

The Bi-Monthly Newsletter of Corvanatics
The Forward Control Corvair People



Sportwagon
Greenbrier



Pickups
Rampside - Loadside



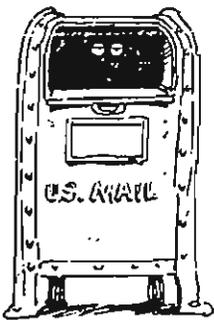
Van
Corvan



Vol. 25, No. 45

September-October, 1997

A Chartered Chapter of CORSA - Corvair Society of America



*Letter
From
The
President!*

EXTRA! EXTRA! READ ALL ABOUT IT! Corvanatics member Corbin Tayloe becomes the first FC owner to win the prestigious Ed Cole Award. Lake Placid was the place to be when Corbin put his beloved '62 Greenbrier up against "the best of the best" Corvairs and their owners. After the smoke cleared, Corbin had beaten two-time previous winner, Tom Severson, by only 0.53 points. Corbin showed that he and his FC were up to the task. I personally congratulated Corbin for leading the way for other FC drivers to follow.

Well, you've probably figured it out; I'm back for another year as your president. I'm still a little sore from the train that went through during the election. If you were there you know what I mean.

Our general meeting for Corvanatics was well attended in Lake Placid. There was a Tech Session presented by Christy Barden on Electronic Knock Eliminator for your FC engine. The Tech Guides and past newsletters sold out. Awards of wooden Greenbriers were given to twenty-one recipients to show Corvanatics appreciation. Life member-

ships were presented to Ed and Betty Gridley, also Tom and Caroline Silvey for their dedication to the survival of Corvanatics.

Elections were held with Bob Marlow the new vice-president for '97-'98 and Ken Hand as our director-at-large. The remaining officers and directors positions were retained by the same persons as last year.

Soon we will have our own Corvanatics page on the Web. "Thanks" to Corvanatics member Mike Kellstrand. Finally discussion was held on changing our meeting day and time at the Annual Convention. I've already contacted Robert Landers, Convention Chairman, for a Friday, 7:00-9:00 meeting in St. Louis. This should provide for a more relaxed meeting, since we won't be sandwiched in between the autocross and the banquet. I'll keep you posted as to the outcome of our request.

As your returning president, Central Division Director of

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Letters to the Editor

Classified Classified Classified Classified Classified
Classified Classified Classified Classified Classified
CLASSIFIED ADS
Classified Classified Classified Classified Classified

THANKS!

Many thanks for the "appreciation award" that President Mitchell forwarded to me after the recent convention. A very appropriate design and a great conversation showpiece.

My impression is that FC interest is growing.

Bob Kirkman

A member writes: Where can I get a tool to remove the clutch head bolts in the bed of my FC? Phillips and regular slot screwdrivers just don't work.

Bill Tuttle
Warrentown, MO

Tech Editor Replies:

The 5/16" clutch head socket is available from Snap-On Tools. It is square drive and is part number C20B1G. By the way, when you get out about 20 of those bolts, you can send them to me! My Rampside is in need of some good ones.

I'd also like to take this opportunity to thank President Ray Mitchell for the "appreciation award" of the FC cutout. It is really a neat thing to display in my shop. I really appreciate the thoughtfulness.

Jim Jimenez
Tech Editor

**Corvanatics Passes
New Advertising Rate Schedule
for CorvanAntics Newsletter**

Beginning with this issue display advertising will be available for CorvanAntics at specified charges. This was discussed at the annual meeting in June, 1997 in Lake Placid, NY and approved by the general consensus of those in attendance. The advertising schedule is as follows, per issue:

Full Page	\$25.00
Half Page	\$15.00
Quarter Page	\$10.00
Business Card (2x3.5)	\$ 5.00

Ad copy should be sent to the editor with full payment in advance for each insertion. Copy should be print ready or at least typewritten.

Corvanatics members will continue to get FREE Classified Ads for FCs, parts, parts wanted, etc. Photos for either Classified Ads or Display Ads will continue to be \$6.00 each.

1962 GREENBRIER - Great project vehicle. 4-speed, has 2 interiors (2 additional rear seats and a camper package) new tires and mag wheels, many new engine and body parts, rebuilt carbs, etc. This is a rust-free California van. Comes with all manuals including assembly manual. Only \$1350 or best offer. Call (716)334-8077 (NY) evenings and ask for Jim. Van is located in Rochester, NY.

'61 DeLUXE GREENBRIER SEATS- 2nd & 3rd seats, beige vinyl & cloth, \$20.00 for the pair. Bob Ehrenreich, 920-458-1170 after 5:00 pm. (WI)

1963 GREENBRIER: (not an 8-door) Fair condition, is complete, clear Missouri title. Stored at Jonesburg, Mo. \$300. Call Bill 314/456-3738.

NEW PRODUCT: Dual Brake Master Cylinder Conversion Kits. Steel brake lines meet or exceed specs. All adapters, fittings & grommets included, \$85. ea. The Source, Inc., 13975 Mira Montana, Del Mar, CA 92014. Telephone (619) 259-1520.

SPRING CLEANING: 30 misc. Corvaair engines, \$50.00 & up. Misc. car & FC parts, all years. Call (216) 243-4115. (OH)

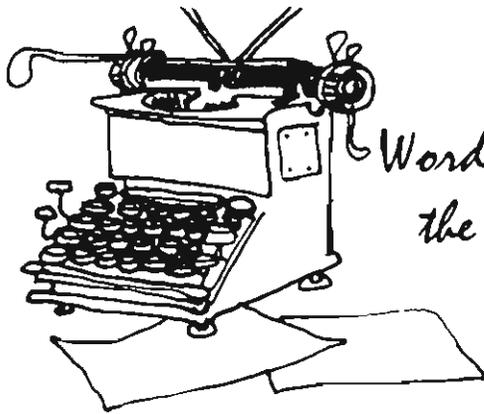
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*Words from
the Editor*

As I sit here in my print shop at St. Nicholas Hospital where I work and also produce this newsletter it is quickly closing in on Fall. Around here we really didn't have much of a Summer; it didn't begin until very late June and now there are many evidences that Fall will be early. Not to much to recommend for one who likes Summer and can do without the harshness of Wisconsin Winters.

I did get my Ranpside repainted this Summer. It still looked pretty good until you really got up close and inspected it. Then you could see all the nicks and scrapes that resulted from our two moves of last summer. There were also a couple places where just a little rust was beginning to rear its ugly head. So I took care of all that at once. I took the plunge and made a complete departure from the stock colors of Cardinal Red and White that I had

made such an effort to comply with the first time thru. Now I decided that I would make it something just a bit different; now it is a creamy white with a green/gold metallic stripe and top. Well, it grows on you . . . but then so does mold.

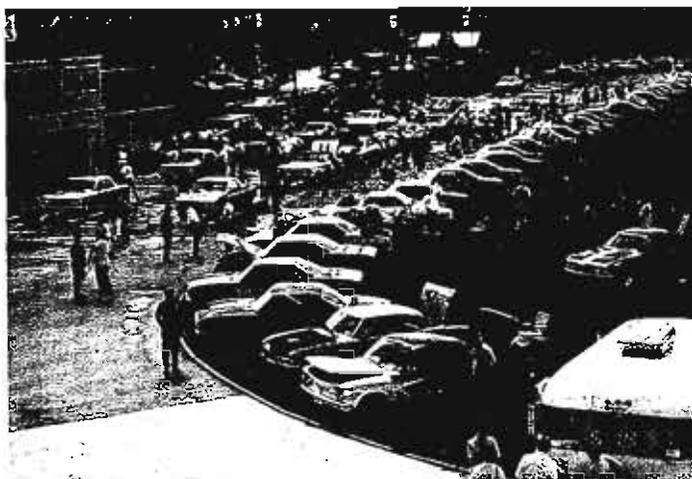
Again I wasn't able to go to the International Convention in Lake Placid, but I sure did hear a lot of really good comments on both the convention and the area around Lake Placid. I promise that I will go to St. Louis for next year's convention. Actually, the convention will be in Illinois, near Collinsville, or am I letting the cat out of the cellophane bag? "That is more in my own back yard and is really near my "old stompin' grounds", as I grew up in southern Illinois

Continued on Page 5

Letter from the President from page 1

CORSA and CPF Liason, I would like to see some participation from Corvanatics members in helping to establish a collection of FC-related items at our museum. Please contact me or the Museum Curator, Wade Lanning, to discuss your donation. It could have tax benefits for yourself while helping to build our FC presence at the museum. I look forward to hearing from you.

A couple of views of the International Convention in Lake Placid.



Four Corvairs leaving Charles Reinert's place in Pottstown, PA headed for the CORVAIR RANCH. Neal Lutz, the owner of the roll-back is, conveniently, a member and is active in the

Central Pennsylvania Corvaair Club.

The blue '61 on the bed has 47,000 original miles, factory driver bucket seat, and the rare 4.26 1st geared 4-speed transmission.

The Greenbrier is a standard interior (non-deluxe) '63 which was converted to Powerglide & has a '61 engine. Typical rust on both. The van isn't bad, except for the passenger door.

The 2 1960 coupes both have typical rust, but good parts.

**For these and many more cars & FCs call
Jeff Stonsifer at**

CORVAIR RANCH, INC.

1079 Bon-Ox Road

Gettysburg, PA 17325

717-624-2805

New, Used, Repro Parts - Visa/MC/Disc/AmEx - UPS Daily

TECH TOPICS



A SAFE ENGINE LIFT

The other day I was over at a friend's house and he was lifting his CORVAIR engine with a chain hoist. He had a chain going from the motor mount to the bell housing (into that large hole cast into the top). He was using a bolt through the chain to attach it on both ends and then laid the chain over the hook of the hoist. I saw this rig and shuddered. Especially since I had long ago built a rig to solve several of these situations, making the whole operation a whole lot safer.

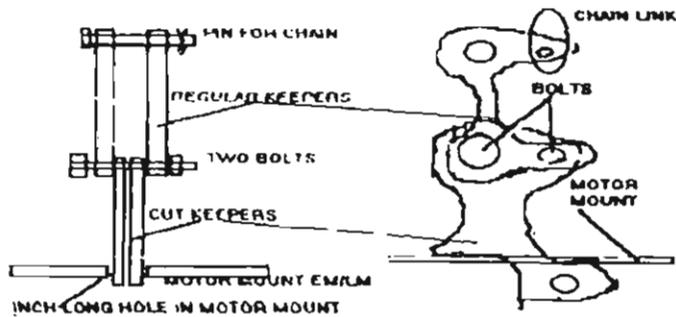
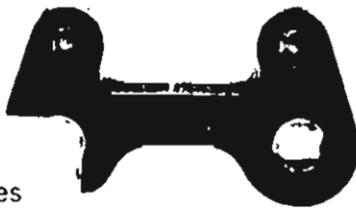
If you've never had an engine out, then you may not be interested in reading the rest of this article. . . if you have, stay with me.

One problem with using a chain directly from the motor mount is that the chain hits the fuel pump when the engine is lifted (and tighten the chain). What is needed is some way to raise the attachment point securely. If you recognize this part, then you will be way ahead, otherwise try to get four of them from someone who has them.



It is the guide for the pushrod tube (one of the places that we put the viton O-rings when the originals failed) and the guide is held onto the head by a pair of head bolts/studs. (The little O-rings in your viton set go under this piece.

Take two of your guides and cut them as you see illustrated here -- a grinder will remove the case hardening so your saw can take out that hunk. Bolt the two cut guides to make one thickguider using bolts long enough to capture the other two (four thicknesses in all) like this.

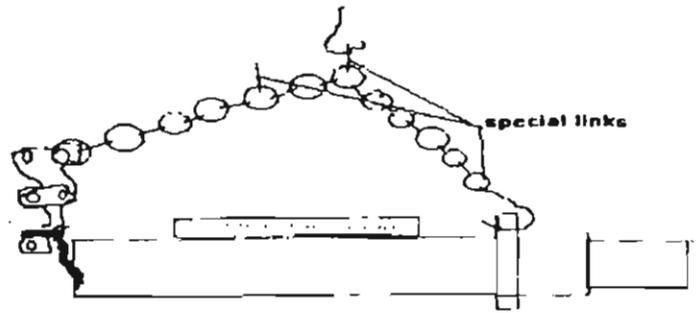


This fixture will slip securely into the hole of the motor mount and not tip over and will allow the chain to clear the fuel pump, etc. that is attached to the generator mount casting.

Now, two other items . . . At most hardware stores there are removable chain links, with a nut built into the side, so that you can screw the link open, attach it, screw it shut. About \$3.00 each. Get three of them and a drop forged hook. The hook has to fit into the cast hole of the bell housing, so get one with an opening about an inch and a half.

Attach the hook to one end of the chain using the special chain link. Put the two special links into the middle section of the chain.

You can move these links around later; they will balance the engine with or without the drive train attached (depending upon which of the added links you use) The hoist will not slip along the chain when it is hooked into either of these special links. At my hardware store these chain links come from France and are called "mailion rapide" . . . knockoffs will say "China". Get links big enough to carry the load safely -- don't scrimp when it is a safety item. Your new fixture can be mounted securely to a CORVAIR engine in 10-20 seconds and will not slip or come loose or fall down. Build one for your own peace of mind . . . and mine.



When the engine is hanging it could look a little like this. Obviously, if there is no power train attached it will balance on the other link.

Fran Schmit

The Gallis' Trip To International Convention

It started out quietly enough; the Ultra Van was running nice and cool, even through the hot desert. When I thought I heard a "plink, plink" outside, Bob thought it was an awning strap hitting the side of the coach. So, OK, on we went. Then I smelled burning oil and, again, Bob said, "oh, it's only the electric plant over there on the right." But he went back and opened the engine cover, and, yes indeed, the smell was "us" and the "plink, plink" was pinging. So Bob told me to pull over and, as we were at an off ramp, I pulled off there. As it turned out it was very fortunate for us that we were where we were. Jack Rabbit Road, half way between Winslow and Holbrook, AZ . . . and there was a trading post down the road. So Bob went

Continued on Page 5

Words from the Editor from page 3

about a hundred years ago. I will see if I can obtain some pictures taken by our club members and get some in this issue.

I have received late articles from President Mitchell and a long article and pictures from our old stand-by Ben Stiles. Ray's article is too time-related to hold for next issue, so I'll squeeze it in somehow. Ben's will give us a good head start on next issue, as it is not time-related. I am including a reprint of an ad that ran in the December, 1960 issue of *Farm Journal*. Note that the Rampside got early exposure in a national publication to help boost sales. It really is a tragedy that it isn't being produced today--it would sell a ton.

I also wish to make known my thanks to the membership, and especially President Ray for considering me in presenting me (in absentia) with the Greenbrier Cut-out Plaque for my efforts as editor. I really appreciate it and I thank you all. Someone went to an awfully lot of work to do all that intricate cutting . . . and in oak yet. It really looks nice and now occupies a space on my den wall.

Until next issue, keep all that FC news coming and those Ramps and 'Briers rolling. I agree with Bob Kirkman; they are garnering more attention all the time.

David Hartmann, *Editor*

Galli Trip from page 4

down to ascertain if we could stay at the deserted gas station where we parked. They invited us to stay in their parking lot until we could get the UV fixed. Bob was hoping it was something simple, like a valve guide; no such luck. As soon as he got the head off he could see the burned, melted piston.

We got out the awning, the lawn chairs, and he went to work dismantling one side of the engine, and the oil pan, and all the sundry items that have to come off. Called Larry Shapiro in the a.m. and he got right on getting us a new piston, rings, honed a cylinder, assembled it, including the rod assembly, and got it on UPS next day air. We had it by 10:30 the following morning. By the next morning we were on our way to Lake Placid once again. Many thanks Larry.

From there we headed East and North from I-40, to highway 54, thru the panhandle of Texas and Oklahoma, into Kansas, to I-35, North to I-80 in Des Moines, IA. Some of it was new territory, lots we had been to before. For instance, I pulled off I-80 in Granger, IN and, as we were turning into the KOA, I said, "We've been here before", and sure enough, we had been, under the former owners. The new owners have added an E-mail room and, had we had a laptop computer, we could have used that to receive and send mail home. There is a KOA in Pueblo, CO that has an E-Mail room too. How neat!!!

Anyway, without further ado we got to Lake Placid one day early, needing two new tires as two had ply-separations between Pennsylvania and New York. We rented a car after we found the RV park where we had reservations. Took a side trip to Vermont to visit Bob's two 90+-year-old cousins . . . crossed Lake Champlain on the ferry, great trip.

Lots of friends were there at the convention, so we were kept busy doing the meeting and greeting thing. Also going to the various meetings, tech sessions, going to the vendor's room, visiting the swap meet and the outdoor vendors. I did a lot of shopping. Lake Placid is a very nice place to have a convention, as everything is fairly close to the host motel, most in walking distance. Except the RV park; that could be walked in a pinch, but I drove it.

There were 4 Ultra Vans in the RV park: Ken and Penny Wildman from Ohio; Norm and Marion Helmkey from Canada; and Doug and Nancy Pratt from Pennsylvania; and, of course, Bob and me. Pratts and Wildmans entered their UVs in the People's Choice Show. They reported that they had lots of people stop and inquire about UVs. Bob had a few handouts on Ultra Vans he had given them and they were out in a hurry.

At the UV meeting, Group Ultra Van, Christy Barden gave a tech session on the Safe Guard Knock Sensor, with our burned piston as an example of why one is needed. Had we had one, we would maybe not have had that happen to us. Only time will tell, as the first thing Bob did after we got home was call Ray Sedman and order on. It should be here any day.

Bob got the Hard-Luck Award from Larry Claypool at the banquet. Need I say more when I say that we are flying to St. Louis next year.

Sunday was a morning of saying our goodbyes. We headed for the laundromat, and got on the road West. Other than the head winds, we had a very uneventful trip home, stopping at Dorothy Hansen's in West Chicago for several days. She took us to the Illinois Railway Museum; what a place! We had such a good time there, and with Dorothy in general, that we hated to leave. But leave we must, heading farther West. We stopped in one of our favorite places, Minden, Nebraska, and the Pioneer Village. From there it wasn't very far to my cousin's in Cheyenne, Wyoming. Then it was on to Salt Lake City and a visit with another cousin and our granddaughter and her husband. Then on to Reno and a visit with my aunt and uncle. So much for the visiting; we left for home and all our kids and their kids and my mother and everything that makes a family go.

Now we are getting ready for the Ultra Van National Rally in Durango, Colorado in August where we will have another good time. We were gone about 7 weeks, and will be gone another 3 weeks. Then it's home and be good 'til November when we head for Palm Springs and the Great Western Fan Belt Toss and Swap Meet. Hope to see some of you there.

Bob and Diane Galli

Additions to E-Mail List

RON STERN, flatsix@epix.net

LON ANDERSON, LonzoVair@aol.com

BILL & MAE GUTHRIE, maebill@snowcrest.net

ED X. THOMPSON, ext@quarles.com

These are the newest E-mail address to come in. Thanks to all who sent.

Diane Galli

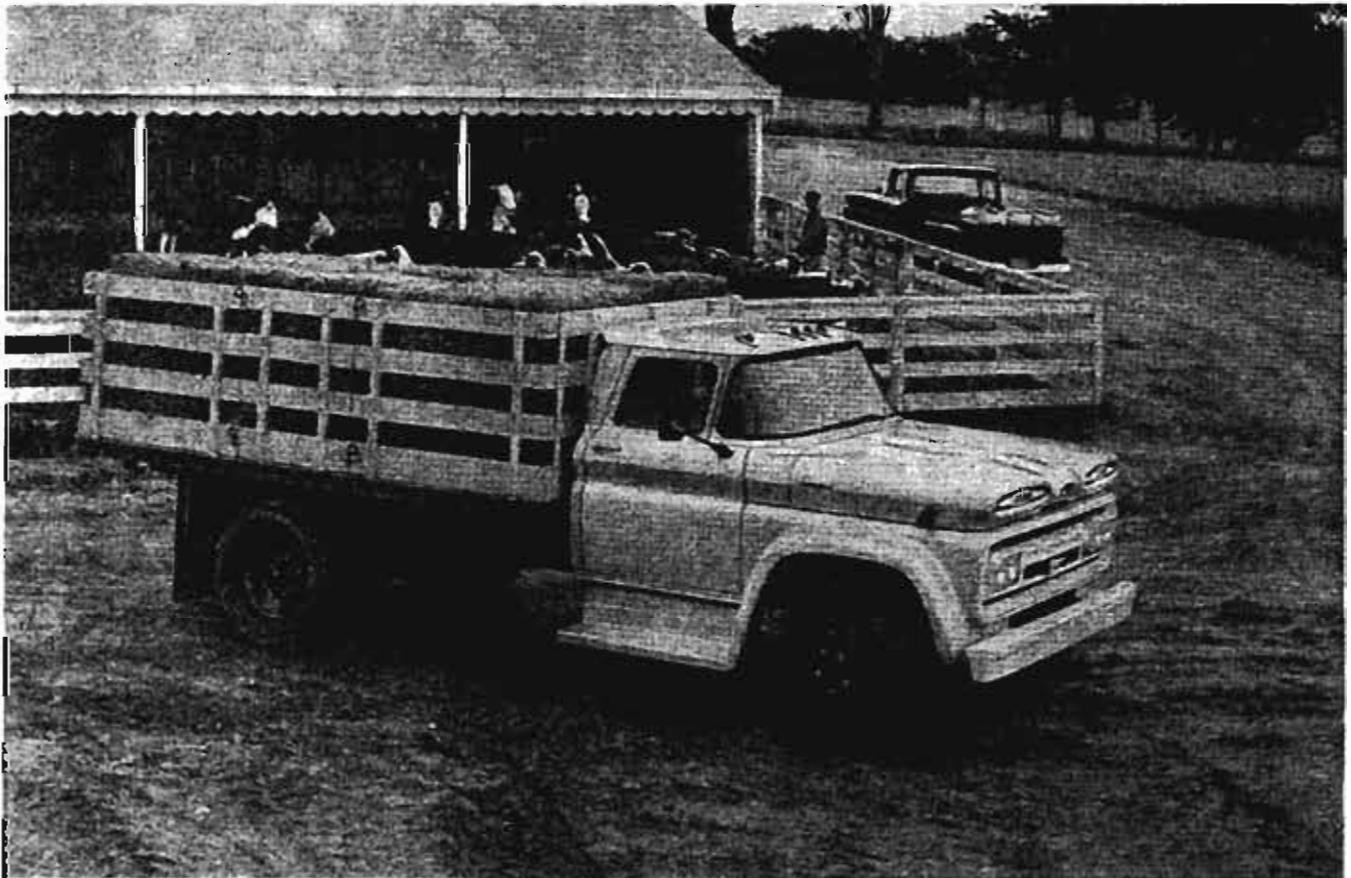
YOU'VE NEVER HAD A CHOICE LIKE THIS

(because there have never been trucks like these!)



REAR-ENGINE CORVAIR 95'S

You can walk livestock or wheel produce right out of that Rampside model. It's a truck that practically loads and unloads itself. Carries up to 1,900 pounds on a 95-inch wheelbase and goes anywhere you want to go with 4-wheel independent suspension smoothing the way. The cab's plenty roomy and comfortable. Visibility's great. It's got a solid one-piece body-frame build that'll take off-the-road punishment. And a thrifty air-cooled rear engine that never uses water or antifreeze. Think it over.



TORSION-SPRING CHEVROLETS

If Chevy isn't the ideal farm truck then there isn't any such animal. Haul formula feed or perishables, it doesn't matter what, Chevy's independent front suspension will pay off for you. It makes life easier for the driver. Shortens trip time over rough roads. Cuts down tire abuse and wear and tear on the sheet metal. The whole truck lasts longer. Drive one just once, you'll see why. . . . Chevrolet Division of General Motors, Detroit 2, Michigan.



MINUTES
of the Annual Meeting
of the Corvanatics Chapter
of Corvaair Society of America (CORSA)
June, 1997, Lake Placid, NY

The meeting was brought to order by President Ray Mitchell at 4:00 p.m., Saturday, June 21, 1997.

Secretary Diane Galli read the minutes of the last meeting. Charles West voted to approve the minutes as read; seconded by Tim Schwartz.

Treasurer Diana Galli read the treasurer's report. Tim Schwartz moved to accept them as read; Charles west seconded.

Ray Mitchell gave a report on the FC items "The Source" i getting reproduced, namely the dual master cylinder. Bob Marlow gave a report on Clark's reproduction door panels for '64-'65 FCs, 6- and 8-door variations. Lon Wall, of Wall's Corvaair Underground, told about the repro FC reflectors, which will sell for \$75.00-\$80.00 per pair, and the FC bra to sell for \$124.50.

Tim Schwartz suggested that we change the way we vote for directors, that we do it by division and by mail. A vote was taken and it was decided to keep it the way it is: voting at the annual meeting.

The following is the slate of officers as nominated and voted upon:

- President Ray Mitchell
 - Vice-President Bob Marlow
 - Secretary-Treasurer Diane Galli
 - Directors:
 - Eastern Tim Schwartz
 - Central Fran Schmit
 - Western Lon Wall
 - At-Large Ken Hand
- All were unopposed and elected unanimously.

Tom and Caroline Silvey and Ed and Betty Gridley were awarded Life-Time Memberships in Corvanatics for service above and beyond the "call of duty". Without these people Corvanatics would not be the club it is today. They were also given plaques shaped like Greenbriers in appreciation of all they have done.

Ray Mitchell also gave awards to the following:

- Corbin Tayloe - hard luck
- John Lantz - oldest in age
- Gary Gray, Jr. - youngest in age
- Charlie Biddle - longest member (other than the Gridleys and Silveys).

W. Christey Barden gave a tech session on the Sate-Guard Knock Sensor.

The meeting was adjourned by President Ray Mitchell at 5:30 p.m.

Respectfully submitted



Diane Galli, Secretary

TREASURER'S REPORT
of the Corvanatics Chapter
of Corvaair Society of America (CORSA)
Fiscal Year 1996-97

Balance, June 1, 1996	\$4,411.03
Receipts:	
Dues, Patches, decals, etc.	
Full sets of Newsletters	\$3,348.70

Total	\$7,759.73
Disbursements:	
Newsletters	\$ 449.46
Postage	865.61
Repairs	90.55
Printing (full sets & tech indexes)	263.13
Supplies	89.57
Miscellaneous	1,154.94

	\$2,886.26
Balance on hand, May 31, 1997	\$4,873.47

Total	\$7,759.73
	=====

Respectfully submitted,

Diane Galli, Treasurer

CLASSIFIED ADS

FOR SALE: Camper Top from '61 Rampside - includes top, side door, & filler panel and sink, toilet, stove assembly. \$200 or B.O. Gary Swiatowy, 7838 Chestnut Ridge Rd., Gasport, NY 14067-9503. 716 - 439-5194.

FOR SALE: 1962 Corvaair Rampside p.u., 4-speed, front & rear sway bars. Needs carburetor, body & electrical work. Many extra parts & manuals. \$1,750. Also liquidating many parts for Corvaairs and other trucks. DMPA Car Parts, 144 S. Lotus Ave., E. Pasadena, CA 91107-4506. 1-818-584-6957.

WANTED TO BUY: Rampside in good condition, any year. Will Elliot, Spencer, TN. 615 - 946-7116.



**CORVANATICS OFFICERS & DIRECTORS
for 1996 - 1997**

- PRESIDENT Ray Mitchell
P.O. Box 328854, Columbus, OH 43232
- VICE-PRESIDENT Bob Marlow
P.O. Box 547, Midland Park, NJ 07432
- SECRETARY-TREASURER..... Diane Galli
5000 Cascabel Rd., Atascadero, CA 93422-2302
- DIRECTORS:
- Eastern Tim Schwartz
5 Riverview Lane, Ho-Ho-Kus, NJ 07423
- Central Fran Schmit
3370 Library Lane, St. Louis Park, MN 55426
- Western..... Lon Wall
P.O. Box 339, Dundee, OR 97115
- At Large..... Ken Hand
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- TECHNICAL EDITOR Jim Jimenez
2826 Memorial Drive, Two Rivers, WI 54241
- HISTORIAN Dave Newell
P.O. Box 588, Olinda, CA 94563
- EDITOR David A. Hartmann
1111 Evergreen Road, Plymouth, WI 53073-4110
- FOUNDER Ken Wilhite
9560 Maple Way, Indianapolis, IN 46263

CORVANANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvaair Society of America (CORSA). Established September, 1972, Corvanatics is dedicated to preserving and enjoying America's original and most innovative small vans and light trucks, the Chevrolet Corvaair 95 Series.

Membership in Corvanatics is open to any CORSA member with an interest in Forward Control Corvaairs. Membership applications are available from the Secretary/Treasurer, Diane Galli, 5000 Cascabel Road, Atascadero, CA 93422-2302.

Dues are \$6.00 per year and must be sent to Diane Galli. Sending them to another address will only slow your renewal and possibly cause you to miss an issue. Club Window Stickers are \$1.00 each and Jacket Patches are \$2.15. Club Stationery is 5c each sheet, rosters are \$2.00. These are available from Diane Galli only, as are Membership Applications.

Stories, articles, photos or anything of interest to Corvanatics Members should be sent to the editor: David A. Hartmann, 1111 Evergreen Road, Plymouth, WI 53073-4110. Technical material should be sent to the Technical Editor.

Classified ads are free to Corvanatics members and should be sent to the Editor. Display advertising is also available at the following rates: Full page: \$25; Half page: \$15; Quarter page: \$10; Business Card (2x3.5) \$5. Please submit print-ready or typed copy and pre-payment to the editor. Photos & ads (black & white, if possible) are \$6 each. Authorization and payment must be received for each issue. Deadline for publication is the 15th of February, April, June, August, October or December.

CORVANANTICS
5000 Cascabel Road
Atascadero, CA 93422-2302



FIRST CLASS



CORVANATICS

THE FORWARD CONTROL CORVAIR PEOPLE

