



CORVAN ANTICS

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SEPT & OCT



RAMPSIDE/LOADSIDE

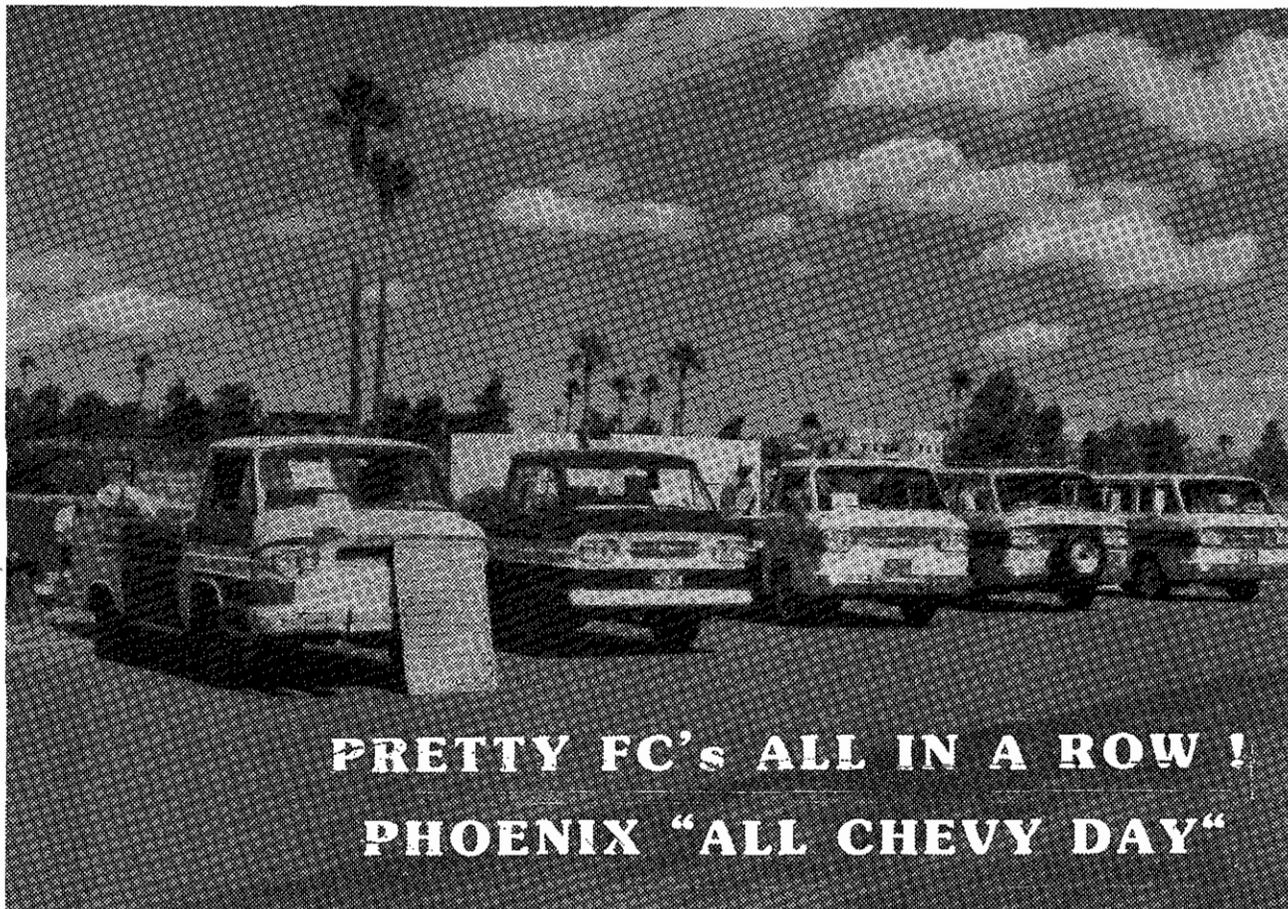


GREENBRIER SPORTSWAGON



CORVAN

(Courtesy Chevrolet Motor Division)



**PRETTY FC's ALL IN A ROW !
PHOENIX "ALL CHEVY DAY"**

Dave Wilson Photo

CORVAN ANTIGS

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

Membership **300**

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.

Changes of address should be sent to Caroline Silvey as soon as possible.

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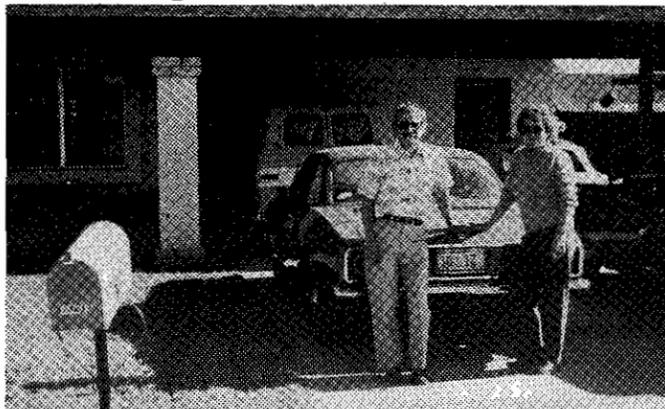
On The Cover

Taken at the Cactus Corvair Club's 9th Annual All Chevy Day, a good representation of FC production was on hand for the many thousands of spectators to see and admire. The Rampside on the far left could charitably be called CORVANATIC Tom Schrum's 'before' shot. Due to a miracle of auto body restoration methods and techniques, there will be an 'after' photo of this same unit in next issue. Watch for it and be amazed, dumbfounded and stupified next time! The Greenbrier on the far right belongs to member Harry Bennett -- the Rampside in the middle belongs to still another CORVANATICS member, Larry Aldrich. The other two owners we're still working on!

In This Issue

Tom's report on the CORVANATICS Annual meeting, Caroline's annual financial report, Dan's 95 truck in words and pictures, Tech Topics and a new feature - "Member Comments and Questions".

AT RIGHT: Tom and Caroline at the Editor's home during their visit to the Phoenix area. GOTCHA!



Forward Controlling With The President



CONVENTIONING WITH THE PRESIDENT

We have returned from the CORSA National Convention in Grand Rapids. It was a good convention. In fact we enjoyed it more than we anticipated. To report on the convention let me get complaints and gripes out of the way first and follow with the good parts.

Our first problem was not knowing when the CORVANATICS meeting was scheduled until we arrived. Vice-president Ed Gridley received no answer to his letter asking for a time schedule and where to park his large recreational vehicle when arriving from the campground.

We (the Gridleys and Silveys) had planned to get to the Convention early Thursday evening since a CORSA officer had previously indicated that our meeting would probably be sometime late Friday. However, Ed finished his job early and we managed to leave a day early. We arrived in Grand Rapids early Wednesday evening. We were quite surprised when several CORVANATICS members told us that the CORVANATICS meeting was scheduled for 1:00 PM Thursday. If Ed had not been fortunate enough to get to leave early we would have missed the meeting. So now you see why most of us think that all convention schedules should be published early and in their entirety. We also missed some interesting tech sessions on Wednesday because we didn't know about them in advance.

Second complaint: The Banquet seating arrangement with the table numbers was displayed at the registration table. Each Chapter could get their group's tickets together and reserve a table only if they had the tickets in hand. However, some favored Chapters didn't have to comply with the rules. Seems that some are more equal than others.

After spending a fair amount of time getting our group's tickets together we located our choice in the center-rear. But, upon arriving at the Banquet it was found that our table numbers had been changed so that a large group was centered in our former location and we smaller groups were shoved off into the rear corners. It wasn't bad there except it was sometime difficult to hear those speaking at the podium due to the ridiculous background music which was playing in the background all the time (even in the restrooms!). We were not the only ones complaining about the table number shift - the serving people who were assigned by table numbers were complaining also.

Heard many people complaining about the ac-

tivities being so spread out. A friend of mine from Michigan got so disgusted that he packed up and went home. However, it was not really that bad once you found were things were to be.

Now, I have complained enough. But I feel it's best to show the good and the bad. For too long now, all we hear about CORSA and the Conventions is a sugar coated story about how great things are. But when you talk privately with members of the board you find things aren't always so rosey.

Now for the good part (with no sugar). Accommodations at the Amway Grand Plaza Hotel were excellent, perhaps too much so for a Corvair Club Convention - we didn't spend much time in those beautiful rooms. According to some sources there were many more cars and people at the Convention than anticipated. It has been a long time since we have seen so many excellent cars displayed for judging and peoples' choice at a National Convention. At least 15 excellent FC's were judged, displayed or just parked in the parking lot. We attended six meetings: CORVANATICS, Monza-Lakewood, AirVairs, Ultra Van Group, Claypool's fuels and detonation tech session and the CORSA Business Meeting.

The CORVANATICS meeting was a good one. We had the usual short business report by the SEC/Tres, who reported our Chapter's reasonably good health (more on this later). The remaining hour-and-a-half was spent discussing technical questions. Gary Segal of Randallstown, Maryland revealed the method of repairing the "boomerang" with pictures and actual parts. The details of where, when and how much should appear soon in CORVAN ANTIGS. I indicated two Chicago Rawhide "Speedisleeve" part numbers that I have been using for repairing the seal surface of the harmonic balancer and the torque converter. For the torque converter use CR part number 99174. For the harmonic balancer part number 99160. The price for these runs from \$14 to \$17 each. The meeting was closed with a short demonstration on how to grease an FC rear wheel bearing for only those who were interested.

The Monza-Lakewood meeting was a flop since the group is apparently defunct. About six people attended and it was found that a meeting was scheduled only because one was scheduled last year.

The AirVairs meeting was a good one. I learned a lot about air conditioned Corvairs. Mark Corbin and Mike McKeel can answer about any question one might have on Corvair A/C. Mike

Dan's Old 95 Truck

"WHEN I FIND A BETTER, TOUGHER, ROOMIER TRUCK I'LL BUY IT!"

...and ten years later Dan Yoerns is still driving his FC.

Not a direct, verbatim quote - but the gist of it. This issue, and for the next several issues, we would like to highlight some of the everyday workhorse FC's. Yes, agreed, it's important to have beautiful show quality FC's stashed away for future generations to see and admire, but let's give these everyday FC's the credit they deserve! These day in, day out trucks are what the FC's reputation as a tough, reliable and versatile vehicle was built on!

On this subject of workhorses, the FC that immediately comes to mind of any Phoenix area Corvair enthusiast is CORVANATIC Dan Yoerns 95 truck. This tough old Corvan was born into a rough life, so to speak - it was ordered by Ma Bell as a service truck in 1961. Dan purchased his 1961 Corvan in April 1975 after he retired from the Air Force when he needed a truck to move the family's belongings from the base to their new home. He did it - an entire houseload in about 20 well-packed trips. Dan had had several Corvair cars during the sixties, so when the need for a truck arose, the FC was a natural choice.



LOADED!!! CHECK THAT NEGATIVE CAMBER!
RALPH WOULD BE PLEASED.

The Van was acquired from a wrecking yard with very low mileage - apparently Ma Bell abandoned this unit after a minor front end collision. The dent was hammered out and the Van placed into daily service. To this day the dent remains, the faded green paint is still faded and to the best of my recollection, it has never been washed - it's only a truck you know...

When Dan started Valley Corvair Service, naturally the 95 became the company truck, its floor forever coated with spilled gear oil (which, incidentally, is still seeping out of the side doors) and loaded down with toolboxes, floor jacks and greasy old parts. The shiny, new parts reside on top of the bare foam slab over the engine.

The torquey 95 horse engine, 4-speed and trailer hitch make it an excellent tow vehicle, and that it's done! MANY times. Too many times to really count. For example, during their recent move of Valley Corvair Service and Futuristic Finishes to a new shop the FC towed 8 vehicles and 12 trailer loads to the new shop. I've personally seen the inside filled literally floor to ceiling

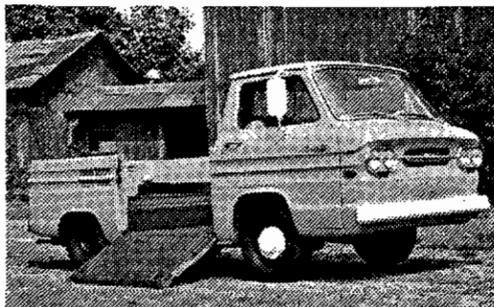
with engines, transaxles, suspensions, body parts and who knows what else. Normally running several degrees of positive camber in the rear, there have been loads that set new records for degrees of negative camber. Ralph would be very pleased!!! Nothing seems to phase this old Corvair truck. Always total reliability - always consistent good running. The Van has seen dozens of Corvair Club trips, several long hauls to Texas, and of course, its annual parts laden pilgrimage to Palm Springs.

Now if we could just talk Dan into washing it!!



DAN, SON KARL AND THE TRUCK AT THE PALM SPRINGS SWAP MEET LAST YEAR. OR WAS IT THE YEAR BEFORE? OR WAS IT...

Just so you don't think Dan's family has a new fleet of water pumpers to fall back on - think again! Dan's wife has been driving a Greenbrier as her only daily vehicle for over eight years. When his daughter Laura became driving age, Dan BUILT her a '65 Monza from the ground up. Now as son Karl approaches driving age, Dan is putting together a hot '63 Monza Ragtop with 140HP 4-speed, '64 suspension, etc. Of course we cannot forget to mention Dan's flawless, pristine '63 Monza Coupe show car with factory A/C that he also built literally from the ground up. (LITERALLY - he found the car with its belly resting drivetrain and suspension-less on the ground.) Or his shortened, convertible 2-door Lakewood which is appropriately and affectionately called the Pondwood (too small to be a Lake[wood], get it...) But you get the idea - a true Corvair family!



(con'd from page 27)

McKeel is technically sharp on air conditioning of any kind.

The Ultra Van Group meeting was sort of a combination Ultra Van Club meeting and Ultra Van Chapter meeting. It was reported that the Ultra Van designer Dave Peterson is working on a 700 series model based on Chevrolet Chevette components. The most interesting thing to me is that he is considering marketing a kit for the 600 series. The 600 series is a beautiful piece of machinery and I'd buy that kit when it becomes available.

Ultra Vans are having a serious problem with the 4:11 differential ring and pinion sets. Six known failures or near failures have been reported. The mode of the failures is not known at this time. However, it is known that the splines wear thus loosening the pilots and the pinion wobbles to destruction. The vendors promise to investigate this problem with the manufacturer, but will not reveal who the manufacturer is. Many 4:11 sets have been sold, apparently with good results. But the heavily laden Ultra Vans seem to bring out the weaknesses. One question comes up - did this new problem show itself in the Yenko Stingers? Certainly Stingers, with their high power, abuse a 4:11 differential more than an Ultra Van, and Stingers use 4:11 gear sets. If you have a 4:11 gear set in your FC and the differential starts to hum, beware, this is the first symptom.

While the Ultras were wrestling with their 4:11 gear sets, I shocked them with the news that FC's have been failing the pinion shaft internal splines on manual transmission power trains for many years, the worst case being the 3:89 ratio. Many Ultra Van owners have switched from powerglide to four-speed transmissions with the 3:89 ratio for economy and mountain country driving.

Larry Claypool's tech session on the problem of using today's fuels was most informative. Three solutions were offered: 1. Retard timing with attendant performance loss. 2. Recurved distributor - water injection and/or Carter detonation eliminator with both one or two above. 3. Changing 110 HP and 140 HP engine combustion chamber design by milling the head gasket top surface flush with the squish surface and milling an equal depth step in half the piston top (only with new pistons). See CORSA Tech Guide, Fuel-Air section, pages 4,5 and 6.

The CORSA Tech Guide is a must for any Corvair owner. It is well worth the \$20 price. It is well written and edited. CORSA members owe Larry Claypool and Clay Wispell a much deserved thanks for this fine piece of work.

Each year we see less and less of the usual crowd of convention attendees, with most of those missing replaced by a slightly smaller number of new faces. Some members lay the

blame for this change, along with the reduced number of new and used parts vendors and the changing face of CORSA in general, on the CORSA Board of Directors and management. No doubt, things could have been slightly different, but let's face it, we are living in a constantly changing world. We all get older and our interests and needs change. There are fewer Corvairs to be found in salvage yards and less headed to the yards. The challenge of restoring a car to show grade excellence has been met by many people, and you no longer see them at the conventions and shows polishing their prized possessions. These people, as many others do, come to the conventions to see old friends and enjoy seeing others do what they once did. Some people just get bored with the hobby and direct their interests and time to something else.

Therefore, I think what we are seeing today in the way of changes in the Corvair hobby are inevitable, and while we may slow the rate of change we cannot slow down the march of time nor change the desires of people. However we can enhance our Chapter's use by more active participation in shows, conventions, helping other members and above all, contributing to the editor's need of material for publication.

The editor has not had sufficient input from members and cannot publish the JULY-AUG issue. It will be combined with the SEPT-OCT issue. Our organization may be healthy in some respects but certainly it is sick when it comes to contributing to the newsletter.

Tom Silvey

FINANCIAL STATEMENT

June 30, 1985 to June 30, 1986

Balance as of June 30, 1985 \$2158.34

Receipts:

Dues		
Decals		
Patches		
Stationary		
Newsletters		
Paint Index		
Tech Index		
Misc.	\$2230.20	\$4388.54

Disbursements:

Newsletters,	
Stamps,	
Labels	\$1468.14
Supplies &	
Misc.	77.19
PIP	80.33
	<u>\$1625.66</u>

Balance as of June 30, 1986 \$2762.88

CORVANATICS has 300 members

Caroline M. Silvey
Sec. Treas. CORVANATICS

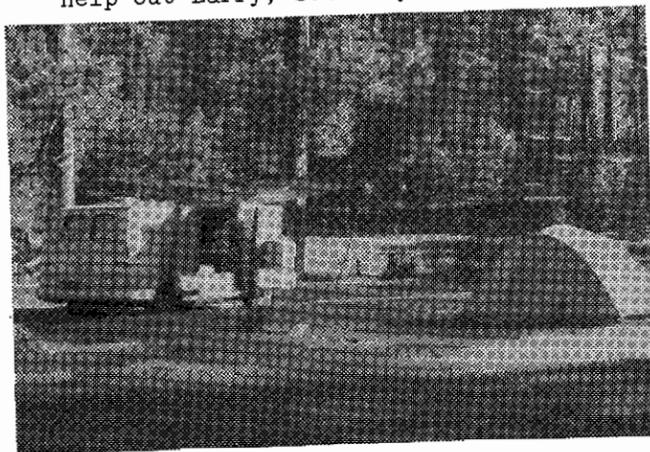
Membership Comments/ Questions

Some thoughts:

1. I don't think we need to feel bad about having few or no group activities, I think it is reasonable to have the Club just for the newsletter and the network of FC people it provides.
2. I do think it is important, and grows more so with time, to maintain the network so that we can all share important, as well as entertaining, information.
3. I think the requests for input from membership are somewhat intimidating because it seems that long compositions are called for. I suggest you institute a "Membership Comments/Questions" section or "Letters to the Editor" and invite people to write whatever they think, just like newspapers or magazines. Further, it could be a good way for folks to exchange technical info, by asking questions and having the membership respond with answers.
(Ed. note: Thanks for the ideas - as you can see we have instituted the new column. We have always encouraged our members to make their opinions known. Let's hear from you now! By all means, just jot down your thoughts. We always need feature articles and photos, but we also would like to hear your comments and suggestions.)
4. Another idea: Take an annual survey of vehicle population owned by the membership and publish the results.
5. My first question for the "letters to the Editor": How do you move a vehicle when the powertrain is out? What happens to the inner ends of the axle shafts? Can it be towed? How fast?

Sincerely,
Larry Hickerson
Santa Maria, CA

(Ed. note: Here's a good Tech Question for our Tech Ed. Bob Kirkman - can you help out Larry, Bob? Any of our members?)



Fracas Lake Meadows Campground, Unit 1
Near North Rim, Grand Canyon, Arizona

Club Boutique

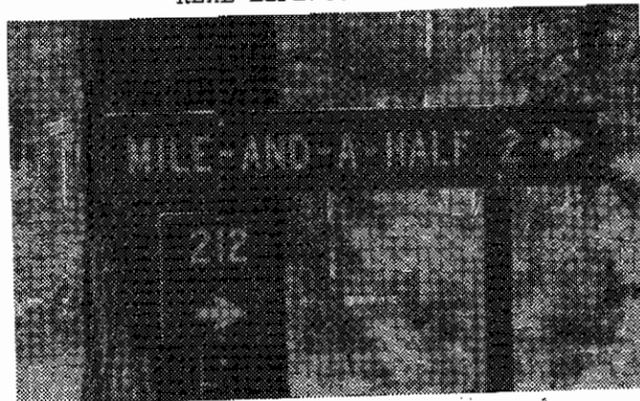
CORVANATICS merchandise available through Caroline Silvey:

Window decals - \$1.00 each. Jacket patches - \$2.15 each. Club stationary and envelopes - \$.05 each. Back issues of CORVAN ANTICS - over 60 issues - all volumes up to and including vol.2 #3 are 60¢ each (nine issues). Vol. 2 #4 thru new issues are \$1.00 each. Complete set is only \$50.00.

FC Paint Mfg. codes, paint combinations, prices and options (21pp.) is \$4.50.

CORVAN ANTICS Technical Index - Complete listing of technical material published between 1972 and 1984. 8½ x 11 bound - \$1.50ppd.

REAL LIFE CONFUSION!



HOW FAR DID YOU SAY THAT WAS???

Did You Know? FC Facts

The Forward Control Series of the Corvaire production amounted to only 7% of the total number built.

Factory Air Conditioning was never offered in any FC vehicle.

The high performance engine was never available in any FC until the 110 HP engine was released in 1964. Apparently GM realized that the balky 98-102HP engines were inappropriate for the lugging and weight carrying service truck owners were subjecting these vehicles to, so the 80 HP engine, with its great low end torque, was it. When the superior 110 HP engine was made available in 1964 and 1965 it was only available in the Greenbrier, since this was considered a passenger vehicle.

If an FC came with only one option, what was it most likely to be? Either the optional right side individual (bucket?) seat or a bench. NO OPTIONS? Not likely. For a view of probably the only Corvan ever built without the optional right side seat check page 10-121 of the 1961 shop manual. Greenbriers, of course, had at least the front bench as standard equipment. Anybody out there ever see an FC with only the left seat?

Tech Topics

LET'S START EARLY!

Right or wrong, I had feedback that the Grand Rapids CORVANATICS annual meeting was something of the "what shall we do now?" type.

Let's start early for the 1987 Chicago meeting and ask CORVANATICS members what topics they would like to hear discussed. Even if you do not plan to go, send in your topic ideas. Some of them could even find their way into a CORVAN ANTICS issue. For right now, just drop a card or letter to me. Several topics will be selected and members of knowledge will be contacted as presenters. It's worth a try.

BRAKE ADJUSTMENT

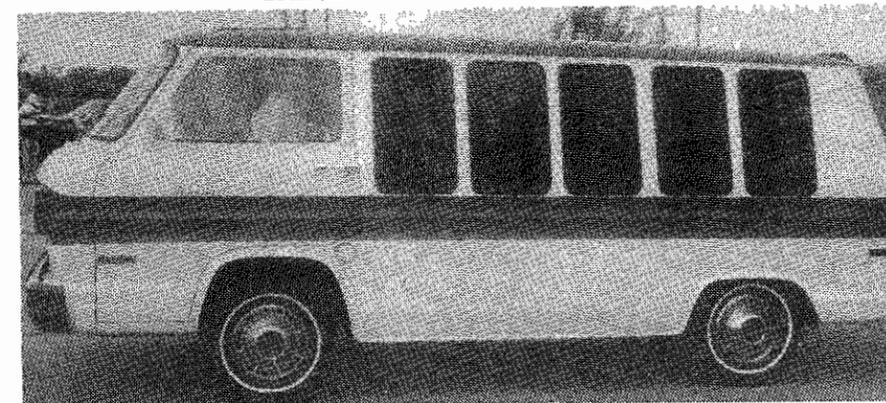
Member Ron Sunday wrote that he was having trouble getting pedal height without some drag on all wheels. The 1961 shop manual is the only one in the house and it reads to back off seven notches (the old manual adjusters) on all four brakes. I always had a hassle with the rears because if you jack up the vehicle under the body, the suspension tucks under. The drum goes with the wheel and axle shaft, but the shoes go with the backing plate and control arm. The shoes are crooked inside the drum. An adjustment that runs free in that condition will have more than needed clearance "down the road", and a lower pedal. Jacking the vehicle under the control arm will minimize the tuck-under. Get as close to the wheel as you can and still be able to adjust. A slight drag on the rears could be O.K. down the road. Check for hot drums after a bit of driving with a minimum use of the brakes. Obviously they are too tight if the drums get hot. There are ways to lick the tuck under during an adjustment, but probably not worth the effort. Other things are involved, such as adjustment of the master cylinder push rod eccentric bolt, and the condition of the shoes and drums.

This is about what I provided to Ron. Will some of the members please send feedback if you have had the same problem and found a similar or different solution.

CORVAIR THUMPERS

Dave Newell wrote and provided literature (Chevy bulletins) of the front main bearing problem being in 1960, not 1962 as I remembered for the issue of CORVAN ANTICS. Never trust an old mind! Thanks Dave.

R.A. Kirkman



FC Classified Ads

1961 Rampside. Came from Arizona so body great. Approximately 300 miles on completely rebuilt engine. Pictures available upon request. Mike McDaniel, 248 Los Felicos, Walnut Creek, CA 94598, (415)943-6960.

1963 Greenbrier, 95HP, Powerglide, some rust in floor, leaks oil, runs great. \$900. Nat Rotstein, 23 Bailey Drive, Massapqua, NY 11758, (516)281-1667.

Two 1966 Corvairs. 1 runs good, has little rust and one small dent back of driver's door. This one is a Monza. The other is a 110HP, it will run but is rusty. Want to sell both as I am retiring. All have original parts, good glass. \$600 for both. Carl Florence, 232 East North, Winchester, IN 47394, (317)584-3781 before 8:00.

1964 Greenbrier DeLuxe van, 4-speed, 3:89 rear, rebuilt from ground up. Also 1965 Greenbrier, 4-speed w/van motor (restorable). Many van parts, all for \$1800. Bob Bradbury, 2912 Moyer Road, Powhatan, VA 23139. (804)598-2419.

FC parts, eight rust-free bodies for parts thereof, beautiful 1964 aqua deluxe interior with all side panels. Mechanical, trim, etc. Reasonable - write or call with your needs. Larry Aldrich, 912 N. 86th Way, Scottsdale, AZ 85257. (602)947-9353

From The Editor's Glovebox

Well Folks, I don't know what else to say. I've asked, begged, coerced and pleaded in every way I could think of, but month after month still no material is submitted for our newsletter. As you probably noticed by now, we were forced to combine the last two issues. This was done with great regret, but it was either this or mail you six empty pages. It might have made a point but would have been a terrible waste of the Club's money. As I've said before, it's up to you. We can continue to have our unique chapter or it will die. ONLY YOU CAN CHANGE THIS - AND I SINCERELY HOPE YOU WILL! PLEASE...

Ken Krol

Gene Brier
&
his buddy "FC"



That's just a rough estimate, I have no idea
what it will really cost.

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FIRST CLASS



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THE FORWARD CONTROL CORVAIR PEOPLE