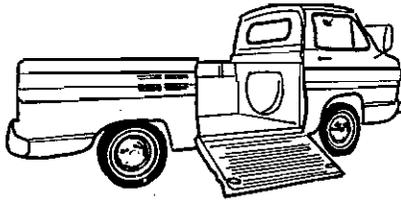




Vol. 24, No. 5 September-October, 1996



Pickups
Rampside - Loadside



Sportwagon
Greenbrier



Van
Corvan

Words from the Editor

So far, no one has sent me the results of the election for new Corvanatics officers, so the Roster of Officers on the back page remains the same, except for the one of Secretary/Treasurer. Caroline Silvey has decided to step down as long-time Secretary/Treasurer. She stated that she and Tom are gone so much now that it is hard to keep dues up and do a good job. In her short note to me Caroline stated that the new president is Ray Mitchell, but I know no more than that. Diane Galli of Atascadero, California was elected as her successor. In correspondence with Diane, she stated that Tom and Caroline Silvey can be credited with much of the growth and stability of Corvanatics. A very big "Thank You" to them both. All my files and my membership book are in storage so I can't even list Ray Mitchell's address. By next issue I'm sure this info will be forthcoming.

All our things being in storage brings up another rather distastful subject--our new home. If you've ever built a new home you're as convinced as we are: All contractors went to liar's school--and graduated "cum laude"--prior to becoming building contractors. It now looks like we will be able to begin moving most of our "stuff" into the new house the last weekend of August. So by the time you are reading this we will be busy with another move. Are we anxious!

This issue contains the first queries to our new Technical Editor, Jim Jimenez--and his responses. I hope more members will avail themselves of this membership benefit. Jim is very knowledgeable and can potentially help with most of your stickiest problems. Besides, this provides the editor with more copy for *CorvanAntics*, and thus more for you to read and keep you up to date, technically speaking.

This month I again received notices of change of

address. While my name may be more prominent, it is the least productive way to get your address changed or to get credit for your paid dues. Both these correspondences need to be directed to the secretary/treasurer, now Diane Galli. Her address is now listed on the back page in at least three places. Do yourself a favor and send dues and changes of address to that person who can best serve you.

Again this issue no pictures were sent in to the editor. Of course it is easier to produce the *CorvanAntics* without pictures, but it makes for much more enjoyable reading when you can actually see what is discussed. If you have an article to submit to the editor why not include a picture or two along with your article. Black and white picture reproduce best, but we can also work from colored pictures.

Again this issue includes pieces by Fran Schmit and Ben Stiles. These members are both enthusiastic and prolific writers, but we need more like them. Why don't you take a few minutes to let your fellow members know what's happening with you and your FC. You'd be surprised at the interest generated by your article. You don't have to have exceptional writing skills -- just get the facts down. The job of the editor includes re-writing and editing. And thanks for your support to this point. When we all pitch in to help, we all enjoy the benefits.

David A. Hartmann, Editor

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"Minutes" from the Columbus Mini

The meeting was scheduled from 3:30 till 5:00. Thirty to forty members showed up and were waiting, but no officers showed up. Regular officers, that is; Tim Schwartz and I were there and we both have some sort of official function. So, by 3:45 I decided that there were a few things that I wanted to share so I got up to the microphone and started to talk about a guy that I had met in the parking lot that day who had a very nice Greenbrier. He is from Ohio and was intending to join Corvanatics. So those members who recognize him, give him a call and get him on the roster--the GB was light green with a gold stripe. Anyway the thing that he had mentioned to me that he had done on an earlier GB was this. It had a car engine so there was always the problem of lifting the engine cover when it was time to check/add oil. He had cut a battery cover (door and gasket etc.) from a junker and cut/welded it in place over the right spot on his car engine. Cute idea, I thought. He also showed me how he had done his seats (truck seat covers from Fleet/Farm) and his push-in-place rear armrest (a wooden block covered with the same material as the seats. It fits snugly between the rear seat and the right hand side-wall). This rest could be easily removed if you want to take

out the seat, simply by pulling it forward. Also a small box, covered the same, that served as an armrest in the middle of the seat (you could also put stuff in the box). He had put chrome-plated plastic door-edge guard around the roof rail that looked really sharp. Problem there was that it shrunk with time and he had to add some at the joint; still looked OK tho.

By the time I got through talking about this guy's GB everybody had a story to add and we got into air conditioning, tail lights, seat belts and more.

A/C: There is no problem with putting A/C in your FC. Many different ways to do it unless you want a stock machine. Obviously the compressor goes on the engine, but that is even open for discussion as to what kind to use, several different ones were reported so no problem. The evaporator can come from several non-Corvair sources or even be the perfect fit of an early model unit. The condenser is really all over the place as it can be in the rear wheel wells and dumping the heat outside or into the engine compartment (people say it works either way): the people from the South put the condenser out front and under the bumper, but not all use the effect of ram air, some just use the fan that came with the unit off a small car and they too say that it works just fine. One that I saw had the condenser split into two different parts (one in each wheel well, no problem). I have seen them on the roof, but I don't think that anyone today would do that.

Now that I am writing this there is a question that I should have asked and that is about putting two evaporators in the system (like one in front and one in back). I am curious as to how does the freon know which one needs the cold? Speaking of freon, it's not a problem, except for the price. All of the systems are compatible with whatever coolant you decide to use if you set them up with the new compressor oil. If you use the hoses designed for 134A, then you just need to have the fitting crimped on the ends of the hose for about \$5 a crimp. It's a tighter hose, so even if you have a supply of R-12 to use why not use the newer hoses and build a very tight system? There is also a coolant sold by Pennzoil that is neither 134A or R-12 and is also cheap and compatible but because it is a blend it needs special handling if a leak develops. Again, FCs with A/C . . . no problem.

Three-point Seat Belts: These got a lot of discussion and some good ideas came out. A nice "spendy" one was to use the seats from the new Chrysler Sebring Convertible (or a Mercedes) that have the top-belt-pivot built into a hump on the actual seat back - neat idea. Anchoring the top point in the Rampside has been done and reported so we didn't beat up on that one. How to get a solid anchor into the pillar of the GB was bounced around for several minutes. I said that I have the cutoff pieces from a wreck so that I could look at the inside to tell where to put the anchor. The FCs pillar is made up of a box with a double wall on the inside, the second skin (on the inner side) is about three-eighths inch from the first skin, so you can't just crush them together. Cutting into the first skin to mount a plate seems too weak, but Tim Schwartz suggested putting a plate in that first gap and then also putting one in the second gap (inside the box) and thus anchoring both plates firmly inside

Continued on page 5.

FINANCIAL STATEMENT

June 30, 1995 thru May 31, 1996

Balance as of June 30, 1995 \$4,161.79

Receipts:

Dues, decals, patches, stationery,
newsletters and paint code 2,156.86

\$6,318.64

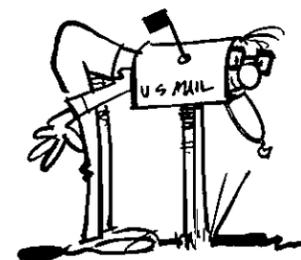
Disbursements:

Postage \$773.34
PIP 411.59
Newsletters 403.91
David Hartmann 171.94
Miscellaneous 146.83

\$1,907.61

Balance as of May 31, 1996 \$4,411.03

Caroline M. Silvey
Caroline M. Silvey
Secretary/Treasurer



LET'S KEEP
ALL OF THOSE
GREAT
ARTICLES AND STORIES
COMING IN!!!

OUR CLUB
IS WHAT WE
MAKE IT!!!

Dear Editor,

On behalf of the Corvair Preservation Foundation, its Staff Committee, Directors and Officers, I'd like to let Corvanatics know how deeply we appreciate your chapter's donation of \$250 to the CPF.

Whenever a CORSA Chapter decides to make such a major contribution to the CPF, I know that their decision to do so is based on a belief in the CPF's goals. And in a confidence that the money will be used wisely to achieve those goals. We don't take that confidence lightly, and assure you that your donation will be put to the best possible use, for the preservation and display of historic Corvairs and Corvair memorabilia.

The Corvanatics Chapter will be added to a special recognition plaque at the CPF Corvair Museum in Richmond, Virginia, joining other CORSA Chapters that have made significant contributions to the CPF.

Our Museum Curator, Wade Lanning, is working on a new, historical display about FCs. It should be ready this Fall, and we'd like to encourage Corvanatics members to attend our Museum Open Houses, which are held several times during the year. Watch your *Communique* for dates and details.

Again, we'd like every member of Corvanatics to know just how much we appreciate their support.

Sincerely,
Dave Newell
CPF Staff Historian

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TECH TOPICS



A Member writes:

I have a 1963 Van that dances on the freeway. The alignment shop tells me all is OK. I have P195/75R14 tires and stock wheels. Would a steering dampener do any good?

Walter Figiel,
El Cajon, California

The Tech Editor replies:

We are all aware that FCs are about as aerodynamic as the proverbial barn door. Aside from that, if you are certain that the front end is good and that the steering gear support has not broken loose, some of the things you can do to improve high speed handling are:

1. Install a front spoiler.
2. Install front and rear sway bars.
3. Install a steering stabilizer.

All are commercially available from Corvair vendors.

We have a fellow member in the area who regularly drives his rampside up to 100 MPH with these modifications -- and a warmed-over 140. And, yes, it does go straight.

The Tech Editor replies to the problems of Ben Stiles: (See Ben's Bus on page 4 and following.)

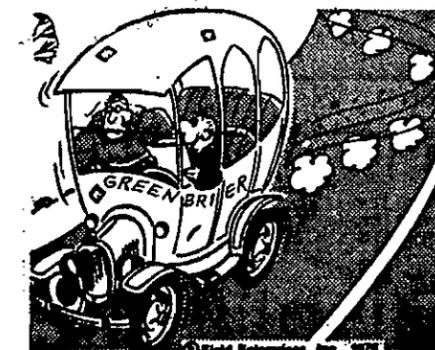
The "no start when damp" problem should be easily cured by installing a set of silicone plug wires, a new distributor cap and rotor. A coil will also help if the old one is weak or the tower is cracked or has carbon tracked. You see, even high-voltage electricity takes the least resistant path to ground and causes the no-start/miss condition.

The clutch noise problem described is likely the pilot bearing. Caused by improper lubricant, or lack of lubricant or wear, the bearing "sings" when the crank and input shaft are turning at different speeds, ie, at clutch engagement.

The problem of the sagging doors is a tough one, but some have remedied this by the hinges, as that is usually what is "sagging".

Jim Jimenez, Tech Ed.

Additional comments from the membership to be published in this forum are always welcome and should be sent to the Tech Editor. (See officers list on back page.)



"Let's just sit back and let the wind take us."

From Ben's Bus

Hello fellow FC enthusiasts. I want to thank all of the members who have shared their FC campers (or past ones) with me. I am going to start a scrap book with your pictures and descriptions for myself and anyone interested. Some of those vehicles were very unique, strange, and interesting all at the same time. Thanks again.

Work on the front rocker panels hasn't been completed as the rainy weather prevents my buddy and me from getting together to weld. Before the summer is out, the right one should be done, replacing layers of fiberglass filler with fresh, solid metal. I heard through the grapevine that there is a certain modern car (perhaps an '86 Cavalier?) which has a very similar rocker panel shape which will mesh in almost identically with an FC rocker. Any details or confirmations out there?

I started carpeting the inside of my Greenbrier with gray carpet to match the interior. Using original floor mats as patterns, the carpet has fit nicely into the Van giving it a more modern, finished look. I also recently hinged the front of the engine deck lid. This five-minute job has made the engine totally accessible and a lot quicker than having to lift off the deck completely. Always something to be done with the Van, never a dull moment and sometimes my girl friend gets jealous of it.

I recently returned from a 1,222-mile trip to Maine. Before the trip I also had the Van checked for warn parts which would hinder my trip. A missing rear motor mount piece was installed, water added to the battery, new generator brushes and a new muffler. Rear wheel cylinders had been replaced a week before, so I felt confident about my fairly new brake system. And so, the Greenbrier was set for the trip.

After getting the cooler full of ice and cold drinks, a water thermos for the front seat and food and clothes, I was off. I stopped at the University to say a final farewell to my girl friend, Lynn, who had created a "care" package for me. About one gift per day will kill the boredom of traveling alone.

Near the northern part of Massachusetts I got off on Route 2, Shelburne Falls and home of Clark's Corvair Parts. The reason I got off here was not to see Clark's place (though in driving past it was very interesting). The campground I sought was visible from the highway. After pulling up and dealing with some rude staff members I took a tent site (no water or electricity) for \$10. As it turned out, my Greenbrier was the only thing in the whole field, and I the only person.

I met with of the members of the camping club for whose rally I was headed, and chatted a while. Bedtime brought extreme heat and I wondered why I had brought two sleeping bags for a July trip? Three a.m. answered the question with a chilling rain storm, which brought out the second sleeping bag to end the cold.

The next morning the Van would not start. I often have trouble with it after periods of rain. It would not start, though the battery and starter were doing their jobs. After lots of waiting and about fifteen attempts, I finally limped the Greenbrier out of the parking lot. I traveled up Route 91

to a gas station thinking that my usual remedy for the rainy day starting problem, fresh gasoline, might help the sluggishness of the Van. This helped somewhat, but nothing substantial. The ride was fair and the day cool due to the rain. Because I had a general map of the Northeastern sector, I did not have all the route numbers written down, and played it as I saw it. I added about ten routes from my original plan, but finally found myself in heavy traffic in Conway, NH. This was depressing because I had only five miles to my final destination, Fryebury, Maine. It was in this traffic that my worst fear came true. The famous squeal of the pilot bearing took over the New Hampshire afternoon. I had smelled my clutch slipping some miles back while going over a hill in 3rd gear. (At least it wasn't a flat tire.) We continued to squeal through Conway and across the border into Fryebury, Maine, where I finally found the fairgrounds where the rally was held.

At the gate I asked if my parents had arrived yet. A check of the roster confirmed a "No". I walked around and found some folks I knew, then ate lunch in the Van out of the cooler. Three more hours of waiting finally brought my parents and sister, Courtney.

Moving the Van to their campsite, the clutch still squealed. I moved it a few times during the rally, even took mom and dad into town for some shopping. Though the Van behaved fairly well, it still was not right. The actual camping really lasted one week. Since it did not involve the Van much, I won't go into great detail about the rally. My Van was wrapped in toilet paper EVERY night by the fun-loving youth group. Being wrapped is an honor, therefore I was very blessed and honored by the end of the week!

On Friday morning it was time to leave for home. More stop and go traffic, of which the Van's clutch did not approve, but we got it home, though wearily, late Sunday night. The journey had taken the Van and myself 1,222 miles total, going up to an elevation of at least 1,272 feet twice and averaging 19 MPG. The only problems I had at all were the clutch trouble and the starting trouble after wet weather. (We couldn't even pull-start the Van on Friday morning before we left, towing it at 25 MPH.) I've since been told that it has something to do with the ignition system getting damp. Hopefully the problem can be remedied.

Right in the middle of May I lost two fan belts within two weeks of one another. Probably old belts, but no good answer as to why they both snapped. So far, though, the third one has held, and it has worked hard. Near the end of May, five friends and I loaded up old faithful for a trip to Knoebel's Amusement Resort in Elysburg, PA. Tents, tarps, clothes, matches, wood and food soon filled the inside of the cavernous van, and we were thankful for the space.

Once we had conquered the one hundred miles of mountainous terrain, it was time to set up camp. Our site turned out to be huge, and we just happened to "borrow" another picnic table from the site next door. We set up a large cabin tent on the site, positioned the Greenbrier catty-corner to it and used the van's gutter drain holes as a tie-down for one corner of a 11' x 22' tarp.

By the next day, three more friends showed up and now eight of us were living out of the Greenbrier. The first night

Continued on page 6.

Classified Classified Classified Classified Classified
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FOR SALE: 2 ea. NOS real axle bearings (FC) No. AD11154Z17, still in original boxes. \$195. ea. Many good used FC parts. Parting out '61 Rampside & '63 Greenbrier. (no engines or transaxles). All parts reasonably priced. Shipping extra. Jim Craig (619) 366-3026 (CA)

Wanted: One Coleman ice-box from the original factory camper unit. Good to very good condition. Ben Stiles, 21 N. Kershaw St., York, PA 17402

"Minutes" - Continued from page 2

of the box. I will try that and report how it works out. A rule of thumb for how high the third pivot should be came from someone who works in that field (sorry, I didn't get your name), but he said that it should be at your eye height when you are seated in that seat. Another good idea. The place was jumping with them. The subject of head restraints also went around and the bucket seat came up again--fine if you want to lose that big front seat. I have an idea about mounting an iron pipe across the entire vehicle (pillar to pillar) and using the ends of that pipe to hold the third point. The pipe would obviously be covered with foam and something pretty.

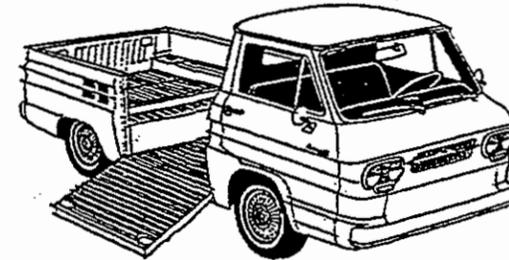
continued on next column

From a Chevrolet Ad thirty-five years ago.



THE RAMPSIDE

Nobody else makes a pickup exactly like this one. It's the only pickup with a ramp at the side. Elephants have trod the ramp without breaking it. It is four feet wide and so is the piano hinge that holds it to the body. Two spring-loaded latches keep the ramp tight when it's up. The ramp makes loading easy because it's only a 16-inch rise. Also there is



a conventional tailgate at the rear. The body and frame-floor assembly are very rigid because they are welded together. A 95-hp aluminum air-cooled engine in the rear never needs water or anti-freeze. A 110-hp engine is available at extra cost. It's a fine-riding truck because it has independent coil spring suspension front and rear. Corvair 95 Rampside--easiest to load and unload.

Tail lights: Also a hot item. It's hard to believe that we got all this discussion in during the hour. The guy with the battery door in the deck lid said that there was a Ford pickup (vertical) tail light that was the right size to fit into the part of the FC reardoor where that flaky reflector is sometimes found. This would require that you bite the bullet and cut into your door, but we all know that the rear of an FC is verrrry poorly lit. One suggestion was to cut the reflector off the existing red part and build a light inside of it. That sounded OK, but it would probably be too hot in there and would melt the plastic lens just like the present bulb does to the regular lens. I like the idea of using LEDs because they are so bright and so cool. I think that I might just try a hand full of them inside of an existing red lens and see how they work, while I'm looking for a pair of Ford tail lights.

We closed the meeting with a drawing for an FC right-rear wheel cylinder donated by a prospective member: Egil Twedt. (Egil has an 8-door!) I didn't get the name of the winner, but he was pleased!

After the meeting a guy who was there but not a member (he has since asked to join) asked if I wanted to see his FC out in the parking lot. WOW! Let me tell you about it. One of the things that we had talked about inside (which I failed to mention above) was radio antennae. This FC had a power antenna and as it rose neatly out of the fender I saw that it also was a hidden CB antenna, nice touch. The radio was full-sounding with some nice speakers mounted low in the front doors--almost where I would kick them, but just a little higher--sounded really great. He showed me his roof rail which was also shiny, but this time with metal that had sticky-back stuff on one side so it didn't shrink like the plastic ones did. Also, you all know how the roof rail has a metal splice in a couple spots? Well, this guy (Hamlin, from PA) had cut the sticky back away from the metal tape where it passed in front of the splice, it made a perfect bridge and the splice didn't show at all!! As we walked around the FC he pointed out that there was no obvious seam along the bottom portion of his color stripe. I looked and could see no seam, all the way back and around the corner, up to the front and even down by those corner pieces in front below the headlights. He said that he didn't like that seam and so he had welded them shut. The entire body was smoothly done into one single clean unit; verrry nice indeed. Then we lifted the engine lid, hinged, of course, with a stand-up thing like in a Lakewood. There was a 140 with some sort of a basket air cleaner that looked very smart. Underneath he had headers on that engine and I asked how he did when he needed heat. Well, he had sheet metal on his engine that was simply cut out around the headers and he said that he never lacked heat (not a winter driver, of course) and I could see why it would be quite serviceable. He said that he even drag raced his FC and was the second fastest in his club! Oh, we had talked about lights on the rear of the FC in the meeting so he showed me his high-mount brake light, built right into the roof on his FC was a form-fitted light made exactly for that purpose; it came off some Ford product and looked elegant, at least.

The post-meeting adjourned well after 5:00, but before the banquet. A good time was had by all.

Fran Schmit

Ben's Bus - Continued from page 4.

I slept out in the tent with the rest, as not to seem rude, but also knowing that three more were coming, and Saturday night there would be no room for me in the tent. That is why God invented 4" foam and a Greenbrier to put it in. I was very comfortable the second night, up off the rocks under the tent, in the home-made bed in my van. All-in-all, the weekend was excellent. Any of you in PA or the surrounding states, who have not visited the Knoebel's Amusement Resort would love it for sure. And the best part is the affordable campground across the street.

Recently a good friend of mine agreed to help me put some fresh sheet metal on the front floorpans and dog legs. We only finished the driver's side so far, but what a wonderful sight. Those FC front floors were very thin to begin with, and I am sure are often the first things to rust out. I have seen very few nice, original front floors. We will soon do the passenger floor, then seal and paint it all. Considering this friend of mine has sixteen WWII jeeps in his name, you can imagine his tool list is extensive. I finally got the split bench seat frames sand blasted, painted in grey and off to the upholstery shop. Soon I will have my nicely done velour and tweed grey buckets for the van which will be a nice addition. My buddy also introduced me to the product EXTEND, a rust inhibitor. Works well to ward off rust and also acts as a nice primer.

Recently I bought a '63 Corvan for \$25 and went down to New Jersey to part out my prize. A good windshield, nice bench seat and floor mat awaited, which alone earned the buying price. I also got most of the doors, dash pad, ash tray and glove compartment door and aluminum wheel well trim. The truck was a rust bucket, but why not? We need to keep these things on the road don't we? If you run into an offer like this, jump on it for the parts which we all need to keep the vans and trucks running.

Does anyone have any good solutions for sagging side cargo doors? My front side door sags enough that the entire top half scrapes the back side door upon closing it. I once wanted an 8-door, but if all side doors rattle like my two, I certainly do not want four on one truck. I've heard that heating and bending the hinges could help. I really need some advice on this -- anyone fixed this problem satisfactorily? Thanks in advance for any help out there.

Until next issue, keep'em running, keep showing 'em off, but most of all, get those FCs out there and drive them. That is what they're for.

Ben Stiles
21 N. Kershaw St.
York, PA 17402

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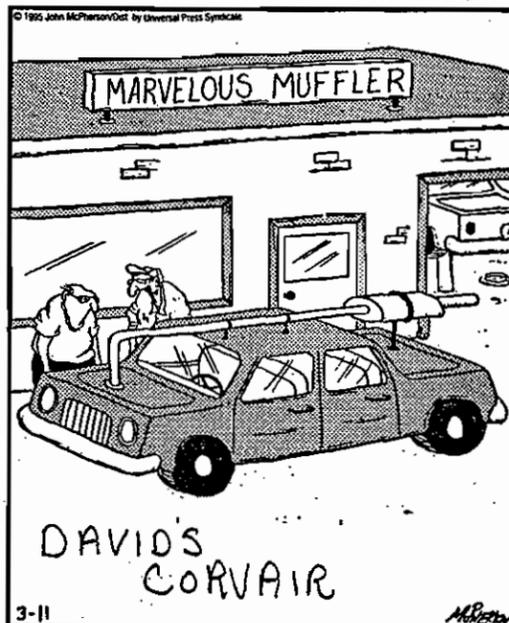
About the new Secretary/ Treasurer -- in her own words!

My husband, Bob, and I live in the best place in the world -- a small town in the Central Coast area of California; Atascadero. It's Indian for "Mud Hole". We live on a dead-end road, on almost 2 acres. Lots of room for Corvairs. We have a restored Greenbrier, which I am driving daily now, as my '65 4-door was rear-ended a week ago. As soon as it is fixed tho, I will be back to driving it. We have a Corvair of every year, I do believe, except '69 -- unless you count our '69 Ultra Van. We have a to-be-restored Rampside, and a Corvan 95 that is a "Parts Barn". The Greenbrier has been driven to many conventions and across country at least twice -- a terrific vehicle! We used it as a camper, bed in the back, Coleman stove, etc., for years until we bought the Ultra Van. Now it has the 2 rear seats back in to be used as a passenger vehicle.

Caroline and Tom Silvey and the Gridleys brought Corvanatics to what it is today. They are such special people! I was very surprised when Caroline said she was retiring, but the "Bus" is finished and she and Tom are ready to "head 'em up and move 'em out". So I don't blame her. I was honored that she nominated me for Secretary/Treasurer, and I will do my very best to do the job she has done -- I don't think there is anyone who can do, or replace Caroline Silvey. I plan to pick her brains every time I have a question -- and just to talk to her period. She is a good friend.

As for the new officers, you have to realize, this is an informal -- formal meeting. Ray Mitchell is our new president, Ken Hand, Vice-President, me, Bob Marlowe, Director-at-Large. Call Caroline, she was still Secretary and I did not take notes!
Diane Galli

CLOSE TO HOME



"The actual parts for your exhaust system weren't available, but we were able to modify some parts we had in stock."

BONNIE'S KIRTH HUMOR

Power and Gas Mileage Loss

Ever have a drop in power and gas mileage? You do a tune-up and still not do any good? Recently, a friend in our local club was complaining about not having much in the line of power. Never could rev over 3000 rpm and didn't get past too many gas pumps either. The engine is a stock '64, 110 hp, with a four speed. This set-up should yield relatively good results power-wise and in fuel economy. He asked me if I would do a tune-up and check out the carburetors.

He brought the vehicle over to me one Friday to allow the engine to cool over night as I wanted to do a compression check when cold. Plus you never want to pull the plugs out of a hot aluminum engine. As I was checking things out, one of the first things that I had noticed was that the two carburetors were not the same. He had a good pair of '65 carburetors that we changed over to solve that part of the problem. The compression check results were very good and acceptable. Next was timing and ignition checks. I hooked up the dwell/tach and timing light and began checking things out. Dwell was okay, but the timing was very high. Before any changes were made to change these items, I pulled off the distributor cap to check the points, rotor, etc. to learn their condition.

With all the little things in there that make the distributor do its job, the first thing that I noticed was the substance that didn't belong. It was a silver/grey powdery material. This prompted further investigation. I removed the point plate and boy what a mess. The centrifugal advance weights had locked in the extended position and were cutting the distributor housing. After removal of the distributor, on the back side the weights had begun cutting through the housing to such an extent that you could see daylight. This was promptly changed. After everything was put back in and set my friend could not believe that a Corvair could really run so well. During the test flight he thought I was going to blow the engine by winding it up over 4000 rpm.

The idea is that once the timing is set, etc., to check it out further by checking the timing after you set it at idle by revving the engine to see if the centrifugal advance is working; naturally, with the vacuum disconnected. Then connect the vacuum advance and check it again by revving the engine. You should see a difference in how soon the timing begins to change. Also you can watch the vacuum advance arm motion. Be aware that how high you may need to rev the engine to check the centrifugal advance will be different from one engine/distributor to another. I make mention of the vacuum advance because they too can be faulty and it may be easily overlooked. Both of these items will have an effect on the engine's performance.

Donald M. Richmond, Sr.

(The above article was found among the "old" things that were submitted to me along with this new "editorship" last Fall. As I needed more copy for this issue I can't vouch for its age or authenticity. Ed.)

Rare Corvair Truck Discovered . . .



1963 Tilt Cab "Forwardside"

British Export Model

In 1963 Chevrolet built a limited number of Corvair tilt-cab medium-duty dump trucks. These trucks were targeted at the European market where small commercial vehicles were, and still are, popular. Basically a scaled-down dump truck, it featured righthand drive and a tilt-forward cab (Forwardside) for access to the engine.

The engine was basically a Corvair design stretched to 10 cylinders. It displaced 243 cubic inches and was rated at 131 hp. It was positioned high between the frame and used a specifically-designed six-speed transmission driving two-speed rear axles. The axles were available with either single or dual wheels.

Cooling was provided through a vertically-mounted fan driven by two fan belts to avoid the 90° turns and improve durability for the commercial market. The air intake was mounted to provide some degree of ram effect and minimize dirt induction.

There were very few of these actually built; reportedly less than 16. Only one is still known to exist and is rumored to be for sale. Imagine showing up at the CORSA convention with this.

Anyone interested can call BR-549. The owner also has some ocean-front Arizona property that they will include in the deal.

(Thanks to the San Diego Corvair Club for the creative photography.)



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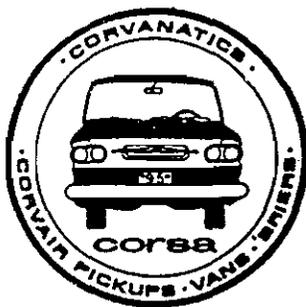
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