



# CORVAN ANTICS

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MAY & JUNE 1993



RAMPSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

Illustration Chevrolet Motor Division



A VIEW OF BOB MARLOW'S GREENBRIER DRAWN BY KEN OAKLEY OF NJACE

## The Steering Column

BY BOB MARLOW

What do you do when the first day of the big "Spring Carlisle" swap meet gets snowed upon? You go visit 85 FCs, that's what.

As part of my involvement with Ableson's Automotive, I attended the late April Carlisle event as a vendor, selling the many non-Corvair items that were in stock at Bill Ableson's shop. But an unusual Spring snowstorm blanketed the Carlisle Fairgrounds on opening day, such that my partner and I never even began to unload our wares from our two trucks. Instead, we said "let's go visit Jeff at the Corvair Ranch."

The Corvair Ranch is located just outside historic Gettysburg, Pennsylvania, less than an hour's drive from Carlisle. (Well, less than an hour when the weather is good. The first road we tried was closed due to the snow.) The Ranch is, to the best of my knowledge, the only full-sized fulltime auto recycling facility (formerly known as junkyards) devoted to Corvairs. More than 300 Corvairs in varying states of disrepair are lined up in neat rows on several acres of rural farmland.

And of these more than 300 Corvairs, a quarter are Greenbriers, Corvans, Ramp-sides, even a loadside or two. Jeff Stone-sifer, the proprietor of the Corvair Ranch and a Corvanatics member, has a special fondness for FCs. He lists "FCs a Specialty" on the Corvair Ranch business card. And he drives a '64 Greenbrier regularly.

"One day, a guy came in with a box of Corvair parts that he wanted to sell," Jeff told me. "So I gave him \$100 for the whole box, took the parts out of it, tuned it up and drove it." The box, of course, was the Greenbrier.

In addition to having over 300 Corvairs for parts picking, Jeff runs a Corvair repair shop at the Ranch. He charges a remarkably low hourly rate, and he has literally hundreds of happy customers. Hanging out at the Corvair Ranch is like a trip back to the mid-seventies, because so many "daily driver" Corvairs are still on the road in the region, thanks to Jeff.

Aside from the stock of Corvairs in "disrepair," there are many more that are complete, nice cars. Most of these "good" cars are kept inside several buildings on the Ranch, as are tens of thousands of parts. One building houses at least one of just about every interesting Corvair, from a Monza wagon to a Corsa turbo to an Ultravan, even a pair of 1965 Greenbriers.

I love all Corvairs, but nearly 100 FCs in one place really grabs me. Every time I visit the Ranch, and this snowy day was no exception, I browse among the rows

of Corvair trucks. Many were in very nice condition before they met their fates in collisions, and so they still provide a good supply of parts. Many others are terminal rust cases, but in these vans often live healthy hearts, ready for transplant into another vehicle.

The Corvair Ranch is a four hour drive from my home, but it is always worth the trip. Jeff welcomes visitors, and will even accomodate entire Corvair clubs for organized tours. Don't expect some yuppified shrine to a worshipped car. The Corvair Ranch is a good old-fashioned, down-home friendly Corvair junkyard and repair station. It's a great place.

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You can expect a terrific annual meeting of Corvanatics at this year's CORSA Convention in San Jose, California. One of the local Convention organizers is Frank Dotson, a Corvanatics member and '64 Ramp-side owner. Frank saw to it that we got a favorable time slot in the busy Convention schedule. We'll meet on Friday, August 6th, 1993, at 3:00 PM. This is after the Econorun and Rally, and before the CORSA Chapter and Membership meetings.

Our meeting will consist of a BRIEF business portion (treasurer's report, etc.) and annual elections, followed by a one or two-topic technical presentation of interest to FC owners and all Corvair enthusiasts. As I write this column (in April), one of those topics is tentatively set to be enhanced engine cooling without modifications to the vehicle.

If you wish to run for Corvanatics office this summer, please let me know in advance. In addition to the traditional offices of President, VP, Secretary and Treasurer, we have four Directors: Eastern, Central, Western, and At-Large.

Frank Dotson is also making the necessary arrangements for a Corvanatics table to be set up in the vendor area throughout the Convention. At this table we can "spread the word" on our organization, sign up new members, and renew existing memberships. (Member volunteers will be needed to keep this table open as much as possible during Convention hours. Can you help?)

So if you are on the fence about attending this year's Convention, jump down on the Corvanatics side and attend! It promises to be a good one, for Corvair enthusiasts and "Corvan" enthusiasts!

## The Last Word on Dropped Spindles

Just got my new issue of CORVAN ANTIICS and felt a need to comment on the "Dropped Spindles and Disc Brakes".

While it is true the 1958-70 Chevy passenger car spindles will "bolt up" to the FC ball joints, be advised it is not a bolt-up conversion.

The passenger car spindle has a different ball joint hole spacing to accommodate the wider brakes used on those cars versus the FC. The end result is you will end up with 4 or 5 degrees positive front camber when using the passenger car parts. You can adjust that with more camber/caster shims (about one inch worth!) requiring longer bolts, as well.

Seems to me I had to mess with the bolt holes for the steering arms too - they didn't match exactly.

The above was surmised when installing 1968 full-size spindles/disc brakes onto my Rampside.

As for disc brakes only, on my Greenbrier I bought a conversion kit for the 1958-64 passenger car. Installation of this kit required that the top wheel cylinder anchor bolt be shortened  $\frac{1}{4}$  inch, as well as cutting off  $\frac{1}{4}$  inch from the spindle where the bolt threads in. Again, due to the difference in brake shoe sizes between the FC and passenger car. Everything else bolts up to the stock FC spindles and steering arms. No realignment required.

By the way, when installing disc brakes DO NOT use a Corvair master cylinder! Purchase a master cylinder from a 1969-70 Camaro with manual disc brakes. It will bolt up to the FC and have the proper valving and reservoir capacity. Also be sure to check brake hoses for rubbing the wheel/tire, especially when turned sharply. Most kits do not provide the brake hoses, so you will have to see what fits. I used stock 1978 NOVA front brake hoses on my Greenbrier with good results.

Larry Claypool

"The 'Vair Shop"

## Tech Questions for Consideration

I have been a CORVANATICS member for a few years. My pride and joy 1963 'Brier was broadsided, rolled and totalled six years ago. Being a Corvanaddict, I rescued another one from a local boneyard and melded the best components of both vehicles into currently a daily driver. Slowly it is being restored as a duplicate of my original with custom paint, camper conversion interior, original accessory chrome roof rack, etc.

Two questions and a request...

In retrospect to the accident, I believe anti-sway bars, if installed at the time, could have stabilized the suspension enough to have prevented the roll-over. For that reason, plus handling improvements, I desire to install a front bar and possibly a rear bar and/or other device to prevent tuck-under of the rear wheels. I had original spec shocks and tire pressures at the

time of the accident. I have never seen an article about the use of anti-sway bars on FC vehicles. I present this subject for response by other members, especially any recommendations for use of assemblies from other makes and models originally equipped. Perhaps a compiling of all volunteered responses plus the guidance of our Technical Editor could result in a Technical article in the near future. Is this a matter of interest for our membership?

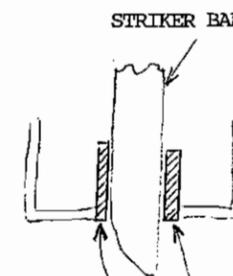
Next question: has anyone rigged a spare wheel carrier under the front floorboard, similar to that of a VW Vanagon?

I want to personally thank all those members who contribute their efforts to the production of CORVAN ANTIICS. Has there been any thought toward promoting a permanent feature Question Column? Perhaps questions could be presented by members on any aspect of FC owner interest, with all experienced members invited to write in with useful responses which could be edited for a following issue.

(ed. note: Walt, we have considered this idea. As a matter of fact this is the idea behind our Tech Topics column written by our Tech Editor, Bob Kirkman. However, Bob reports no more than once or twice a year does he get any response or feedback to his writings. We have a very large amount of technical expertise in our Club but it seems that it is being wasted. Members are always welcome to write with their ideas, questions, comments or any FC experiences - whether technical problems, show experiences, travels in their own rigs or just about anything. Years ago we had a feature called "Pride & Joys", which was a photo feature with a brief write-up on each FC. This newsletter is written by our members, and we'll publish just about anything.)

A final tech hint:

A fix for hard slamming, rattling side cargo doors and 'Briers and vans.



The edge of the striker housing wears rapidly where the striker bar contacts it. Fit shims to provide bearing surfaces. brazing shims in place may be overkill. Soldered shims seem not to fail.

(Bottom latch is indicated - check top latch too)

Walt Berry  
Clemson, SC

CORVAIR RANCH  
(717) 624-2805

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## Corvair Loadside vs. Penn. Turnpike

The scene starts in 1970, on the side of the road heading east on the Pennsylvania Turnpike (I-76) at the entrance to the Tuscarora Tunnel. Of all things, my faithful Corvair Loadside truck had just thrown it's fanbelt, and there we were - stuck - for the time being!

The trip had started out as a normal Sunday morning plan to visit some relatives. My wife Terry, I and our one year old daughter Shanin Rose embarked on a Sunday drive up to Tyrone, PA to visit some close relatives on my wife's side of the family. We left early Sunday morning after packing up the usual baby items for a short trip: bottle, diapers, baby food and plenty of diapers.

The faithful Corvair truck had an oil leak problem with the pushrod tube O-rings so I had two quarts of oil stored behind the seat. Being a daily transportation truck I did not get those leaking pushrod seals fixed. The price of a quart of oil in those years was cheap enough not to warrant the time and expense to get them resealed. Viton seals were not available at the time to completely eliminate the pesky problem.

The other precautions and plans were taken, like getting a full tank of gas (gas was about as cheap per gallon as a quart of oil), a PA map and some extra cash in case of emergency. The baby seat was placed in the middle between us, tire pressure was checked and the jack and spare tire were ready for use. The one thing I overlooked at the time was to check and be sure there was a spare fanbelt stored with the jack and spare tire. A Cardinal sin for all early Corvair owners who were to embark on a cross-country or long trip. One of the bad features of the early Corvair was the fanbelt, as GM did not have the high-strength material available to design a long lasting fanbelt. The heat and extended running of the Corvair engine had a tendency to loosen the belt and on high revs it could throw it off the pulleys. The 1964 pulley/retainer design stopped all this and, in later years, much stronger belts were available.

After the normal breakfast routine, and a change of diapers, we were off. Leaving York, we headed up Route 83 north to the Turnpike interchange. We then headed towards Altoona, PA and the exit we planned to get off to the closest route to Tyrone. We stopped once or twice for a breather, cup of coffee and a diaper change; the usual when you're on a nice Sunday afternoon trip and in no real hurry. We finally arrived in Tyrone, spending a few hours visiting Aunt Peg and family. We took pictures of her house, our Corvair truck, our daughter (naturally - she was already one year old...) After the usual "have lunch before you leave" and saying goodbye, we pack things up ready to head home. I checked the oil and put the usual quart in. The oil consumption (leakage) was much worse than the gas mileage. It had to get 20-25MPG, not bad for a truck with 70,000 miles on it. You could probably follow those miles with the oil trail it left behind. It didn't burn it it just leaked it. Even before this trip I had planned to change the old tired engine to a newer, lower mileage, faster engine. You remember, I said planned on changing.

Back down through the mountains we went, finally

getting back on the Turnpike and eastward toward home, York, PA. I guess our nice Sunday drive was about to turn into a nightmare, as the engine warning light came on (yes, the red idiot light on the instrument panel). It meant one of two things: the oil was all leaked out and the engine was "hot" or the fanbelt had flipped off or broken. It's like the lottery numbers: they never come in when you want them. It was the fanbelt. I flopped the engine door down and, sure enough, the belt lay there in pieces. At that instant it struck me: I had completely forgotten to check for one before we left home that morning!!! Normally, even driving around home, I had always carried an extra belt. These instances never happen like accidents - 5-7 miles from home. Anyhow, I checked the areas I usually had one hidden, but to no avail. I didn't luck out and find one, not even a used one that would get us to a garage or even home.

Then came the usual question from your worrying wife: "What are we going to do now?". It was just about feeding time for our daughter, who had been doing real well as a one year old traveller: sleeping. She was enjoying the scenery from her baby seat, which sat up high, giving her about 180 degree visibility of everything. As I pulled the pieces of the belt away from the fan so nothing else would get damaged, and check everything else over, we decided what our next step would be. Luckily we were only three miles from the Tuscarora Tunnel. So I felt if we could limp the truck to the entrance of the tunnel we possible could get help or phone a garage to bring a belt. There are six of these giant tunnels on the PA Turnpike and if you have ever traveled it you know what I mean.

So off we went, trying to go as slow as possible to keep the engine temperature down, yet moving fast enough not to get run over by the tractor-trailer rigs that flew in those days. The speed limit was 60 or 65 MPH, that meant cars would go 70 MPH and trucks 75 MPH. We went about a mile and the engine temperature got hot enough to make the excessive oil on the engine smoke a little. The fumes and oil smoke got up into the passenger area, giving the truck a little blue-cloud effect that made it uncomfortable. Shanin was crying during the ordeal; between the smoke and the hunger pains I guess she had enough of that. So I pulled over to the side of the road to let the engine cool and open the doors to clear the smoke out. After five or ten minutes we took off again. I did this maneuver two more times before getting to the tunnel entrance. At that time the baby was at her peak of disapproval.

I walked over to the center dividing lanes to the door that hopefully would lead me to the tunnel guard office. To my surprise a guard in uniform met me and asked what the problem was. I explained about the fanbelt and he understood the emergency. Maybe he heard the curse Corvairs were given about the fanbelt dilemma? Really it was the Corvair owner's fault if there really was a belt problem. Things like not having the belt adjusted to specs or an over-stretched or frayed belt. The most important remedy was to carry an extra belt for an emergency...

The guard's name was Mr. Burns and he called the nearest garage and explained our situation. They

would send a tow truck and bring out a belt, and it would take them about a half hour to get there. I said fine, we would wait for them to get there. Mr. Burns then suggested that I get my wife and baby and have them come upstairs to rest a bit until the tow truck got there. So I went over and we gathered up the usual items again - diapers, formula, baby food and diapers. He took us upstairs and showed us around. Behind those large windows at the tunnel entrance is a very large room, which serves as an office, a sort of a lounge and a large kitchen with all home type appliances. It was more like an office apartment. Since Mr. Burns understood the baby's crying plea - it was past her supper feeding time and of course her diaper change time - he offered the use of the kitchen to warm the bottle and food jars. First things first, after the diaper change Shanin finally had her appetite filled. We were not hungry, as we ate at Aunt Peg's before leaving, so a trip to the restroom was all that was needed before the tow truck arrived. After the baby feeding, Mr. Burns graciously showed us around the tunnel facilities and explained their jobs as tunnel personnel.

After a very interesting and courteous tour, we headed back to the other entrance to watch for the tow truck to arrive. After a few minutes there it was. We thanked Mr. Burns so much for his help over and over, it seemed in this case not enough to just say thank you.

We got over to the truck and waited patiently as the mechanic put the new belt on. I even helped him, as I probably had done this more than he had (maybe not?). After paying the bill of about \$12 we packed up things again and headed home once again. I cannot remember the cost of belt in 1969-70, probably around \$2-3 for a good belt or even cheaper for a Pep Boy's special for a spare. So it's like the commercial you hear about: you can pay me now or pay me later... Well anyway, on the road again, traveling at 55-60 MPH. Just glad to be on our way again, this time a bit more cautiously, even with the new belt. No more going 65-70 MPH as when the belt broke in the first place. Trying to get out of the way of the BIG rig that was about to tap my bumper if we didn't go any faster!

We finally got to our Route 83 South exit on the turnpike. There it was only 25 more miles to home; good old 532 E. Philadelphia Street. After backing into the garage and unloading things, a quick check of the new belt and another quart of oil, the trusty (?) Corvair truck was put to a much-needed rest and cool-down after the experience it had versus the Pennsylvania Turnpike. The truck would rest but we would probably have nightmares about the trip for some time.

Things finally got back to normal and after a few weeks the ordeal of that trip became normal conversation. After a discussion we both felt what Mr. Burns did for us that fatal day of the breakdown was a very nice and comforting feeling. I thought it might be nice to write a short letter to the Turnpike Commission, or whoever it was that I addressed the letter to at the time, thanking Mr. Burns and crediting him with a nice and courteous assistance to our family, and the use of the tunnel facilities. Well, that was done; and on we went with things. A few months later we received a note from Mr. Burns and a copy of the Turnpike Commission/Authority monthly newsletter! What a surprise hearing from him and reading the very nice article in the newsletter, titled "The Very First Baby Ever Fed and Changed In

A Turnpike Tunnel". It mentioned all of our names and the circumstances that required Mr. Burns' help. He was congratulated for his duties by the then-Commissioner of the Turnpike and Tunnel System. We thought that was very rewarding and the better thank-you he deserved.

Here it is, 20 years later. If Mr. Burns is still living we wish him well. Our daughter Shanin is now 20 and is a hairdresser at the Galleria Mall. And the diaper changing has stopped quite a few years ago. We also have another daughter, Terry Joe, who is 18 and in school to receive a degree for a Court Reporter. My wife and I are both 20 years older, but I'd better not mention the ages. The Corvair Loadside truck is still around. It is about three miles from our new home, which we have lived in for over nine years already. It is sitting with some other cars and trucks that look they have been disabled for many years. We traded the truck in a few years after the Turnpike incident on a station wagon that was better fitted to our family use. I have seen the truck around town a few times, still putting along like a cat with nine lives. I didn't think there were too many miles left in it after the Turnpike incident. A truck driver lives where the truck sits now; I could never contact anyone there. People who know him say he is on the road for months at a time. The truck has a hole in the windshield and it appears there was an engine fire, as the bed and side vents have black smoke marks. Could it have been another fanbelt breakdown? Or was it an engine fire or electrical fire? At least it appears to be at rest after all those years. It has very good potential to be restored or running use again. Maybe some day...? We have owned many Corvairs since then, but only a few that have come near the feat that the Loadside truck encountered vs. the Pennsylvania Turnpike. We have both drag-raced Corvairs, had one wrecked and totaled, even had one come loose on a car trailer and roll off. There are many stories to all those cars and trucks, but none as memorable as the Corvair Loadside vs. The Pennsylvania Turnpike. Happy motoring and happy Corvair-ing.

Article update: This article was written two years ago and published in the Chevy/Corvette Buyer's Guide. I won a \$50 US Savings Bond for it! Hopefully CORVAN ANTICS members will also enjoy it.

Joe Darinsig  
Central PA Corvair Club

## Club Boutique

CORVANATICS MERCHANDISE AVAILABLE THROUGH  
CAROLINE SILVEY

Window decals - \$1 each. Jacket patches - \$2.15 each  
Club stationary & envelopes - 5¢ each. Back issues  
of CORVAN ANTICS: All volumes up to and including  
vol. 2, #3 are 60¢ each (9 issues). Vol. 2 #4 thru  
current issue are \$1 each. Complete early set up to  
vol. 17, #1 for only \$75 (a bargain!).

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

## F. C. Classifieds

WANTED: Greenbrier original accessory chrome luggage rack stainless steel mat ass'y with rubber moulding strips. I need only the mat ass'y with 7 lengthwise strips and crosswise strips that fit into the chrome die-cast rail support stanchions. (803)654-3633. Walt Berry, 208 Strawberry LN, Clemson, SC 29631.

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FOR SALE: FC muffler bracket GC \$15.00 with UPS or trade for FC ads or literature. 1962-early 1963 turbo outlet pipe, flat gasket style. NORS never used, \$27 with UPS or trade for FC parts or literature. Russ Burgio, 817 Ashland Ave., Buffalo, NY 14222. (716) 883-6930 after 5:00 PM EST.

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FOR SALE: 2 positraction differentials, 3.89, code HL01-24 and HE05-03. Both for FC's, \$150 each. Phil Ballantyne, (313)928-7362, 9290 Melbourne, Allen Park MI, 48101.

\*\*\*\*\*

FOR SALE: 1963 FC engine/transaxle, 3-spd, with bracket, 48,758 miles, \$250. FC bucket seats, VGC, \$300 firm. FC spindles, \$40 each. FC axles with bearings \$50 each. FC painted bumpers \$40/pair. FC doors fair condition, complete \$75 each. Corvan side doors \$40/pair. Corvan rear doors \$40 each. Rick Van Handel (201)796-3074 (address illegible).

FOR SALE: 1961 Rampside, 3-speed, needs restoration, \$1000 will talk.

WANTED: Rampside doors in need of repair.

\*\*\*\*\*

FOR SALE: Gas tank and shifter for late-1963 to '65 van. Normal rust but sound. \$25. Phil Ballantyne, (313)928-7362, 9290 Melbourne, Allan Park, MI 48101.

\*\*\*\*\*

FOR SALE: 3 Ramps, 2 Panels, 2 Greenbriers, also 1960-65 Corvairs, selling out. Fred Johnson, 38 Valley View Park, Reading, PA 19605. (215)926-2485.

\*\*\*\*\*

FOR SALE: Husband deceased, must sell. 1962 white Rampside - everything there - good condition, engine problem. \$800. 1962 red/white Rampside, PG, new engine, new paint, needs minor work \$3200. 1962 Greenbrier, PG, new engine, \$1200. 1962 orange Rampside, new tires, new engine, needs bodywork and paint, \$1000. All negotiable. Marie Valdisera, 5468 Cloud Way, San Diego, CA 92117-1307.

## Boomerang Rebuild

Our member, John Dozsa, is the person set up to rebuild boomerangs and idler arms with NOS components. Surprisingly, he tells me there have been no orders now for a year. If your parts need rebuilding contact John: 4800 Old Washington Rd. Sykesville, Maryland, 21784

Bob Kirkman  
Tech Ed.

## Roster Updates

PLEASE ADD THE FOLLOWING NEW MEMBERS:

Fran Noeller  
6454 Leedom Rd.  
Hughson, CA 95326  
(209)883-2485

Gary Swiatowy  
7838 Chestnut Ridge Rd.  
Gasport, NY 14067

Harry Dodd  
503 S. Canfield Niles  
Youngstown, OH 44515  
(216)792-7580

John Rogers  
RD#1, Box 208, Wildcat RD  
Franklin, NJ 07416  
(201)827-6524

John Velthoen  
2561 Ladd RD  
Modesto, CA 95356  
(209)545-0555

Ray Mitchell  
2802 Palisades Ave  
Columbus, OH 43207

Doug Musselman  
RD 1, Box 308  
Martinsburg, PA 16662

Gerald A. Rapp, Sr.  
203 Michigan St.  
Porter, IN 46304

Steven Avery III  
14 Croft St.  
Greenville, SC 29609  
(803)235-3129

PLEASE MAKE THE FOLLOWING ADDRESS CHANGES

Philip Trickey  
7879 Camp Rd.  
Camp Dennison, OH 45111  
(513)831-7344

Kenneth Drye  
Oklanthoma  
Change Ph # (405)732-6867

Donald Richmond  
Florida  
Change Ph # (904)434-9543

## Tech Topics

FC ACCELERATOR CABLE SPRINGS. TWO?

Why one in the front and one at the rear? A local CORVANATICS member was talking about deficiencies in his accelerator cable operation and attempts to use various springs in the engine compartment. He was not aware that a spring was to be used also up front, and he had none. He sort of had a question of why one big one in the rear was not as good as one on each end. It took me overnight to recall the logic. Maybe you never thought about it either.

Consider a spring only at the rear. When you push the pedal, the cable moves forward, against the rear spring load. Since the cable sheath has a couple gentle bends, the cable insert wants to hug the inside of each bend. Drag! Heavier the spring the heavier the drag. But if you use a real light spring at the rear, it doesn't have enough oomph to pull the cable back when you lift your foot. OK, put a spring on the front end. Sure, it increases effort on the pedal a bit, but when you lift your foot the spring pushes rearward on the cable, which tends to make the cable crowd the outside of the bends. Result is less cable drag and acceptable operation.

(con'd Page 23)

## RESQ921 Attends the National

Word of the San Diego Corvair Club's club project, "RESQ921", is spreading across the country. And those who haven't yet seen it will have the opportunity at the CORSA International Convention this summer in San Jose.

What is RESQ921? IT began as a Club project to put together a Corvair. It turned out to be a Corvan and it drew their Club together like almost nothing before. The Corvan is named for their CORSA chapter number and the fact that it is FULLY equipped to "rescue" any stranded Corvair driver.

The project has involved very little actual cash outlay by the Club. The Corvan itself was donated by Larry Shapiro of Larry's Corvair Parts. The outstanding red, white and blue custom paint job was virtually donated by All American Paint & Body. The graphics scheme was the result of a Club contest. The interior cabinetry was constructed by a talented member and houses the spare parts, repair manuals, tools, lubricants and everything and anything needed to get a stranded Corvair back on the road. The vast stock of parts, tools and supplies, as well as all of the mechanical components such as trans and engine parts were donated by SDCC members and local and national parts suppliers. They had so much donated that they had auctions to sell off the excess, rolling the profits into other needed items.

The club had weekly work sessions where members got together and built the engine, transaxle, suspension, brakes and so forth. It was exciting just to read about it in their Club newsletter. The van is 90% complete and I suppose their members are beginning to utter sighs of relief! It was an incredible team effort.

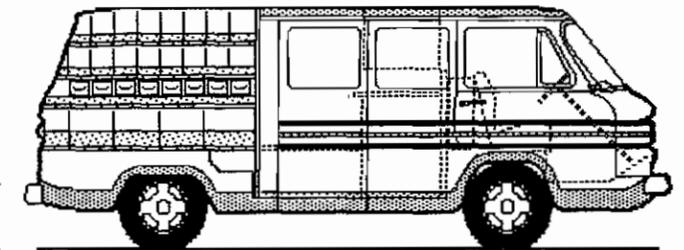
In a wonderful gesture, the SDCC has offered to provide RESQ921 as the official "sweep vehicle" for the 1993 CORSA International Convention. They will run each of the driving events after the last entrant has left, following the route, looking for any member that may be having problems. They are not asking for any compensation, not even gas money. Any parts used will be replaced in kind by the rescuer.

The van is stocked with virtually any parts necessary for "roadside" repairs, including wheel bearings, mounted fan bearings, alternators, batteries, engine mounts, u-joints, rocker arms and pushrods, fuel pumps, powerglide modulators and governors, tune-up parts, lights, filters, wheels/tires - well, you get the idea! Of course, all necessary tools and manuals are stocked, as well as a tow bar - just in case. In addition there are seat and a sink with water system!

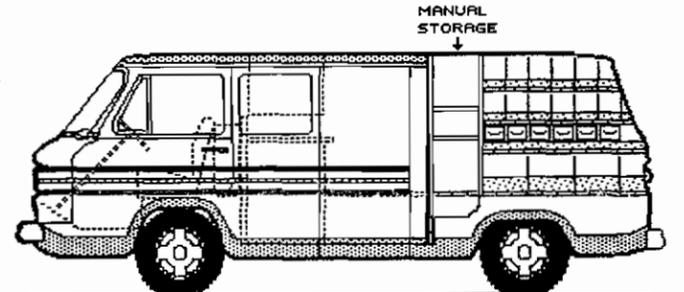
Well, I guess I feel a little more secure driving to the convention now! Let's all hope they only go along for the ride and never have to use any of that parts stock. Thanks to Larry Scrivener, "Vairmail" editor and project "involvee" for the use of the graphics with this article and information supplied on the project.

ed.

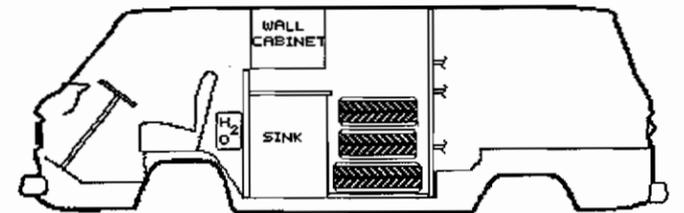
By the way, Larry promises us a cover photo soon of RESQ921 in all it's colorful glory!



PARTS & HARDWARE STORAGE APPROX 36" H X 48" W PASSENGER SIDE



DRIVER SIDE TOOL & SUPPLY STORAGE APPROX 36" H X 40" W



(Tech Topics, con'd)

All FC's used two springs, although the front one changed style when the pedal system changed style. My general recommendation is not to oil or grease the cable. Moving a cable through that length of lube takes effort and, in winter, you may not do it at all. Not sure what kinds of dry lubes are available. If you have any type of lube that worked well why don't you pass the info on to the rest of us.

Bob Kirkman

OFFICAL CORVANATICS T-SHIRTS

&

NOW AVAILABLE! GREENBRIER T-SHIRTS

KWIK BROTHERS CORVAIR PARTS HAS A LIMITED NUMBER OF CORVANATICS SHIRTS. WHITE SHIRT WITH CLUB LOGO ON THE FRONT IN BLUE & RED. GREENBRIER SHIRTS HAVE A LARGE OUTLINE 3/4 VIEW IN BLUE ON A WHITE SHIRT.

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Membership on Corvanatics is open to any CORSA member with an interest in Forward Control Corvaire. Dues are \$6.00 annually, and should be sent to Secretary/Treasurer Caroline Silvey, Box 68, McCordsville, IN 46055.

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