



CORVAN ANTICS

VOLUME 17

NUMBER 4

JULY & AUGUST 1989



RAMPSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

(Illustrating Chevrolet Motor Division)



CORVAIRS OF NEW MEXICO CLUB LIBRARY VAN

CORVAN ANTICS

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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PRESIDENT	Clark Hartzel	16911 Anita	Fraser,	MI 48026
VICE-PRES	Pete Koehler	27446 Beacon Square	Farmington Hills,	MI 48018
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HISTORIAN	Dave Newell	PO Box 588	Orinda,	CA 94563
EDITOR	Ken Krol	17433 N. 16th Lane	Phoenix,	AZ 85023
TECH ED.	Bob Kirkman	1820 Moffat Dr.	Leonard,	MI 48038

On The Cover

Club project of Corvairs of New Mexico, this Corvan brings the Club's Library to members at meetings and events. Story in this issue.

In This Issue

National Convention FC coverage, much more (and hopefully the final word) on axle ratios, statistics galore, dropped valve seats and assembly defects, a trip to the bookmobile, a kitchenette, registry update and a Mobile Command Center? Bet you can't wait to dig into this oversize issue...

Club Boutique

CORVANATICS MERCHANDISE AVAILABLE THROUGH CAROLINE SILVEY

Window decals - \$1 each. Jacket patches - \$2.15 each. Club stationary and envelopes - 5¢ each. Back issues of CORVAN ANTICS all volumes up to vol.2 #3 are 60¢ each (9 issues). Vol. 2 #4 through current issue are \$1 each. Complete set is only \$75.

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

CORVAN ANTICS TECHNICAL INDEX is free to members who haven't received it.

Forward Controlling With The President



THE NATIONAL CONVENTION

My wife, Joanne, being the intelligent member of the family, decided to fly to Kansas City and leave the driving to me and co-pilot son Mark, age 11. She got a round-trip ticket to K.C. and back on Southwest Airline for only \$83, while I spent about \$90 on gas alone, plus meals and motel bills. Oh well, it was a Corvair convention and I was bound and determined to take a Corvair FC!

Our trip started on Monday morning, July 24, as Mark and I loaded up the '61 Greenbrier and hit the road at 8:00 AM. We drove to Ann Arbor, Michigan and made our first stop about 9:00 AM for breakfast at McDonald's. We ate and I decided to gas up at the station next door. After fueling we pulled out of the gas station and just started down the entrance ramp to I-94 when the engine coughed and died. Vapor lock! Now I remembered well the Larry Claypool advice on installing an electric fuel pump. I was so busy the last week trying to get four carbs rebuilt and finding all the linkage to make them work, I forgot about the electric pump. After 15 minutes of fooling around unloading everything on top of the engine cover, pouring cold water on the pump and lines, choking the carbs with my hands while Mark ran the starter, we finally got it going again and drove to Indianapolis without incident.

As we merged onto I-70 I pulled in behind a Dodge van from New Jersey with a roof top carrier and some swap meet stickers on the windows. Turned out to be Bob Marlow and Wayne Leonard from NJACE. We drove along for a while until a rest stop where we took a break and exchanged pleasantries. It seems they were going to stop in St. Louis and visit the Arch, so Mark and I decided to do the same, and we convoyed the rest of the way to KC.

The Gateway Arch is awesome, and we went into the theatre to see a movie on how it was built. Quite an engineering and construction masterpiece. We then took a tram car ride to the top where the view from 630 feet is spectacular! If you ever get to St. Louis, don't miss it. After the Arch we walked down to the Riverfront and had dinner on one of the many river boats in the area. It was a neat time and we enjoyed it. We stayed in a Red Roof Inn west of town.

Tuesday morning we woke up to find the Cotrofelds in the same motel. I'm not sure what the odds are that someone from Michigan meets a friend from New Jersey on the freeway and another friend from Vermont at a hotel near St. Louis, but it happened to us! We later ran into a caravan of Corvairs from Chicago, but we were pretty close to KC by then, so the odds were greater.

We arrived at the Adam's Mark about 2:30 PM and checked in to find our room ready and the air conditioner working fine! It was hot and sticky in KC the whole time we were there. Mark wasted no time finding Chris Hand and Tim Cotrofeld, and I didn't see much of him the rest of the day.

I went to the airport to pick up Pete Koehler, who flew in from a business trip to Florida. We walked out to the parking garage to my 'Brier and started to leave when the dreaded vapor lock struck again. Now we were being charged by the hour to try and get it started again. It didn't, so we pushed it to the toll booth, paid the fee, and pushed it outside so we could see. Pete had an Oldsmobile courtesy car waiting off site so we hopped a ride on the shuttle bus, picked up the car, stopped to get a can of gas and returned. We had to pour gas into the carbs several times to get it running, but it finally started and we headed to the nearest restaurant to eat. Had the best pizza ever at a place called Minsky's. By now I had learned my lesson on vapor lock and left the 'Brier running on short stops or opened the access door, engine cover and rear doors on long stops to let the heat out! Made it difficult to lock the vehicle with all these doors open but who would want to steal a 28 year old van?

Wednesday I borrowed Pete's air conditioned Olds station wagon to pick up Joanne at the airport. Her flight was delayed in Chicago due to a thunderstorm and we barely made it back in time to go on the dinner/theatre tour. It was great and I'm glad we made the bus as we never would have found it by car. Even the bus driver took us to the wrong restaurant and we had to load up and go a couple miles to the right place.

Thursday was Concours day and, although my 'Brier is decent, it is not a show vehicle so I washed it, cleaned the vinyl interior and entered it in the car display. It turns out I was the only entrant in FC and won 1st Place! The turnout in Concours was better, but not great: only one Greenbrier, three Rampsides and one Loadside entered the show. For a National Convention this isn't a very good showing, considering there are at least 300 FC's in CORVANATICS, and not all CORSA members with FC's belong to CORVANATICS. Oh well. It was very hot and the show was on an asphalt parking lot.

I went back to the hotel around noon and we went to the Truman Library Tour. Imagine having to make the decision to drop the atomic bomb on Japan only a few months into office. Somehow I can't see our re-

Corvanatics Annual Meeting

The 1989 CORVANATICS Annual Meeting, held on Saturday August 29 at the CORSA National in Kansas City, was a great success! As we only had one short hour to do a year's worth of business our brand new Prez Clark Hartzel called the meeting to order right on time. The Rally/Econorun was running late and Clark himself barely made it back in time - other members trickled in as the meeting wore on. Altogether we had 75 people show up for the meeting and we even signed up a few new members!

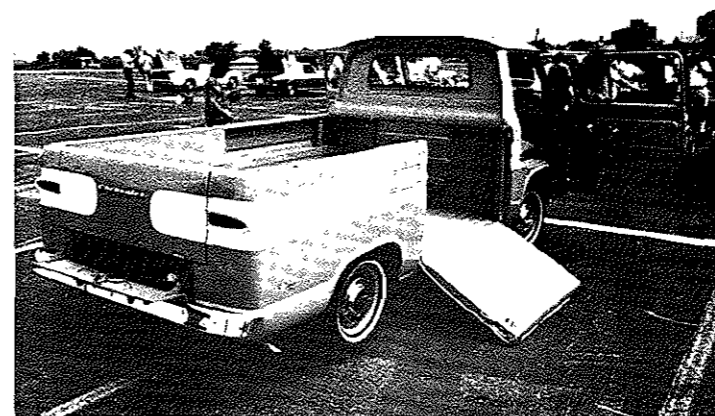
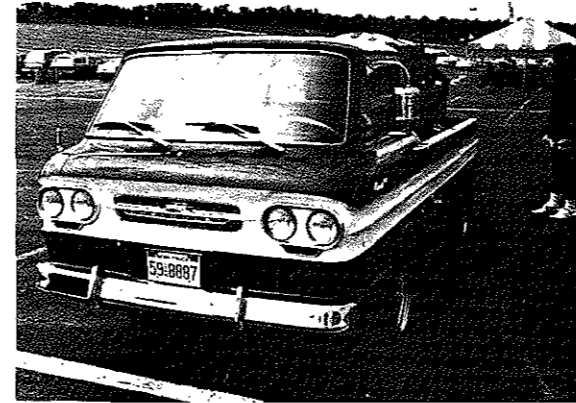
Caroline's Treasurer's Report confirmed we are still in good shape financially. Clark introduced all of the Officers present and spoke on his plans for the Club. Another CA Drive-In is planned for this Fall in the Midwest and other Division Directors will be looking into events and get-togethers for other parts of the country. If any of you have any ideas for your part of the country don't hesitate to contact your Director! Any of you west coast people interested in a get-together at the Palm Springs Meet in November?

The rest of the meeting turned technical. Bob Kirkman was on vacation in the Canadian Rockies and in his place sent three cut-away mufflers, courtesy of Walker Mfg. Co., for us to examine. The debate of round vs. oval vs. turbo rages on. Other topics covered included carrying a spare axle flange along with a spare axle, as they DO fail (look for a tell-tale ring of powdered rust to signal imminent failure) and when they do you aren't going anywhere! A certain 11 year old Miss then solved all of our vapor lock problems!



Left to right: Pete Koehler, VP; Bob Marlow, Eastern Division Director.
Right to left: Caroline Silvey, Sect/Treas.; Ed Gridley, Director at Large;
Clark Hartzel, Prez. Anybody know the man in the middle with
the Corvair Club of Cincy T-shirt? Photo taken Annual Meeting.

FC's in Kansas City



Photos by Clark Hartzel

Axle ratios re-visited

I would like to clear up a thought made in Axle Ratios Revisited (Vol.17 #3) that all FC's used a 3.89 ratio and all the manual shift FC's used 3.27. "'Taint so!"

Early-early '61's with the optional 4-speed used a 3.27 ratio. The 4-speed used on this set-up had the special 4.26 first gear ratio. This allowed the overall ratio in 1st gear to come out about the same as the three-speed that used the 3.89 differential. Once in 4th, as Spence notes, the 3.27 works comparatively like an overdrive. Trouble is, with only 80 HP on tap, the 3.27 is just too tall to handle any load.

With field reports of poor top gear performance coming in, Chevy quickly substituted the 3.89 differential for use in all 4-speed trucks, just as the 3-speeds had always been. The special 4.26 ratio transmission was discontinued also, as the lower final drive ratio made it unnecessary; thus, the regular car (3.65 1st gear) transmission was used from here out. So the only FC's to use the 3.27 axle were the early '61's with the special 4-speed. All other FC's through '63 used the 3.89.

For 1964 and '65, the increased torque of the 164 c.i. motor allowed use of a 3.55 axle ratio, with all transmission types. The 3- and 4-speed transmissions, however, retained their 1963 ratios which were lower (higher numerically) than the '64-'65 car transmissions. That, incidentally, makes the '64-'65 FC trans a hybrid of sorts - the bigger input shaft and detail improvements of the '64 but with the low ratios of the '63.

So, if you're looking for "GM recommendation" the conclusion would have to be in favor of higher numerical gearing.

My trucks? they've all got 3.89's, of course!

Larry Claypool

(Tech ed. note: I confirm that Engineering agreed the 3.27 ratio was not adequate after the vehicle was already on the market. They also considered the 3.89 did not lower fuel consumption because you could use less throttle.)

3:27 vs 3:55 ratios

another members experience

This title is not a full explanation of what this article is about, however it does touch on the basis of what I have done and experienced with my 1964 Greenbrier.

As I wrote before, my Greenbrier started out its new life with me having a car.3.27:1 axle ratio with the original truck transmission. Well, after experiencing problems like a slipping clutch and not the greatest acceleration in the world, I decided to change to a 3.55:1 after I finally acquired one. I had originally installed the "Vega" clutch disc and, low and behold, it turned out to be the culprit of the slipping clutch. With everything ready to go back in with the standard Corvair clutch disc, I put the 3.55 axle in. The shortcomings of the Vega disc causing the slippage was due to the ring "washer" that bolts to the flywheel being too thick, and the disc knocking off the bolt heads or that portion thereof.

With the new axle, clutch, bolted flywheel, and rebuilt pressure plate in place, the world of FC travel showed me some new things.

First, for city travel, the truck transmission became more of a dislike for me. First gear was even lower: sure I could spin the tires in dirt from a dead stop, but who cares! The 1st and 2nd gears just seemed to be an amplified annoyance for me in the city. And the shift into 3rd was an even wider gap. But I didn't want to pull everything apart again just to change the transmission, or did I? Yes, I did. As the first month went by, 1st gear synchronizer got worse until it would jam trying to get the thing into first. And second seemed to be less willing. So I started looking around for a substitute transmission. All I had were car transmissions so that is what I ended up putting in.

Now the car transmission is set up different gear ratio-wise and I figured that this may be the way around the ratio problem. I knew how the gears felt in a car but not in a truck. Well out came the old and in went the new, and that put the ratios right where I like them. Some of you, I am sure, wonder about the ratios after this, but check your service manuals. However I believe that, looking at the 1965 Shop Manual, the Greenbriers in that year used the same gear ratio as did the cars.

Well off and running now with the 3.55 ratio and one of the bad effects is the loss of gas mileage! City dropped from an average of 18 MPG to a weak 16 MPG. Highway? I really have not been on a trip only on the highway yet, but a combined short trip and city driving yielded me just shy of 18 MPG when I was used to 23 MPG. The moral of the story? I like the mileage figures with the 3.27 axle better. I think maybe it could have been a good ratio if the Vega clutch would not have given me problems. I may try to find me one of the 1961 truck 4-speed transaxles and give it a try. The bigger 164 c.i. engines may fare better than did the early 80 HP engines. I would like to hear from others that have had experience with the 3.27 axles and the granny-gearred transmissions.

Donald M. Richmond, Sr.

A Special Report

I asked Ken Krol if he could publish this report, even though it involves another group (Detroit Area Corvair Club) and it involves Corvairs as well as FC's. The point of publishing this in CORVAN ANTICS is to draw attention to what has been my opinion for some time now: The FC enjoys a better survival rate than Corvairs! Here are some DACC facts. How do they stack up with your Chapter, and Corvair events that you attend?

DACC's car count topped out at 287 according to my survey. Of these, 45 were considered parts cars, and have been excluded in the following portrait of production vs. ownership.

When calculating percent-of-production owned by DACC members, you have a bunch of zeros behind the decimal point before you come to a real number. For benefit of clarity in charts and graphs, I have done the ownership division, and multiplied by an arbitrary 100,000 to form an index number. When the index number gets larger, it simply means that the members own a larger percentage of vehicles produced in that model year.

We all know that automobiles deteriorate, and the more years they have to deteriorate, the less desirable they are to own. So you might expect the index to be lower for 1960 models than 1969 models, and ownership of the last year of production could be somewhat inflated by a desire to better maintain the "last ones", or to hold onto one that is sub-standard because it's one of the "last ones".

On this page you will find the numbers for production, ownership and DACC's index number. Looking at raw numbers, you will see index numbers for FC models are much greater than similar year early model Corvairs. This would lead you to conclude the survival rate for FC's is better than for Corvairs! You will note no one in DACC owned a 1965 FC so the index is a slim zero. However if only one were in the Club, the index would be 65.44!

Rather than look at raw numbers, move on now to the chart of index numbers vs. years. Here you will see a rather smooth curve of higher index numbers for later production years (1967 is an exception). This curve, in my opinion, is related to survival rate. Both Corvairs and FC's show the same trend, but it becomes evident here why I conclude survival rate for FC's is better than for Corvairs. I feel this does not just apply to DACC ownership. Look around at any Corvair "Convention" and just count the FC's vs. early models and realize the FC's were only one-tenth the production of early model Corvairs.

I don't know if anyone else has made a study like this in a large CORSA chapter or not. I found it interesting, and hope you did also.

By the way, the survey turned up 21 turbos, 10 air conditioners, 6 specialty vehicles (which were excluded from the data shown).

Early Model Corvair Production = 1,271,099 (1960-1964)

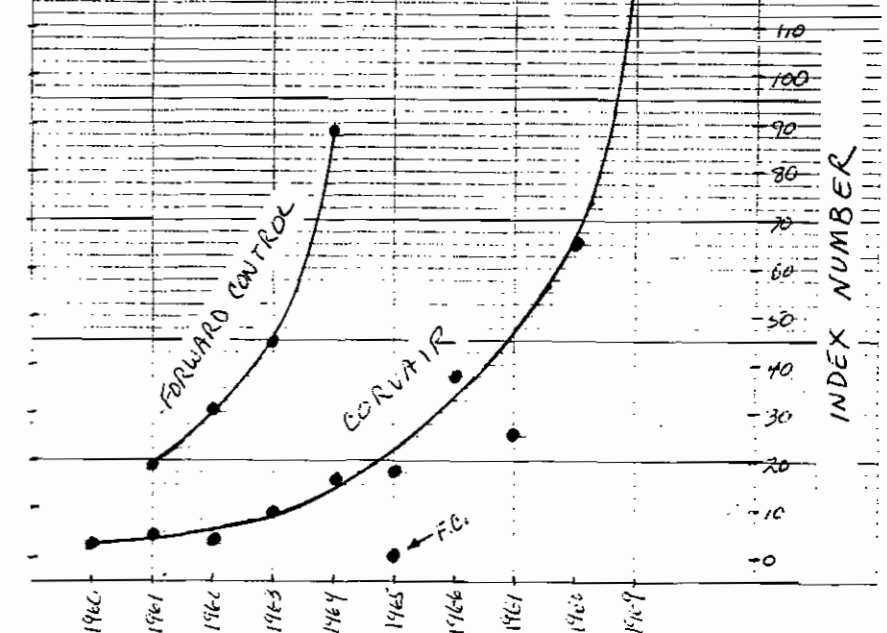
Production	Year	Vehicles Owned	Index (x 100,000)
250,007	1960	8	3.19
282,075	1961	12	4.25
292,531	1962	11	3.76
254,571	1963	23	9.03
191,915	1964	31	16.15
1,271,099		85	

F.C. Model Production = 127,221 (1961-1965)

Production	Year	Vehicles Owned	Index (x 100,000)
47,557	1961	9	18.92
35,969	1962	11	30.58
26,968	1963	12	44.49
15,199	1964	13	85.53
1,528	1965	0	0
127,221		45	

Late Model Corvair Production = 387,923 (1965-1969)

Production	Year	Vehicles Owned	Index (x 100,000)
235,528	1965	42	17.83
103,743	1966	39	37.59
27,253	1967	7	25.68
15,399	1968	10	64.93
6,000	1969	8	133.33
387,923		106	



C of NM - Library Van

From time to time during the past several years members of Corvairs of New Mexico have discussed having a Club Library, so members could have access to reference materials of interest to Corvair owners and so items pertinent to the Club's history could be stored in one place. The same problem always came up when a library was discussed: where to put it so all members could have access to it.

I had an eight-door van in storage at a Club member's place since 1983. It was somewhat of a basket case and I didn't feel much like messing with it, as I had several other FC's in running condition. About three years ago I mentioned to one of the Club members that I needed to get rid of that van; it was just taking up space.

It was at that time he came up with the idea of making a mobile Club library. So it was done with the help of several Club members. I drive it to the Club meetings and activities.

The van is a 1961 8-door with a powerglide transmission and a 95 HP engine. It is yellow with a white stripe.

LeRoy Rogers
Corvairs of New Mexico

(ed. note: Library van made an appearance at the KC National...)

Yeah, It is Overcooling

On the road again: blissfully cruising to New Mexico for the Red River Rendezvous. Since I had eight days of vacation and wanted to see a little more of the New Mexico high country, I jogged west at Santa Fe into the mountains, beginning an extremely scenic "loop" that would end up in Red River. The road climbed high mountains and dropped into long, green valleys again and again. Kind of a real world roller coaster - also, unfortunately, a real world torture cycle for Corvair valve seats. I coasted for miles and miles through the cold drizzle down into Valley Grande, one of the most beautiful long valleys a glacier ever carved. At the bottom was a forest service sign indicating a hiking trail leading into the grassy meanderland of a mountain stream of frothy, white water. It was too much for an avid hiker to resist: I parked the van and shut off the engine. That was the last time it was to run on six operational cylinders!

The next morning, after a sublime hike and a night of Alpine camping, it happened. Hit the key, a loud clanking, then a dead cylinder. Miles from nowhere with an engine that would barely run. After that awful sinking feeling subsided I came to the realization that all my years of trouble-free Corvair-motoring had just caught up with me; the faithful old FC had just dropped a valve seat!

What to do? What could I do... as it would hardly run. Since the valve not sealing was -24-

an intake it was blowing exhaust back into the common intake manifold and leaning out the two good cylinders on that side. To put a bandaid on a broken arm but solve the immediate problem and prevent further damage to the head, I pulled the rocker arms and pushrods to the effected cylinder. Naturally it still had a dead cylinder but ran well enough to continue my journey on five cylinders. 55 MPH was easy on flat ground however hills were an obstacle reserved for the lower gears. Bobcat Pass, the last hurdle before Red River, was almost 11,000 feet and its summit was crested at a snail's pace of 15 MPH in 1st gear!

When I got to the bottom of that last hill before the seat fell out, the engine was running so cold that the damper doors were completely closed. I had been downshifting into 3rd, and even 2nd, gear to slow down without burning up my brakes on the long downhill stretches. I don't have guages in the van but there was no indication that the engine was running hot on the uphill, it really seemed cool and probably was considering the cold, rainy weather. What an awful decision to have to make: ride the brakes and lose them or downshift and drop a valve seat!?!

Ken Krol

Membership Comments/ Questions

Sure enjoyed the current issue of CORVAN ANTICS. It would be interesting to have Dan Brizendine explain in detail what he means by: advanced turbo cam, three plate high clutch, recalibrated modulator, 16 plate oil cooler and thermal idle airbleed. Hm?

Jim Craig
Joshua Tree, CA

(ed. note: was wondering that myself... There you go, Dan, another article in the making. We want to hear from you, too. We always welcome your comments and suggestions.)

FINANCIAL STATEMENT

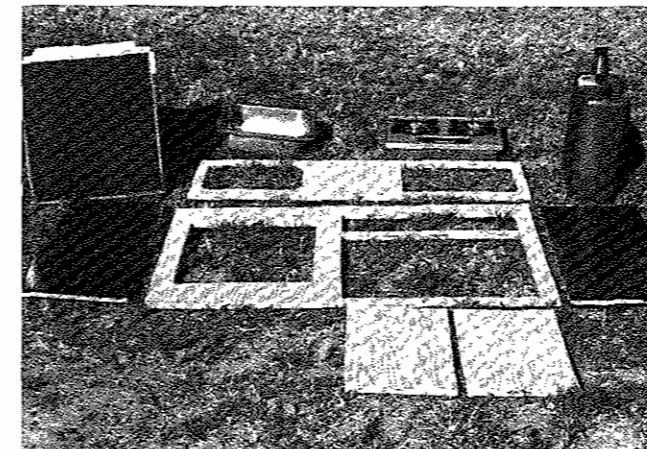
June 30, 1988 to June 30, 1989			
Balance as of June 30, 1988			\$3104.81
Cash on hand	\$84.00		
Receipts:			
Dues, decals, patches, stationary, newsletters, paint index, tech index & misc.	\$2045.57	\$5234.38	
Disbursements:			
Newsletter & back issue printing	\$2055.27		
Postage	776.27		
Telephone	33.98		
Supplies	22.38		
Total	\$2887.90		
Balance as of June 30, 1989			\$2346.48

Caroline M. Silvey
Sect./Treas. CORVANATICS

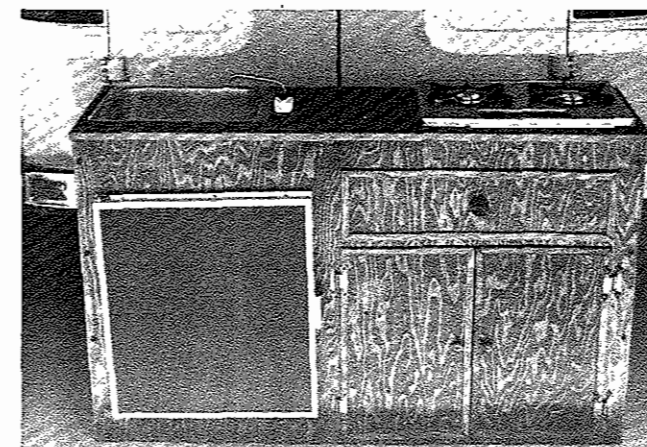
Corvan Quasi-camper takes on a kitchenette

After seven years of planning and good intentions, but a serious lack of excess cash, the counter unit is finally completed, operational and in service.

The unit mounts directly behind the front bench seat (similar to the factory unit) and was designed to take up a minimum of precious floor space. The unit is constructed of 3/4 inch fir plywood with all joints glued and screwed so vibration and road shock won't tear it apart. Screw heads are countersunk and hidden by wood caps and exposed plywood edges are covered with moulding. The completed unit was stained and given three coats of waterproof polyurethane.



The icebox, stove, sink, faucet, water pump and water tank all came right out of the J. C. Whitney catalog (at about a 60% savings over RV shop prices!). The five pound propane cylinder and 12 gallon fresh water tank are hidden under the unit behind the doors. The sink drains outside of the van. I added two extra layers of 3/4 inch sheet styrofoam around the icebox. On the first trip I made two ice cubes out of one-gallon plastic milk jugs and it took a week for them to melt!



The unit (counter unit, not Corvan) had it's maiden voyage to the Red River Rendezvous in northern New Mexico, combined with a week-long camping trip, and worked out excellent! "Corvair most likely to have dinner fixed inside of." Now if I can just get the paint and bodywork done someday... The Corvan Camper received the "Ugly Duckling Award" at the RRR in New Mexico - now if that isn't incentive to spruce it up I don't know what is!

If any of you would like specifics about my installation, don't hesitate to write.

Ken Krol

Factory Defect

People who own a vehicle for a while, also people who plan on keeping a vehicle "forever", tend to notice little things - little peculiarities - about the vehicle. After I had owned my Corvan for several years I began to notice a "kink" of sorts developing on the roof and roof rail above the side cargo doors. Now using my old van as hard as I do I became alarmed, figuring the poor FC was bending in the middle from the stress of repeated off-road trips. So naturally I immediately fired off a letter to our resident expert on FC body ailments, Bob Kirkman. From what I understand, Bob did write me a long, detailed letter explaining body stress, etc and concluding not to worry, it shouldn't go any farther. I say "from what I understand" because the letter and a bunch of other tech stuff destined for the newsletter never got to me, courtesy of our highly efficient Postal Service.

Semi-relief. Some months later, Bob and his wife were travelling through Phoenix and decided to stop for a visit. Naturally, while he was waiting for me to return from work, he scoped out the "kink" in my van's upper body and, upon my arrival, informed me that the buckle had been there since the day the van was assembled in the factory!

Funny how you can look at something and never even notice it. Bob's explanation of the problem: Four pieces of metal slip together at that point; the roof, the right side panel, the inner roof rail and the side trim panel (see 1961 Shop Manual drawings 10-5a and 10-11a). The outer edge of the "U"-shaped inner roof rail slipped between and parallel to the other three pieces. Well during assembly an area of the edge of the metal about 1 1/2 inches wide was pulled down. Rather than stop, straighten the defect and continue they just forced it together, stressing and buckling the metal pieces.

I may have a factory assembly defect in my FC but at least I know now that I didn't cause it, and that the old van is good for another 25 years! Remember: our Tech Editor is ready and waiting to solve your technical problems, too!

Ken Krol

Items of Interest

While traveling in the Southwest in the Spring of 1989 I visited briefly with LeRoy Rogers of Albuquerque, who is a member of CORSA and CORVANATICS. Of the six Corvair type vehicles at his home, one was a Greenbrier and one an 8-door Corvan. LeRoy said the Corvan was a "club project" turning it into a Corvair Library on wheels. Shelves inside hold publications, manuals, etc. I encouraged LeRoy to do a write-up on the project for CORVAN ANTICS.

While traveling east on I-40 on May 13, 1989, between Tucumcari and Santa Rosa (New Mexico) we saw a yellow Greenbrier with brown stripes cruising along headed west. If one of CORVAN-ATICS' members recognizes himself from that description, how about an article for the newsletter about your "daily driver", or about the event that put you on the road that day?

Bob Kirkman

Mobile command center?

It's pretty unusual to see an FC on the road in Phoenix anymore (except for local Club members) in regular use. They're around, it's just not an everyday occurrence to see one. Well the other day I was headed to work. I stopped at a red light and what did I see in the oncoming left turn lane but an FC. I thought to myself "wow, a white Greenbrier". As the light changed and it turned in front of me I saw it was actually a white Corvan with a brown stripe. What caught my eye was a business logo sign painted on the side. "Wow, someone actually using an FC in their business!" Then I got a good look: MOBILE COMMAND CENTER was lettered on the side. Huh?

Registry Update

Remember the FC Vehicle Registration you all filled out and mailed in to Larry Thomas? You did fill yours in, didn't you? Well Larry has forwarded me the 1961 results so far, with the rest to follow. The survey turned up 62 1961 models among our members. Broken down farther we have 25 Greenbriers, 15 Corvans, 17 Rampside and 4 Loadside. (one did not port a model). The following chart shows the percentage of models owned by our members vs. the percent of production each model was.

% owned by members:	Brier	Corvan	Rampside	Loadside
	41%	25%	28%	6%
model's % of total production:	38%	33%	23%	5%

Now to me that's pretty amazing: the percentage of each model originally produced 28 years ago is almost identical to the percentage of each model we own today!

Larry is now going to have another of our -26-

members, John Bennetto of Cincinnati, do a data base and sort the lists by serial number, body, build plant, etc. Some of the stories on the back of the forms are pretty good and we may put together an issue just from all the results and stories. As soon as I receive the rest of the results from Larry I will publish it.

FC Classified Ads

WANTED: oil bath air cleaner ass'y for 1963 FC. Complete or parts of. Jim Craig, 7011 Sunny Vista Rd., Joshua Tree, CA 92252. (619) 366-9104.

LARRY'S CORVAIR PARTS has the most rust-free Corvair parts available in the country - from the dry Phoenix Valley. Cars, FC's, bodies, sheet metal, engines, rear wheel bearings for cars and FC's, crossmembers with original factory black paint, floor pans, doors, power trains, many used and NOS parts available. Larry Aldrich, 912 N. 86th Way, Scottsdale, AZ 85257. (602)947-9353.

MUST CLEAR GARAGE BY DECEMBER. FC parts for sale: Front suspensions for '61, '63, '64 \$75 each, '63 truck cab top with rear glass \$100, '62 Van full roof \$100, 2 - '62 3-spd \$50 each, '61 4-spd and 3.27 axle \$75, '64 3.55 axle \$50, All glass GB - small glass \$25 - long glass \$50, FC front doors \$50 each, rear doors \$50 each, glass for doors \$25 each. '60 engine/PG/3.55 complete \$150. '65 car 4-doors \$50 each, glass for doors \$25 each, 2 '65 3-speeds/3.27 and 3.55 axles \$50 each, rear suspension \$30, front suspension \$50, brake drums \$15 each. Craig Wilson, 125 Summit Dr, Cedar Falls, Iowa 50613, (319)266-6343 (voice or TDD)

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cent crop of "wimp" presidents ever making a tough decision.

Thursday night was the Riverboat Cruise and, although the boat had a paddle wheel, it was a "dummy" and barely turned as we dished up and down the river. The meal was great and the entertainment better than average. An enjoyable evening.

Friday we didn't have much interest in standing out in a parking lot watching autocrossing in 90 degree weather, so we went on a tour of our own into Kansas and Nebraska. Ended up putting 300 miles on the 'Brier! Got two more magnets for the refrigerator. I'm collecting magnets of each state I drive a Corvair in. So far I have Ontario, Canada and 23 eastern states. If I drive to the National next year I'll really improve my collection!

Saturday we entered the Rally/Econoron. Nice scenery, but I got tired of following people going 20 MPH. So I passed everyone I could, skipped the fuel stop and continued on the Rally. It was fun, but too long, and I barely made it back to the hotel in time for the CORVANATICS Meeting. Saturday night was the Banquet and the food was great. We had a waiter named Nader, honest! As usual, the awards presentation was too long and put everybody to sleep. Ought to hire a pro like Bob Marlow to MC the Banquet.

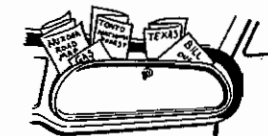
Sunday morning we went to Denny's across the street for breakfast and decided Joanne would drop off Pete Koehler's Olds at the airport on her way home and Pete would ride with me in the Greenbrier. We didn't get two miles from the hotel and saw a couple of Corvairs on the side of the road with hoods and deck lids up. It turned out that Rich Carrol's Stinger blew its distributor right out of the engine, causing some internal damage. They had already decided to tow the car home with a 95 HP Monza power-glide with Air. I thought they were nuts so I volunteered my 'Brier. At least I had bigger brakes, a trans cooler and 140 HP. Rich agreed so we swapped my 1 7/8" ball with a 2" ball to match his tow bar and, naturally, his wire harness plug didn't match my plug, so we "scotch plugged" some wires together and got all the lights working. Off we went to Chicago! The car towed pretty good and the only problem we had was vapor lock after a lunch stop. By now I was already carrying a jug of water and a can of gas so it didn't take long to get it going again. We stayed at Rich's house near Chicago, saving me a hotel bill, and left for Detroit about 7:00 AM Monday.

We pulled in for gas near Benton Harbor, Michigan and who do we see? The Kirkman's coming home from the Canadian Rockies with their travel trailer. We talked for a while and when Bob said he was only driving 55 MPH we bid farewell and blasted off at our usual 65-70 MPH. In all I put 2200 miles on the 'Brier, 500 of it towing a Yenke Stinger, and haven't dropped a valve seat yet! Knock on wood.

Clark Hartzel -27-

From The Editor's

Glovebox



As of the last issue we have a new printer. Tom Schrum is a CORVANATICS member and owns a printing business here in Phoenix, so naturally we will give him our business. Why the change? Simply we get much more for our money. Tom will be printing CORVAN ANTICS in offset type printing instead of Xerox copying. As you may have noticed last issue and this issue the reproduction quality of the photos is very much improved, as well as the overall appearance. In addition, Tom is doing heading lettering and photo screening, folding and stapling, reductions (the way we get more material per page) and all this for less than we were paying for the mediocre work of the print shop we were using!

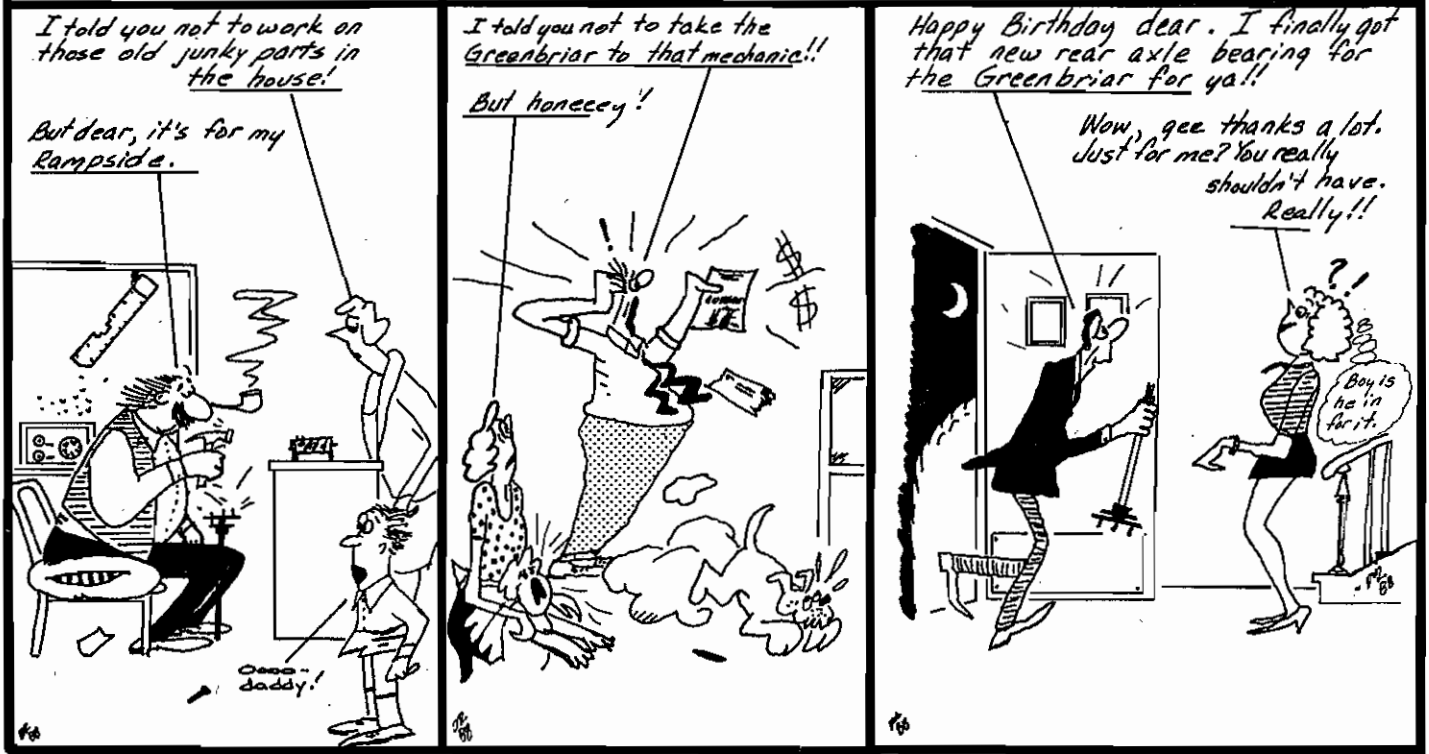
As you can also tell, we decided to have an extra big issue this time. Hopefully, if we get enough material soon enough, we may even get the newsletter back on schedule. Naturally this means YOU need to sit down and write up that article you have been putting off. There have got to be a couple hundred good stories floating around out there among our members after a full summer of vacations and FC projects. We would all love to read about yours! May we hope big? How about an issue this size every time?

I would like to take this moment to welcome our new president, Clark Hartzel, and our new vice president, Pete Koehler and also thank Tom Silvey for his many years of service to our Club. It's people like these that keep our organization strong!

What have I been doing FC-wise? As shown elsewhere in this issue I finally finished the counter unit in my Corvan and drove it to the Red River Rendezvous in New Mexico. Met many CA members over there as well as saw a rather unique use for a Corvan, namely a bookmobile. LeRoy Rogers' report is elsewhere in this issue. I finally made another CA Annual Meeting - of course that meant a 3080 mile round trip to Kansas City! This time I took my '63 Monza Convertible and had absolutely no problems driving to this excellent Convention. A brief report on the meeting is in this issue, as well as some FC photos courtesy of Clark Hartzel. The latest thing I've been doing is removing the left cylinder head from my up-until-now reliable Corvan.

Yeah, stop bragging Clark, my FC never dropped a valve seat before either! Your day will come! See "Yeah, it is overcooling" in this issue for details.

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