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The bi-monthly Newsletter of CORVANATICS

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The Forward Control Corvair People

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A chartered chapter of the Corvair Society of America

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# Corvan Antics

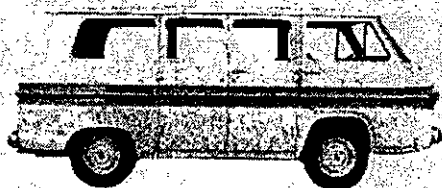
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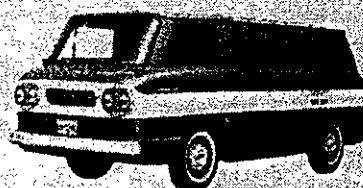
JAN & FEB 1995



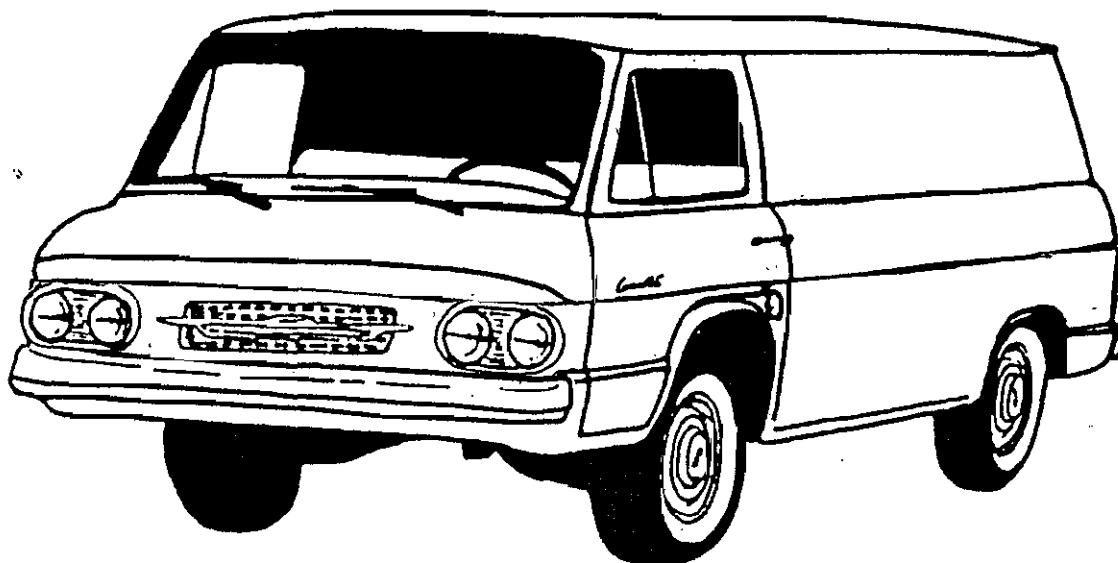
**Pickups**  
Rampside - Loadside



**Sportswagon**  
Greenbriar



**Van**  
Corvan



**Happy New Year**  
**A Corvanatics Newsletter!**

## FROM THE PRESIDENT

by Ward Bourgondien

I hope everyone had a happy and safe holiday season. Let me begin by trying to explain why you have not been getting bi-monthly newsletters for the last year. Basically it comes down to not having a newsletter editor and having a new President that did not follow up on recruiting a person to become the newsletter editor.

If there is a person that would like to step forward and volunteer to produce a bi-monthly newsletter, I would be more than happy to talk to you about taking over the task. I would also like to here from anyone who has a tech tip or article for future newsletters. The hardest part of producing a newsletter is content. Without input from the members, the editor soon runs out of material. I will be acting newsletter editor until a permanent editor takes over and we will be back on the bi-monthly schedule for 1995. Carol will make sure I keep to that schedule by constantly reminding me I need to be working on the next issue. Since a year has passed since your last newsletter dues will be extended an additional year.

For those that do not know me, let me introduce myself. My serious involvement in Corvairs began in 1980 with the purchase of a '63 convertible. As for the FC's I aquired a '63 Rampside in 1982 and still have both Corvairs. In fact the collection has grown to fifteen, but that is another story. At present I have two Rampside's, one with a camper cap, two Greenbriers, one with a camper kit. Does this sound like a pattern is developing? Well actually the Greenbrier with the camper pack belongs to Carol. And if you have any question about that, just ask her and she will strongly support that fact.

The other Greenbrier happens to have 8 doors. I have three Corvans, one that I brought completely taken apart, and I guess you could call it a full size Corvair kit. One of these days I should finish that project. If numbers count I think I'm qualified to be the Corvanatics President. Now if I can just keep the newsletter on tract.

## 1994 - 1995 CORVANATICS OFFICERS

President - Ward Bourgondien  
Vice President - Ken Hand  
Secretary/Treasurer - Caroline Silvey  
Eastern Director - Tim Schwartz  
Central Director - Mike Demeter  
Western Director - Lon Wall  
Editor - We need a volunteer  
Tech Editor - Bob Kirkman  
Historian - Dave Newell  
Founder - Ken Wilhite

## CLUTCH CHATTER POSSIBILITY

by Fran Schmit

In the design of a cable assembly there is no such thing as "push", you can only pull on a cable. If the cable needs to pull something that is on a suspended assembly then you must first pull on the assembly and then when that has moved to its limit your cable can pull on its intended... That's not what you want so you put a sheath around the cable which theoretically gives the end of the sheath the appearance of "ground zero" to the cable, by "pushing" on the transmission crossmember at exactly the same time as the cable does its pulling. This appearance of "ground" should then transfer the pivot point of the clutch pedal assembly to the transmission crossmember... as a hydraulic master/slave would do.

In the case of our beloved FC's we have a small conundrum - the sheath is no longer fresh/virgin/new/tight and some of its wrapped wires have been pushed for years and have loosened up just a bit. These are very stiff wires and will spring back to full length when the load of the clutch is released. Unfortunately what I have just described is a movement of that "ground zero" position from 'load' to 'no-load' and it moves the engine position. If your engine has moved forward during clutch release, then as you let out the clutch, the engine torque turns the axle to move the FC forward... the

axle pushes rearward on the differential - opposing the sheath supplied tension. These two actions can alternate a couple times a second and give you the most horrendous 'clutch' chatter that you'll never want to hear/feel. This is, of course, not the fault of the clutch at all but is "an uncontrolled motion between the cable and the outer sheath" and has the same effect as the stuff we usually call chatter.

## NEW REPRO NEWS

by Bob Slusher

How many times have we heard the term "exact reproduction" only to find after ordering that "exact" means sorta close except for... Well, this time exact means exact! FC turnsignal cams are being reproduced in much stronger spun-cast aluminum ally through a co-op effort of Duane Luckow at L & S Coachworks and Bob Slusher of SDCS Restorations. Most FC'ers have long ago replaced their broken cams with car units (all that was available). Now you can have the real thing with the turn signal stalk at the proper angle. Units will be sold at COST (\$11.00+shipping) to current CORVANATICS members; \$18.00+shipping to all others. This is our way of supporting CORVANATICS.

## CLASSIFIED ADVERTISING PROPOSAL

by Tim Schwartz, Eastern Director

I would like to submit a proposal to the Corvanatics membership that we adapt/modify our classified advertising so that the club will run an ad for any FC parts or vehicles for ANY private person at no charge, even if they are not associated with Corvanatics or CORSA. My reasoning is that maybe someone out there has just the part one of our members is looking for. If we already have such a policy, then I feel that we should send a letter to the Communique telling people about it.

## FINANCIAL STATEMENT

June 30, 1993 to June 30, 1994

Balance of June 30, 1993 \$2,709.91

Receipts:

Dues, decals, patches,  
stationary newsletters,  
paint code \$2,072.15 \$4,782.06

Disbursements:

Newsletter \$692.00  
Postage 673.92  
PIP & Supplies 129.20  
\$1,495.12

Balance of June 30, 1994 \$3,286.94

Caroline M. Silvey  
Sec./Tres. Corvanatics

## AFTER 20 YEARS - IT'S BACK!

CORSA OREGON will host their first regional convention since 1974. The event is scheduled for Portland, Oregon from the 7th thru the 10th of September 1995. Traditionally, September weather in Oregon is simply fabulous and with the kids back in school we encourage you to take a few days and join us for a late summer bash not soon forgotten!  
Editors note: It's not to early to start planning to attend this event and you could drive that forward control of yours.

## SPECIAL THANKS

by Ward Bourgondien

On behalf of Corvanatics I would like to thank Ken Krol for the many issues of the newsletter and the many hours he spent working for the club. We really appreciate it Ken, enjoy your retirement from the newsletter. Of course I would be remiss if I didn't say you could still send in articles occasionally for publishing.

DRAFT

## CORVANATICS BY-LAWS

Proposed July, 1994

### I. GENERAL

A. CORVANATICS is a chartered chapter of the CORVAIR SOCIETY OF AMERICA (CORSA). Its members have a special interest in preserving and enjoying the Chevrolet Corvair 95 series ("Forward Control") vehicles. Models in the series are the Corvan, Rampside, Loadside, and Greenbrier.

B. The CORVANATICS emblem is as designated by the Board of Directors, and as defined in Appendix 1.

### II. MEMBERS AND DUES

A. Any person of good character who has properly executed the requirement of membership in CORSA is eligible and becomes a member of CORVANATICS upon payment of appropriate dues. Membership shall not be transferable to another person.

B. The annual dues for members shall be set by the Board of Directors, to satisfy the operating needs of the Chapter. Annual dues shall be paid in advance for a 12-month period and upon expiration shall be renewed each year thereafter.

### III. MEETINGS

A. Regular business meetings of the Chapter will be held during the annual convention of CORSA. The meeting date, time, and place shall be prominently posted at the convention site.

### IV. BOARD OF DIRECTORS AND OFFICERS

A. CORVANATICS shall function under the direction of a Board of Directors consisting of the Chapter officers: President, Vice President, Secretary-Treasurer, one Director from each CORSA zone, and one at-large Director.

1. Requirements of an office holder to serve are that he/she be a member in good standing and be willing and able

to fulfill the duties of the office.

2. In the event the office holder is no longer able to fulfill the duties of the office as defined in Article IV, Section C of the Bylaws, the officer shall submit his/her resignation to the President or the Board of Directors immediately upon determination of the aforesaid. Resulting vacancies will be filled by the President, with the concurrence of the remaining members of the Board of Directors.

B. Officers shall be elected for one-year terms. Elections will be held during the annual CORVANATICS meeting conducted in conjunction with the annual convention of CORSA. Members in good standing, present at the meeting or not, may be nominated for election.

### C. DUTIES OF OFFICERS:

1. The President shall preside at all membership and directors meetings. He/She shall appoint all committee chairmen and members, and special project persons as appropriate. These include, but are not limited to, newsletter editor, technical editor, and historian. Such appointments shall be subject to the agreement of the person appointed. He/She shall guide and assist appointed committees and individuals as necessary.

2. The Vice President shall perform the duties of the President in his/her absence and shall assist committees and appointed individuals as appropriate.

3. The Secretary-Treasurer shall take minutes at each meeting. He/She shall receive all membership applications and renewals of CORVANATICS and maintain a current mailing and telephone list of all members. He/She shall collect and distribute funds generated by dues, concessions, projects and activities sponsored by CORVANATICS. He/She shall be empowered to invest in an interest bearing account any funds not needed for day to day operations of the Chapter. Any disbursement of funds beyond the day to day operations of the Chapter will require a majority vote of the Board of Directors. He/She shall render the minutes of the previous meeting and a current financial report to the members at each regular business meeting.

continued

4. Zone Directors shall support the Chapter and its purposes and uphold the bylaws of CORVANATICS in their respective zones, and provide liaison between his/her members and the Board of Directors.

5. The Board of Directors shall have general management authority over the affairs and property of the Chapter and shall perform all duties appropriate and necessary to sustain the Chapter's purposes. The Board of Directors shall meet at the annual business meeting, and at other times deemed necessary by the President. Minutes of all Board of Directors meetings shall be presented at the following membership meeting. It shall be a duty of the Board of Directors to furnish each member a dated and complete copy of the bylaws after any amendments or revisions.

### V. COMMITTEES AND APPOINTMENTS:

A. Committees may be appointed by the President when and as deemed necessary.

B. The following appointments shall be made by the President, with the concurrence of the Board of Directors.

1. Newsletter Editor - The Editor shall produce the newsletter of CORVANATICS, known as CORVAN ANTICS.

2. Technical Editor - The Technical Editor shall provide and review technical articles for the newsletter.

3. Historian - The Historian shall compile and maintain a chronological history of the Chapter and its activities.

### VI. CORVANATICS NEWSLETTER

A. The CORVANATICS newsletter shall be known as CORVAN-ANTICS, and shall be produced at intervals as determined by the Board of Directors.

B. A subscription to the newsletter shall be included with each membership.

C. Subscription rates for non-CORVANATICS members for the newsletter shall be determined by the Board of Directors.

D. Advertisement rates for the newsletter shall be determined by the Board of Directors.

### VI. CHANGES TO BYLAWS

A. Any and all proposed amendments shall be submitted in writing to the Secretary-Treasurer for forwarding to the Board of Directors for preliminary evaluation. The Board of Directors shall reproduce and distribute a copy of each proposal to all members so as to allow them at least two weeks review before the proposal is brought to a vote at a regularly scheduled meeting. A majority of members present must approve an amendment for it to be in effect.



### PLEASE NOTE:

Send any articles, for sale or want adds to be included in the next newsletter to:

Ward Bourgondien  
8110 Carrollton Parkway  
New Carrollton, Md. 20784  
Deadline is the 15th of February '95.

**DRAFT CORVANATICS BY-LAWS**  
**Pages 4 and 5 of this Newsletter**

These were handed out at the annual meeting in Williamsburg for comments. Please read them carefully and forward your comments or questions to **Ken Hand**

**Corvanatics Vice President**  
**6426 Harriet**  
**Waterford, mi. 48327**

At the meeting in Williamsburg he said he would take the responses and prepare the final set of by-laws.

**THE WORD GAME**  
**by Bob Slusher, CORSA Oregon**

Did you ever notice how certain words can add depth and flavor to an description, much like seasoning to a meal? Some terms, when used to describe a person, place, or thing aid in the understanding and clarity the meaning. Examples are:

Her stuff	His crap.
Her heirlooms	His old junk
Her hobby	His addiction
Her collectibles	His CORVAIR (s)

Get the tone? Feel the emphasis? Not to say that this phenomenon is purely sexist, for surely there are Corvairs owned by ladies out there; and this may well work in reverse, but... In all fairness (and clearly, a measure of that is needed here) perhaps we could seek some balance between the sexes and organize or group more nearly neutral words to better describe the person, place, or thing? I have some modest examples here:

Old Negative Term	New Positive Term
Junking.....	Discount Acquisition
Parts Car.....	Experience
	Affordable
	Pre-restoration Vehicle
Junk Pile.....	Pre-assembled
	Material Storage
Part Shopping.....	Retail Therapy
	Adventure

Swap Meet.....	Virite Barter Encounter
Oil Spots.....	Seal Decay Indicators
(on garage floor)	
Oil Spots.....	Corvair Textile
(on carpeting)	Anomaly
Stupid.....	Intellectually Deficient
Crap Hound.....	Waste Utilization Expert
Corvair Collector..	Vintage Vehicle Recycler

Now don't those make you feel better about your junk yard? Err, Pardon me. I mean your Vehicle Accumulation Imagination Repository.

**TECH TOPIC --Nuts and bolts**  
**by Bob Kirkman**

As I recall, the F.C. engine lid started with 10 hold-down screws with a standardscrew driver slot. Not sure if any were made with plain phillip cross recess. The Body Staff Engineer at Chevrolet was big Bud Olender. Something happened that required removal of the lid on his F.C. in somewhat of an emergency situation. Maybe it wasn't a real emergency, but just an unscheduled, surprised event. Anyway, he had no screwdriver. The next day he called his crew into the office and started in his equally big voice to explain the helpless situation. He wanted something to change so that if a person reached into his pocket and had only a quarter (25 cents), he could use it to remove the lid. Over and over "if I only had a quarter...".

Well, the screws were changed. Many of you will recall your lid screws look like a Phillips, with a pair of the slots on steroids. The big slot will accept a quarter. Weather or not you could actually remove the screw with a quarter depends on several things. I know that if Bud couldn't, he could have at least twisted the quarter trying!

Different Subject: The F.C. has many pinch-point bolts. Instead of having a flat end, it is pointed, with two somewhat side flutes. The assembly plants loved these bolts

because they were also hardened. With that point, and flutes, and hardened, these things hardly needed threaded nuts (nuts welded into the body structure). They could be driven straight (as intended) or cross-threaded in all sorts of manners and make their own threads until finally tight. If you have "played" with your F.C. very much, you may have found some of these bolts looking very crooked, but tighter than all git-out.

Different Subject: The "top hat" screw was introduced on Corvairs. I'm not really certain if they moved to the F.C. or not. They were a hex (1/4 inch) head sheet metal screw, with a washer face, that was distinctive in that the hex was about 3 times taller than normal. They looked like very small top hats. Generally they were found around the engine compartment and the air heater unit. Intent was to improve assembly operation. A socket would hang onto them, and sockets did not round as quickly.

Different Subject: The F.C. has those dreaded clutch recess screws used in various places on the floor and rampdoor. It's often not easy to find a clutch bit for your wrench, and they are buggers to remove with anything. I assume they were used to accept more torque than a cross recess, and look neater than a hex. Now-a-days a torx recess would have been used, such as you find on modern seat belt installation.

Different Subject: Fine thread series bolts were used in many places on the F.C.s. F.C. Engineers were truck engineers and the truck engineers used fine thread bolts and nuts. The science of bolt torque/tension blossomed after the F.C. was long gone. Lab data was slim at Chevy. I remember Don Gill was set up to get some standardization with fasteners, and a group developed that got into torque/tension work. Anyway the general "feeling" then was that a fine thread bolt would clamp something tighter at a given torque than a course thread fastener. The truckers used fine threads. They also used lots of those self threading, fine threaded tapping bolts. The first threads are a bit smaller, and the bolts are hardened.

**THE COVER DRAWING**  
**by Ward Bourgondien**

If you looked at the line drawing on the cover this month and thought it looked different you were right, the stripe area is missing. At a Group Corvair meeting we were looking for a project that the club could do that would give members a chance to do something different. I had been playing around with a drawing of a panel van, having just acquired another Corvan, I really needed another one, and was looking for something out of the ordinary to do with it. The belt line in the drawing appears to be pretty close to verticle at both ends. That is to say, if you cut out the stripe area the top and the bottom should come close to matching.

We also talked about making a Corvan autocross vehicle and everyone thought that would be a fun project. It probly wouldn't have much of a chance of winning but it certainly would be different and fun to play with. When was the last time you saw a Corvan entered in a local autocross? Well on the east coast where we are you don't do any outside Corvair projects until spring. That gives us three months to get our act together and be ready to start our project.

To save weight we could do a channeled Corvan autocross vehicle. One thing for sure it will draw attention and we will have fun doing it. I'll keep you posted on the progress of this project from time to time.

**LOOK FOR THESE ARTICLES**  
**IN THE MARCH / APRIL ISSUE**

**Feature Article by Allen Bristow on his Seniors Division 1964 Greenbrier with the Camper Package.**

**Tech Topic on the Alignment Specifications for the Forward Controls.**  
**by Bob Kirkman.**

**CORVANANICS OFFICERS & DIRECTORS FOR 1994 - 1995**

**PRESIDENT:** Ward Bourgoingdien  
8110 Carrollton Pky New Carrollton, MD 20784  
**VICE PRESIDENT:** Ken Hand  
6426 Harriet, Waterford, MI 48327  
**Secretary/Treasurer:** Caroline Silvey  
Box 68, McCordsville, IN 46055  
**Eastern Director:** Tim Schwartz  
5 Riverview Lane, Ho-Ho-Kus, Nj 0742  
**Central Director:** Mike Demeter  
7108 Ravenwood Dr., West Chester, OH 45069  
**Western Director:** Lon Wall  
P.O. Box 339, Dundee, OR 97115

**DUES ARE \$6.00 PER YEAR AND MUST BE SENT TO CAROLINE SILVEY. SENDING THEM TO ANY OTHER ADDRESS WILL SLOW YOUR RENEWAL AND POSSIBLY CAUSE YOU TO MISS AN ISSUE.**

CORVAN ANTICS is the bi-monthly newsletter of Corvanatics, a Chartered Chapter of the Corvaire Society of America. Established September, 1972, and dedicated to preserving and enjoying America's original and most innovative small vans and light trucks, the Chevrolet Corvaire 95 series.

Stories, Articles, photos or anything of interest to Corvanatics members should be sent to the Acting Editor, Ward Bourgoingdien, at 8110 Carrollton Pky, New Carrollton, MD 20784. Technical material should be sent to the Tech Editor, Bob Kirkman, at 1820 Moffat, Leonard, MI 48038. Classified-style advertising is free to Corvanatics members, and should be sent to the Acting Editor. Commercial advertising is also available, please inquire. Deadline for publication is the 15th of February, April, June, August, October, and December.

Membership in Corvanatics is open to any CORSA member with an interest in Forward Control Corvaire. Membership applications are available from the Secretary/Treasurer, Caroline Silvey, at Box 68, McCordsville, IN 46055

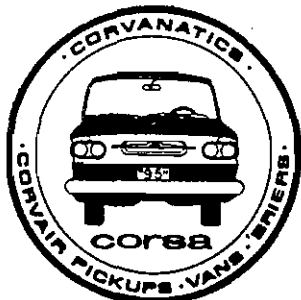
CORVAN ANITICS  
8110 Carrollton Parkway  
New Carrollton, MD 20784



**FIRST CLASS**

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7-95



**CORVANATICS**

**THE FORWARD CONTROL CORVAIRE PEOPLE**

