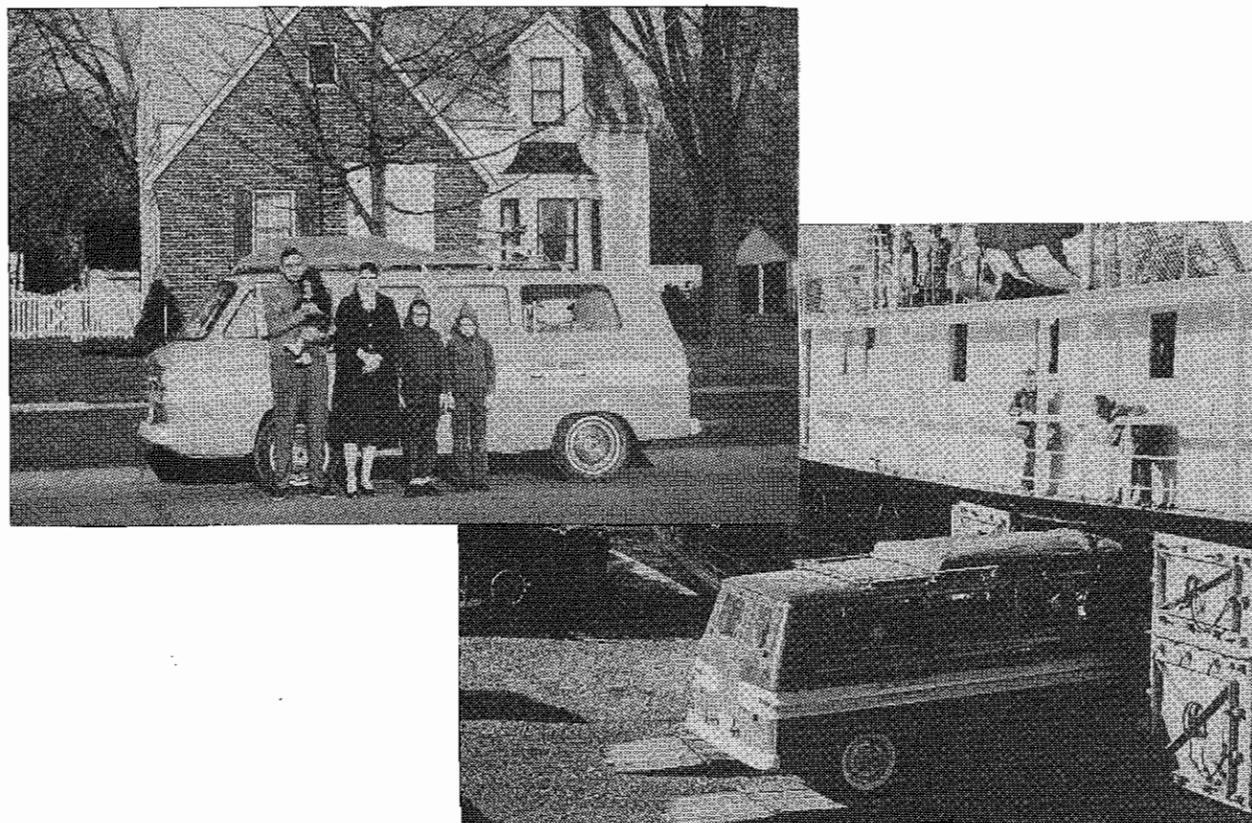
Tech Topics



ROOF RACKS: CORVAN AND GREENBRIER

WALLY BRENNEMAN ASKED WHERE THE ACCESSORY ROOF RACK SHOULD GO. CENTER, OR AT THE REAR. I THOUGHT THE ANSWER WAS IN ILLUSTRATIONS IN CHEVROLET'S "COMPLETE GUIDE TO CUSTOM FEATURES FOR THE CHEVY CORVAIR GREENBRIER SPORTS WAGON". THREE PLACES IN 1961, IT IS ILLUSTRATED REARWARD, ABOVE THE REAR QUARTER WINDOW. HOWEVER, THE ACCESSORY KIT #988398 HAS INSTRUCTION SHEET #3795409 THAT SAYS THE ROOF SLATS ARE TO BE 37-1/8" (YES, 1/8"!) REARWARD OF THE W/S DRIP MOULDING. THAT PUTS IT ABOUT CENTER; ABOVE THE CENTER DOORS. THAT WOULD BE THE OFFICIAL LOCATION.

I KNOW MOST ALL GREENBRIERS AT CHEVROLET ENGINEERING HAD THE RACK INSTALLED ABOVE THE CENTER DOORS. I ALWAYS HAD MINE MOVED SOMEWHAT REARWARD FOR A REASON. BY TAKING OFF THE FRONT RAIL BAR, I COULD MOUNT THE ACCESSORY ROOF TOP TENT NESTLED A BIT INTO THE RACK. I STILL HAD HALF A RACK LEFT TO CARRY "STUFF". MY POSITION WAS ABOUT HALF WAY BETWEEN WHERE IT WAS SUPPOSED TO BE AND WHERE THE INCORRECT ILLUSTRATION SHOWED IT TO BE. MEMORY IS DIM, BUT I BELIEVE IT WAS NOT PUT ALL THE WAY BACK IN ORDER TO KEEP SOME WEIGHT ON THE FRONT AXLE, AND THE FRONT BAR WOULD HAVE TO BE REMOVED REGARDLESS. THERE MAY BE SEVERAL VEHICLES STILL RUNNING AROUND THAT WERE SOLD OUT OF ENGINEERING LIKE THAT.



Stuart Pam had sent a note to Tom Silvey asking information on carburetor choke thermostat rods. They come in shorts and longs for what reason? As I studied engineering paperwork, I found the subject to be a bit more interesting than I might have expected. There have been 3 lengths of lower rods and 2 sets of upper rods. There are some part numbers in the Chevrolet P&A book, but no illustration.

| Year | Lower Rod | Length | Upper Rod |
|------------|-----------|--------|----------------------|
| Early 1962 | 3813758 | 5.72 | 3813521 3813787L |
| Late 1962 | 3819237 | 6.92 | 3819239L 3819238R |
| 1964-9 | 3847828 | 7.37 | Same as late '62 |

Start of 1962 had the threaded sleeve of the lower rod below flush with the cylinder head. It was raised 1.2" during the model run to allow access for repair re-tap if the threads were damaged. Upper rods were shortened about 1". In 1964, a "heat stove" was added to the cast iron manifold "to insure correct choke come-off time and solid performance during warm up". The thermostat housing was changed to put the thermostat closer to the manifold and the lower rod was lengthened again. Upper rods remain unchanged. Thermostat mounting tab was on the edge of the 1962-3 part; about centered on the 1964-9 part.

Besides having different dimension thermostat housings for '62-63, and '64-69, there are also two thermostat springs for 1964-9:

| Engine Type | Housing Color | Part Number Thermostat Spring | Movement Rate | Torque |
|--------------------------|---------------|----------------------------------|------------------|--------|
| 1964-9 Standard | *Black Oxide | 7834 | "low" | "high" |
| 1964-9 High Performance | *Yellow | 7835 | "high" | "low" |
| 1962-3 Standard and H.P. | -- | 3529 | "mid" | "mid" |

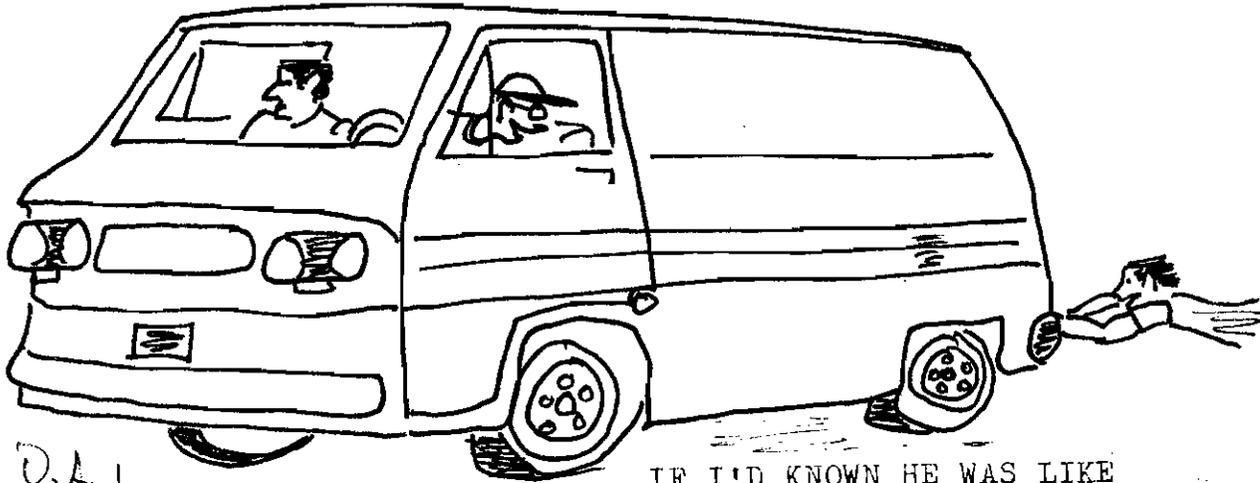
*Probably obscured by time & heat.

Part number is stamped on the outer coil and can usually be seen after clean-up with a mild wire wheel.

Mid-year 1964 and then 1965, there was a cylinder head change to not run the thermostat housing slot out into the rocker cover gasket surface. That caused new thermostat and housing assemblies to be released with corners of the mounting tab cut off at about 30° angle. Other lengths, dimensions, performance specifications remained unchanged.

R. A. Kirkman
Robert A. Kirkman

Gene Brier
&
his buddy "FC"



D. Anderson

IF I'D KNOWN HE WAS LIKE
THAT I WOULDN'T HAVE BOUGHT IT!

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

FIRST CLASS



CORVANATICS

THE FORWARD CONTROL CORVAIR PEOPLE