

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



Sportwagon
Greenbrier



Pickups
Rampside - Loadside

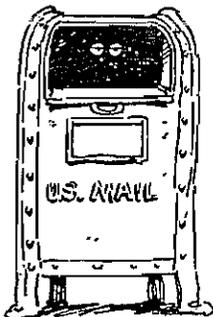


Van
Corvan



Vol. 26, No. 4 July-August, 1998

A Chartered Chapter of CORSA - Corvair Society of America



*Letter
From
The
President!*

Regrettably, I must inform the Corvanatics membership that I'll be unable to attend the convention in St. Louis. My job dictates that I must be elsewhere during the convention week. Of course, I'm not completely thrilled about this change of events, but duty calls and I'm required to be in attendance.

I have made arrangements with Vice-President Bob Marlowe to fill in for me at our Annual Meeting. Our secretary-treasurer, Diane Galli, will also help take up the slack in my absence. Plans are still being made to provide refreshments, awards, tech session and a host of other information to the membership.

It's been brought to my attention that there's some confusion about our Annual Convention Meeting date and time. For the record, Thursday, July 30th from 5:00 - 6:30 p.m. This date and time in no way conflicts with other scheduled activities. This is a new meeting time for Corvanatics because the membership has asked for a change. Our old meeting time was between the autocross and the banquet on Saturdays. Members arrived late due to the autocross and left early to attend the banquet. Please let your officers and directors know if you prefer

keeping the new meeting day and time after you've experienced it.

On a sad note, Mr. John Story, of Music City Corvairs in Nashville, TN has passed on. Mr. Story was a long-time FC owner and Corvanatics member. His friendship and leadership will be sadly missed by those who knew him. I ask the membership to keep John and his family in your prayers.

At this time I would like to propose to the membership the publication of our own Corvanatics Directory. Since our FCs are unique to the Corvair family of parts, I would like to see a directory produced listing each member's name, address and phone number. This would aid our members when traveling or locating another member. This would help with additional peace of mind while traveling in your FC. Most FC owners maintain extra parts that are strictly used for FCs. Corvanatics members who do not want their telephone numbers listed should contact our secretary, Diane Galli. The costs of each directory will be determined by production cost. Continued on page 7

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

FOR SALE- 1964 RAMPSIDE, 3 spd, 1963 8-door Greenbrier, 3 spd, 1962 station wagon, 3 spd, 1965 coupe, 4 spd. 1962 coupe, auto. Need restoration, but priced from \$100 to \$500. Also have 2 '64 parts cars. Herb Fick, Luverne, MN 56156, (507) 283-2905.

FOR SALE- 1962 Greenbrier (8-door) solid body in excellent condition. GMC red, automatic transmission, no engine. \$1500. (616) 459-8037 Grand Rapids, MI. Call after 5:00 pm or leave a message anytime and I will return your call. JP Nicklas.

WANTED- Pictures of seats when up and when down to make a bed from Cree Coach Traville Campside of Marcellus, MI. I have an Owner's Manual for the Campside, but there are no pictures of the seating. I need to see how they were installed so I can restore coach serial number 202 that was made for the Rampside truck. Bob Ehrenreich, 1728 Manor Pkwy, Sheboygan, WI 53083. (920) 458-1170 evenings.

FOR SALE: Two 1963 Greenbriers. \$300, not running, but complete. Call: Bill Tuttle (314) 456-3738.

The name Jeep came from the abbreviation used in the Army for the "General Purpose" vehicle, G.P.

Driving Your FC to the National Convention?

The following is intended to be an article about why you should drive your FC to the national convention this year and/or how well these Corvair engines run, even if they have a lot of problems.

I have this great plan that this summer I will be able to choose WHICH of my three Corvairs I will drive to the national convention (about 1,000 miles away) this summer. The choices are:

- 1963 RED Greenbrier, 102/PG, factory camper kit
- 1963 TAN Greenbrier, 1965 FC 110/4sp, DeLuxe, passenger
- 1965 Monza coupe, 110/PG

I am currently strongly leaning toward one of the FCs, though the theory here is to have all three cars in condition that I COULD take them if I wanted to, rather than taking the one that is in good enough condition to make the trip.

It has always amazed me how well a Corvair engine will run even when it is in fairly bad shape. My tan Greenbrier has had a power train vibration that has been getting worse for at least three years (about 8000 miles). I was sure it was NOT the transaxle or wheel bearings, so last summer I pulled the engine, installed a new harmonic balancer, a DALE flywheel, and had the pressure plate balanced to the new flywheel. It ran better, but the vibration was still there, and getting worse.

I finally sent the truck to the Corvair Ranch, in spite of it otherwise running well, having good bottom end, not pinging, etc. (Several of my Corvair friends thought I was imagining things.) When pulled apart, it was discovered that the engine had several cracked rings, ruined camshaft bearings, ruined crankshaft and its bearing, and a bent connecting rod. The rod was probably the cause of the vibration. I had DRIVEN this FC the 225 miles to Gettysburg for service.

The moral of the story is DRIVING YOUR FC to the national! Even if it isn't perfect, it will probably get you there and back just fine.

But . . .

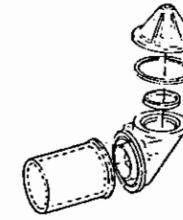
THINGS I WOULD CHECK/DO BEFORE THE TRIP

- inspect/repack/adjust front wheel bearings
- grease entire front suspension as needed, also inspect
- inspect brake hoses, CHANGE BRAKE FLUID if over five years old. This is something that I am fanatical about; that I feel most Corvair owners are way too lax about. In the BMW club, your car would FAIL tech inspection for a driving school if the brake fluid was more than SIX MONTHS OLD!! While I don't think six months or even annual changes are necessary, I like to change mine every 3-5 years. It's also not a bad idea to bleed the brakes every year, if only to keep the bleeder valves from freezing up.

I've always felt that the brakes are more important than the engine, since if it doesn't go you don't have to worry about stopping it!!

Continued on page 7.

Tech Topics



I have a question for Tech Topics. Do you or would any of our members know how many Greenbrier or Corvan 8-doors were produced? I have been unsuccessful in discovering the production numbers of this option. Does anyone have the answer?

J.P. Nicklas
 705 Tumer Ave., NW
 Grand Rapids, MI 49504

Tech Editor reply:

I do not know the answer to this question, but perhaps someone in the membership will know. According to the Corvair Total Production Figures printed in The Corvair Decade the following were produced:

	Greenbrier	Corvan
	Model R1206	Model R1205
1961	18,489	15,806
1962	18,007	13,491
1963	13,761	11,161
1964	6,201	8,147
1965	1,528	

Unfortunately the specific 8-door options were not specified.

Clutch Cable Modification

Pop quiz.....how many of you have had real problems with FC clutch cables? Okay, everyone else; you can skip over the following paragraphs.

When I got my van it had been "repaired" by a gas pump jockey who worked for the previous owner. "Hey, we'll go to the salvage yard and pick up a whole new power train and swap it . . . they're all the same!" Well, the first time he brought my '63 to me to replace a clutch disc, it had an intermediate year car engine bolted to a '60 differential and a little (aluminum case) 3-speed. Doubtless a 327 ratio, and very unsuitable for a truck, with some 5- or 6-hundred pounds of water softener salt stacked "mid-ship".

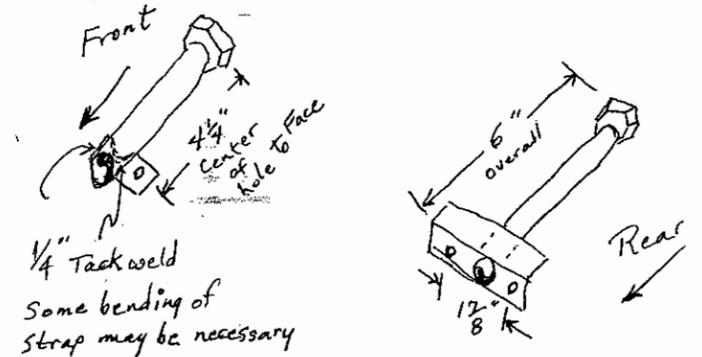
Anyway, some year and a half later maybe due for the third clutch disc at my hands, he offered it to me for a price I couldn't refuse. Enter the cable situation! With condition/mileage being questionable from all angles, my only obvious use for the truck was to keep the weeds down on the neighbor's side of the driveway. The hardest wear factor a motor vehicle can experience. The end result being a clutch cable, which I don't have the equipment/tools to move within its jacket.

A used cable I bought subsequently proved to be equally stubborn. And everyone along the line said, "when Chevrolet got rid of truck stuff in the warehouse, Cal & Joan bought all the cables in existence...if they're out, that's all bro...there ain't no more!"

Well don't believe it! On Valentine's day one of

"Lafayettes finest" put a ticket on the windshield, and my friend Gene Reed (Lafayette's Police Chief) had told me the last time that happened that I should get busy and do something with it. So I, with some decent measure of firm resolve in hand, set out to find a workable substitute.

I won't detail the shaking of the bushes that netted the resulting "state of the art" new clutch cable, just the necessary info to duplicate my solution. Obviously a new cable that fits right in is not gonna exist, but one the right length end to end (cable) with enough travel and a jacket that can be adapted should. The answer I found was a cable made by Byers in Mentor, Ohio, and purchased locally from Rowe Truck Equipment. The cable has a threaded (1/4" x 28 male) end on each end and the clevis screwed on give enough adjustment to make end-to-end length right. The jacket has a fine thread (5/8" male) one each end and uses two nuts screwed one on either side of a hole in the firewall, or a similar application. Some modification necessary, obviously! OK, the new cable is made with about 3 1/2 or 4" of travel built into it from fully-extended at one end to fully-extended at the other, and only about an inch is required for a full stroke of the clutch pedal. So I extended the jacket on each end with a short piece of 1/2" pipe. (Logical media for a pipefitter to work with!) Anyway I ran a 5/8" fine thread tap into the end of a short piece of half-inch pipe, and that allowed me to screw one of the nuts included with the cable on a 5/8" bolt about 2 inches long, and screw it into the pipe so that the nut was snug on the end of the pipe and square with the bore of the pipe while I welded it. The front of the cable bolts to a bracket behind the clutch pedal, so a one-hole pipe strap welded on the end of that piece gave me a



connector similar to a stock cable, while the other end required a pair of bolt holes parallel to the cable; about 15/16" on either side. The best solution for that seemed to be a short piece of angle iron welded to the pipe that served as a jacket extension and drilled to use the stock mounting bolts.

The only thing left to complete the job was to open the clevis on the rod from the end of the throw-out-arm to a slip fit over the new clevis at the rear of the new cable, and acquire a little longer pin; then pry open the clips that hold the original cable in several places under the truck and install them on the new cable. Granted it's not something to make a concours judge proud, but it works better than the original did when I got the truck, and the price is right.

continued on page 9.

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Thermal Expansion and Dropped Valve Seats

By Fran Schmit

I just read a Tech Tip by XXX where he explains how NOT to get a dropped valve seat. His example is good....driving REAL hard and then suddenly driving slow, is a good way to drop a seat. However he mentions that the seat drops out because it is hot and therefore smaller...NOTE he says that because the seat is hot it is smaller than when it is cold. This is the wrong way to look at solving a problem....first you got to get your expansion right....**most things get bigger when they get hotter...** I said MOST because this is not always the case....however in the case that we are talking about (Aluminum and Steel)... when they are in the neighborhood of 400 to 600 degrees (Fahrenheit)..

THEY GET HOTTER... THEY GET BIGGER!!

The reason the seat can drop out after a high power run is that the Aluminum head is really hot and is getting rid of that heat as fast as it can by being cooled by the fan (air cooled, remember?) Then you come to the top of the hill (or whatever you were doing at WOT) and you let off the gas and go putt-putt down the other side. When you took your foot off the gas you slowed down the cooling fan that was doing such a good job of blowing air over those very hot fins....now you turn off (down) the fan and every last piece of Aluminum in that head starts to cook and those with temperature gauges testify to this.... the temp climbs rapidly during that short period following the high speed run. Remember what we just agreed to a few lines back?....HOTTER IS BIGGER. When the Aluminum gets hotterthe hole in the head, that has been clamping the valve seat in, gets bigger....big enough to be the same size OR LARGER than the steel valve seat it WAS holding. I say WAS holding as the seat can/will drop out if the hole it's in is too big. This may be what XXX was trying to say but just mis-spoke...the seat is in fact smaller than the hole in the head when they both are TOO HOT. When they originally made it, the hole was 0.004" smaller than the seat...the Aluminum hole was then heated (BIGGER, remember?) and the seat was cooled (smaller) and then they were slipped together so they could come back to the same temperature with the hole grabbing tightly (shrink fit) on to the valve seat.

The thing that I have not mentioned so far is that there is a quirk of nature that sometimes almost seems unfair. (!) MOTHER Nature always goes by the LAW! The LAW in this case says that Aluminum and Steel do not swell at the same rate. If you measured two one inch pieces at room temp they would each measure 1.000", right? If you warmed them both in an oven to 300 degrees and then to 600 degrees you would see that the Steel would be 1.0018" at 300 and would be 1.0036" at 600...On the other hand we would see the Al piece would have SWELLED to 1.0039" at 300 and to 1.0078" at 600. It might be easier to say 7.8 mils when spelling out 1.0078", so let's go with that from now on. Remember these two pieces are made with only a 4 mil (0.004") shrink fit The difference in my example is 4.2 mils (0.0042")!!! In this case the two parts are just sitting there next to each other without any real reason to stay together other than the valve is pounding the seat deeply into the hole

but there's no BIG reason for it to stay there....it can come out.... and then you have "dropped a valve seat". This is even more of a problem in the 140 as it has bigger valves. So what, you ask? In the example above the one inch hole swells by 7.8 mils which puts it just slightly bigger than its steel insert....right? Well the 1.5" hole (140 intake valve) will have grown by 11.7 mils and its steel insert will have grown by 5.4 mils the difference now isn't even funny....it's 6.3 mils on parts that were made to handle less than a 4 mil change.

One knowledgeable CORVAIRist (Rad Davis) has reasoned that there is even a weirder threat to our heads....that is having the valves ground by a grinder who is not aware of the CORVAIR's air cooling situation. Water cooled Aluminum heads can never get to 400+ degrees so this situation we are talking about is never a concern to them. The grinder person sets up the machine and spins it away with sparks flying etc. If the seat is heated by the grinder and the Aluminum is not....then the seat will push out against the Aluminum and crush its way (by forging) into that 4 mil shrink fit -- reducing it! This will make the head even more prone to "dropping" than it was before.....So maybe you want to consider having your CORVAIR head's valves ground only by people who actually understand this particular situation. Makes a lot of SENSE to me.

There are lots of stories about dropped seats (I had one on a low power, Early truck engine, that came out and went back in several times before I tumbled to what was happening) but I'm not trying to write a story here, what I'm trying to do is just to help in the explanation of how a seat could come out so that you can be better prepared to drive so as to not have it be tempted to come out in the first place.....don't let your engine get 'HOT' and you will be in good shape..... If your engine does get HOT then keep the fan going so that you can get the heat out of the Aluminum. This may mean that you will have to SLOW DOWN so that you can shift down to keep your revs up (cooling fan goes directly with the rpm not the speedo). If you want to send me your stories about how you overheated your CORVAIR I will begin to assemble them into a book of NO-NOs that might be helpful to others. Sort of like the Fire extinguisher stories that keep going around to convince us all to WISE-UP and carry a nice ABC FIRE BOTTLE in each vehicle.



Extinguishers in all and valve seats still holding!!!

Drive your FC to the convention? con'd from p. 2

d) check condition of rubber fuel lines, suspension bushings and brake lines

e) check transaxle fluids

These are just items that I feel many people ignore. Doing an annual tune-up (gapping plugs, points, plug wires, oil changes, etc.) should be done, even if you are not taking your FC (WHY NOT??) on a long trip. As this is going to take place during a hot time of year, you may want to use a thicker grade of oil than you usually do. I use a 15W-50 Synthetic, which I feel will be fine for the long drive. A 20W-50 might be even better. As I do not like to go more than 2000 miles between changes on an air-cooled engine, I might take oil and a filter along to do a change in St. Louis. Pack your kit as you see fit.

Lastly, remember to pack your CORSA (and CORVANATICS) MEMBERSHIP DIRECTORY, so if you DO have trouble on the road, you'll know who to call. The National Convention is probably the BEST place to get your car diagnosed, and to find the part to repair it anyway. SEE YOU (and your FC) THERE!

Tim Schwartz
Eastern Director



"Old Rampsides never die; they just become woodsheds!" This one resides in the yard of Bob and Diane Galli. Photo by Jim Craig.

Letter from the President continued from page 1.

In closing, I want to "thank" those members who contribute and keep on contributing to our newsletter. Their articles keep us informed, entertained and educated. Without their input, our newsletter would be empty. So keep up the great work!

For those members attending the convention, you'll experience many memorable moments and you can bet that my heart and soul will be with you.

Ray Mitchell

Please note elsewhere in this issue a notice from our secretary and a form to complete and return to her with updated information for the Directory Ray proposed. Of course, if you do not complete the form and send it in our Directory will not be complete, now will it. So... again we are asking for your cooperation. Our club is, in the end, what you make it. Ed.

FIRE EXTINGUISHERS by Fran Schmit

A few months back I offered to pay a buck's worth of any one's fire extinguisher costs. Not one person took the bait. I mentioned this to the Internet group of CORVAIRists when we were rehashing the fuel pump situation. (Group is called Virtual Vairs) Here's a sample of what came back.

I became a convert to the concept of carrying a fire extinguisher after I nearly burned up Alice, my '64 Sedan, this past weekend. I was driving to join our club in the local St. Patty's Day parade in Norfolk when I smelt burning rubber. Lucky thing I had the heater on. I immediately recognized the problem, pulled the car over to the side of the road, shut the engine down and ran back to look up at the heater bosc running up from the lower right engine shroud. The hose was too long and was touching the exhaust pipe and had caught fire, glowing red... like hot coals. I didn't have a fire extinguisher, but I did have a spray bottle of window cleaner which I used to put out the fire and save my car. That evening I bought fire extinguishers for all my CORVAIRS. Bill Hubbell BELL@pilot.infi.net

I got a fire extinguisher when the spouse got a beetle. The Greenbrier has a nice five pounder in it. I've got a 15 pound CO2 for the garage. Big fan of extinguishers am I. Rad Davis CORVAIR@mindspring.com

As I am too. I have one in everything we drive, if only occasionally. That's 24 of them, each with a fire bottle. I also made sure that when we rewrote the rules for CORSA Concours some years ago that there would never be a penalty for having a fire extinguisher aboard even in factory stock classes. In the Metropolitan club you MUST have a fire exting. to be judged. Larry Claypool TATRA@aol.com

When I was 16, I had a '71 Volkswagen Super Beetle convertible that I purchased (not running for \$150) in 1978. We towed the car home and I proceeded to work on the car in my parent's garage (of course my mechanical skills were limited at the time). This was the first week of May. My Dad was off to spend the month of May in Indianapolis, as he had done for years and being the wise man he is took a look at the Volkswagen and brought a fire extinguisher from the house and put it by the engine and said that "what ever you do I better see the Fire Extinguisher in the same spot when I come home after the 500". Being a 16 year old kid I just laughed and said that I would never use it. Well, a few days later I thought I would rebuild the carb. When I replaced it I forgot to hook the fuel line up. As I sat in the car pumping the gas pedal, I heard a 'pop' and looked in the morror and saw a gasoline fire raging in the back end of my Volkswagen with flames hitting the garage door (it was open). I jumped out, used the extinguisher, and put the fire out. Had my Dad not put the fire extinguisher there I would have burned down their house. I went down to the Speedway for the second weekend of qualifying and he had told what seemed to like everyone in Indianapolis. I

Continued on page 9.



Words from the Editor

The time for the National CORSA Convention will be right upon you by the time you receive this newsletter. There are some references to that within these pages. For the first time in several years I will be able to attend our convention and especially the FC Annual Meeting. I am looking forward to meeting some of you of whom I have corresponded and read about since I have been editor of *CorvanAntics*. I'm afraid I am not very charismatic so I won't stand out in the crowd, but none-the-less we should be able to meet, if only at the meeting, where I have been asked to greet you and say a few words about the newsletter. Even my sweetheart, Bonnie, has agreed to accompany me, so far.

Well, I've, as they say, come into the 21 Century. I

recently took the plunge and bought a computer, a Power Macintosh G3. I've even gotten hooked up to the "Net". Except for typesetting, which is why I bought a Mac, I am still basically computer illiterate. I am learning more and more as I struggle with it. I have even connected and signed up with Virtual Vairs. By the way my e-mail address is: dahartmann@mail.tcbi.com. That should especially make David Herrin happy.

So I am doing much of the preparation and typesetting in my home. Of course I still do most of the paste-up, printing and copying at work. (Which by the way will come to an end when I retire about the end of the year 2001, when I will also resign from this editorship.) If that sounds like a long time away . . . well. So you might be thinking in long-term terms of taking on this job yourself.

This issue also contains an interesting article on heat and how it affects the non-compatible and differing metals in our-cooled engines, by Fran Schmit. Please also note the plea from both President Ray Mitchell and Secretary Diane Galli for your current information for the new Membership Directory. We have not published an updated version since 1995 according to what I have. It is really important that this work be complete and, of course, it cannot be so if you neglect to submit your information. If, for your own private reasons, you do not wish your telephone number to be published, that's all right. Your wishes will be honored; just so indicate on the "Application" that is included in this issue. But we would really like to have a.

Continued on page 9.

Words from the Editor

continued on page 8.
listing for each of our members. Your cooperation will really be appreciated by everyone involved.

As usual, it is getting to be crunch time for getting *CorvanAntics* out, so I'll cut this epistle short. See you all at the convention in St. Louis (Collinsville) the end of July. It just so happens that I'll also be in St. Louis for a convention two weeks earlier, so I'll have a busy month of travel and motels in July.

David A. Hartmann, Editor

Tech Topic: FC Clutch Cable

continued from page 3
The cable number BY5203BBV120 cost me \$35.00 plus sales tax.

The bronze clevises (standard hardware items) were about \$1.50 each. The new clevis pin at the rear also off the shelf, hardware item, was 90c, the one-hole pipe strap was 12c; the rest I pulled out of the junk box in the garage.

If you have to have someone make the pieces to extend the jacket make a copy of the drawings and shop around. Elaborate usually equals expensive.

Phil Haper

Fire Extinguishers

continued from page 7.
developed the nickname of "Torch". There are still a few folks that like to remind me of the story.

Michael Mehl RACEMIKE@juno.com

I keep fire extinguishers in both my cars. Years ago, I carelessly started my '68 with one fuel line disconnected and one sparkplug wire out. No, I have no idea how I could have done two such dwnb things, at the same time! But the resultant fire was small, about a foot and a half high, and was easily put out with the car's fire extinguisher. I keep them right next to my left foot. Ron Choy RONCHOY@aol.com

In Memoriam

CorvanAntics has been notified of the passing of long-time Corvaire and FC enthusiast Mr. John Story of the Music City Corvaire, Nashville. Mr. Story was a good friend to many and will be missed. Our condolences to his family.

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Don't feel like the Lone Ranger about fire extinguishers in CORVAIRS. Personally I have extinguishers in every car I own and have for several years. I offered my club members to buy and install an extinguisher in any car they owned for \$16.00 (new extinguisher included). Absolutely NO takers. Some car clubs that put on shows require that you have one installed to show your car. Not a bad idea, might even come in handy if not for you but for someone else (I put out a burning car on the highway once and also put out a fire on the roadside in the grass - most likely would have turned into a major blaze if I hadn't) ... save those trees ... keep the huggers happy. Curt NOH20CURT@aol.com

For what it's worth, I have a fire extinguisher in each vehicle I have. I personally have not had a fire but I have put out two others and in both cases stopped a small fire from destroying a vehicle.

Bob Gilbert BGILBERT@cyberlink.bc.ca

I once bought a '62 Monza with a 140 in it for \$125. After a little tinkering, I drove it home. After a couple of miles I learned that the float on the secondary carb on the left side had sunk, allowing gas to flow into the carb even though there was no linkage attached to it. When it finally overflowed and hit the manifold (there were no engine seals on a \$125 car) I had quite a fire. Fortunately, a man following behind me had a fire extinguisher in his car and put out the fire easily. Since then I have never been without an extinguisher. As little as a new one costs, I don't understand how anyone, who invests time and money in their toys, doesn't have one too. Tom Baum TJB1928@aol.com



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5000 Cascabel Rd., Atascadero, CA 93422-2302
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At Large..... Ken Hand
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TECHNICAL EDITOR Jim Jimenez
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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

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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 5¢ each sheet, rosters are \$2.00. These are available from Diane Galli only, as are Membership Applications.

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