

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



Sportwagon
Greenbrier



Pickups
Rampside - Loadside



Van
Corvan



Vol. 27, No. 3

May-June, 1999

A Chartered Chapter of CORSA - Corvair Society of America



Letter From The President!

Good news! Our annual meeting of Corvanatics will now be held on Thursday, June 17th. The Horizon Hotel of Lake Tahoe, Nevada is the place. Meeting time will be from 9:00 to 10:30 pm. Sounds like a great time to have a pizza party for Corvanatics members after the meeting. This would be a good opportunity to chat with fellow members and incoming officers/directors. So let's consider it done and plan on it.

For the 3rd year of my presidency, awards will be presented to Corvanatics member for their contributions over the past year. As I write this, the awards are being crafted and readied for deserving members. You ask, "How do I receive an award?". How about contributions as an officer or director of Corvanatics, newsletter articles, original tech tips, CPF donations related to FCs, just to name a few ways to receive an award. So good luck in your endeavor to receive one of the coveted Corvanatics awards.

I'm still waiting for my phone to ring or my e-mail box to fill with volunteers and nominations of members for my vacating position. Come on now, all it takes is a person

who loves FCs, some dedication and a little communication skill. The pay is great with free membership for the year and prestige of the Presidency. "Hail to the Chief".

As I complete this final letter, I can't help but to reflect on the many FC owners I've come to know. The years as your President with many helpful officers /directors/members who have made my time enjoyable and unforgettable. I "THANK" each and everyone for your support.

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Classified Classified Classified Classified Classified
CLASSIFIED ADS
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FOR SALE- *CorvanAntics* issues Vol. 1, No. 1 thru Vol. 27, No 2, plus Tech Indexes. \$50 post paid. One used FC axle bearing, 100% inspected and 100% good. \$60. Two bearing puller rings, \$3 each. Hardware items are plus shipping. Robert Kirkman, 1820 Moffat Road, Leonard, MI 48367.

FOR SALE- Engines, 95 and 110, trim used van interiors, glass, doors and misc. parts (nos-used) for car and van. Call Frank at 440-243-4115. (OH)

FOR SALE- Used FC Front Suspension Parts. From 1961-62: Inner tie rod ends for either side, \$17 ea.; Outer tie rod ends for either side, \$12 ea.; Tie rod sleeve, with clamp, \$8 ea.; Idler arm, \$30; Relay arm with mounting bracket, \$40; Used steering box, \$50. I have cleaned these used parts and examined them carefully. I consider them "Good Used Parts", but must sell them in "as is" condition. Please add \$3 for each item for packing and shipping. Bill Tuttle, 501 Cherry Lane, Warrenton, MO 63383.

FOR SALE: 1965 Greenbrier, 110/auto, 8-door, factory gas heater. Needs to be fully restored, not running now, but expect it to be by publication date. Asking \$475. J. H. Tulley, cmjhtn@bellsouth.net.

FOR SALE: FC Door Latch Repair. Finally a repair for FC front door latch assemblies. A special-size spring and clip for the tumbler assembly - makes the front doors pop open just like new. Tested in my daily driver Greenbrier for a year and still works great. Price: \$15 each plus shipping and exchange. Dave Palmer, 1364 Cottonwood Ln., Fillmore, CA 93015, (805) 524-5096.

An Apology-

Bob and I apologize if the wording in the new roster for West Virginia is offensive to anyone, as it was not intended to be. A friend of ours who was born and raised in West Virginia, when asked where she was born, always answered: "West, by God, Virginia!" Now if I remember my history correctly, West Virginians said that during the Civil War. It was a rallying cry, after they seceded from the state of Virginia, to let people know that they were not Confederates.

This was not intended to hurt anyone's feelings, but will not be repeated. It will not be in future printings.

Thank you,
 Diane Galli

Tracking Down '64 Trim & Paint Codes

I'm in the process of decoding '64 FC trim and paint codes, as found on the data plate up under the dash behind the parking brake handle. Here's what I know so far:

Trim Code:

Non-deluxe rigs have the code STD, which I'm sure means Standard.

Deluxe rigs built in Flint have the code Z60, which is the RPO for the Deluxe equipment (more properly known as Custom Equipment).

Deluxe rigs built in St. Louis have the code 5Z60XX, where XX is a two-letter code. Codes seen so far are: AA, AB, GA, GB, and MB.

Paint Code:

Flint-built rigs use the three-digit paint code as found on the dealer ordering sheet.

St. Louis rigs use a code in the format 5XXXYY where XXX is the same three-digit paint code as Flint rigs and YY is a two-letter code. Codes seen so far are: AA, AB, AC, BB, CA, CC, CZ, and DA.

See <http://www.corvairkid.com/64fcopts.htm#colors> for a table of the three-digit paint codes that dealers used.

I could use some help decoding these items completely. I spoke with Dave Newell and he thinks that the two trailing letters in the paint code are "probably 'exception letters', defining that paint color to a certain situation or combination of assembly factors".

My questions specifically are:

- 1) Why do St. Louis rigs have a leading "5" in the trim and paint code? (Theory: To separate Rampsides from other truck lines built at the plant.)
- 2) What's the purpose of the two letters at the end of the trim code, and what do each of the specific combinations mean?
- 3) What's the purpose of the two letters at the end of the paint code, and what do each of the specific combinations mean?

There are a few rigs for which the info doesn't quite match up. I'm not sure whether these differences are intentional, or if the person stamping the plates goofed. Here they are:

- 1) One St. Louis trim code was reported as 5Z61GA. There is no Z61 package.
- 2) One St. Louis paint code was reported as 552AA. There is a digit missing.
- 3) One St. Louis paint code was reported as 5505 3 AA. There is an extra digit.
- 4) One St. Louis paint code was reported as SPEC. Was this a special fleet order? If so, how can we tell what the original color was?

Please contact me directly if you have any information or theories to share. I will summarize any discussions for the list later.

Kent Sullivan
 kentsu@corvairkid.com

The above article was gleaned from Visual Vairs on 4-18-99.

Why is there an expiration date on sour cream?



CORVANATICS

THE FORWARD CONTROL CORVAIR PEOPLE



Membership Application

CORVAIR GREENBRIER AND 95 SERIES VAN/RAMPSIDE-LOADSIDE OWNERS

CORVANATICS was formed in September, 1972 for CORSA members who felt that not enough information was available to them through CORSA publications. In 1978 we became CORSA's most wide-spread chapter.

We publish a newsletter bi-monthly called *CorvanAntics*, which is comprised of stories, technical information and other material of interest to Corvair 95 owners, including a free "For Sale" and "Wanted" section for members. Additionally, we have decals (for inside application) - \$1.00; Jacket Patches - \$2.15; and Club Stationery - 5¢ each.

It is a requirement of CORVANATICS to be a member in good standing of CORSA, Inc.

Simply fill out the form below and mail to our secretary-treasurer.

(PLEASE PRINT)

CORVANATICS MEMBERSHIP

☐ Application

☐ Renewal

Name _____

Address _____

City, State, Zip _____

Telephone (_____) _____ Occupation _____

Type of Truck or Van _____

CORSA Chapter and Number Affiliation _____

Referred by: _____

Membership is \$6.00 U.S. Dollars annually. Please send check or money order, made payable to:

CORVANATICS
Diane Galli, Secretary-Treasurer
5000 Cascabel Road
Atascadero, CA 93422-2302

CHEVROLET—CENTRAL OFFICE

DIVISION OF GENERAL MOTORS CORPORATION
DETROIT 2, MICHIGAN



TECHNICAL SERVICE BULLETIN

Technical Service Department



SUBJECT: OIL LEAKS AT CRANKSHAFT - 1960-63
CORVAIR AND CORVAIR "95"

BULLETIN NO. DR #623

SECTION VI

TO: ALL CHEVROLET DEALERS

DATE November 21, 1963

CLUTCH/FLYWHEEL HOUSING -

Oil leaks at the clutch or flywheel housing on subject vehicles may be due to a worn housing seal allowing engine oil to seep past into the housing.

This problem may be corrected by installing Part No. 3851853 flywheel housing seal. This new seal incorporates a shield on the engine side to deflect oil away from the seal lip. On 1960 and some early 1961 engines equipped with a front oil slinger, it will be necessary to remove and discard the oil slinger and snap ring to provide sufficient clearance for the new seal.

Refer to the 1961 Corvair Shop Manual, Page 6A-46 for seal replacement instructions.

ENGINE REAR HOUSING - 1962-63 MODELS

Oil leaks at the engine rear housing may be corrected by installing Part No. 6257477 crankshaft rear oil slinger originally used in 1960-61 Corvair engines. Install slinger as shown in the 1960 Corvair Shop Manual, Page 6A-45. Install new engine rear housing seal if necessary, as outlined in the 1961 Corvair Shop Manual, Page 6A-41.

Both the new flywheel housing seal and crankshaft rear oil slinger are expected to enter production early in the 1964 model year.

Director, Technical Service Department

ADJ/afm

INITIAL _____

PARTS DATA

<u>Part No.</u>	<u>No. Required</u>	<u>Description</u>
3851853	1	Flywheel/Clutch Housing Seal 1960-63 Corvair and Corvair "95"
6257477	1	Crankshaft Oil Slinger 1960-63 Corvair and Corvair "95"

FLAT RATE DATA

<u>Operation No.</u>	<u>Time</u>	<u>Description</u>
* H06320	2.0	Engine Rear Housing Oil Seal-Replace - All except Corvair "95"
* H06321	2.3	Engine Rear Housing Oil Seal-Replace - Corvair "95"
H07155	6.0	Flywheel Housing and/or Oil Seal-Replace - All Models

- * These operations may be used to replace the crankshaft rear oil slinger in addition to the rear housing oil seal.

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Diane Galli, Secretary/Treasurer



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Letters to the Editor



Hello David,

Well I am not too sure if my e-mail ramblings on VV are very much interesting for the FC folks in USA. Anyway thanks for publishing some of them.

About this article in Chrom & Flammen, if you or anyone else would have by chance another paper to be translated from German to English just let me know, I should be able to do this just for fun.

Thomas Stingl,
<http://www.corvair.de/>

Now that You Have Your Fire Extinguisher Where Do You Mount It?

We have wrestled with this issue for many years. The engine compartment is probably where the fire is; so that's not a good place for it . . . in the trunk is not a good place either, as it's locked in there . . . in the cab is also not so good as they sometimes go off accidentally and then you are breathing a lot of white dust that you thought came in from a bad road or something and then, when you finally decide where it is coming from, it's almost overpowering . . . none of these are good choices.

But you should always have one in there someplace to use on someone else's fire. We had some fierce discussions about "that's not my problem" and even . . . if I spend \$10 on an extinguisher to put out your fire, then "I" have to pay for a new one. We figured that you should just put it in your head that if you ever grab for your unit it will cost you \$10 . . . then it's a done deal. So if you bring this up at your meetings be prepared for some good discussions. Some American car clubs REQUIRE an extinguisher in the car at all times and PROHIBIT participation in their event if you show up without one.

Of the three CORVAIR positions however, we have decided that in the cab is the best place. If you have bucket seats, then on the floor between the seats would seem to be the best. This is a visible place where you can look at the indicator gauge (definitely get that kind with the gauge) and also are reminded to once in a while pick it up and shake it to guarantee the powder is still loose (it can cake into a block under certain conditions). In the Greenbrier it can be in back ABOVE the engine cover (about the only good CORVAIR place) but the pickups surely have to have it behind the seat. Behind the seat is not a goodplace as you never look at it to check that it's functional. A tough call on the pickup; it's possible that above the rear window could work, but then if it fell on you

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. . . well, then what? As above, even if it's in a bad spot in a pickup, it's in a lot better spot than no spot at all. Any spot is a good spot if you are helping with someone else's fire.

You say you have one unit -- congratulations. Now get one unit for every set of wheels you have. And then ask your fire marshall about where to put them in your home and garage.

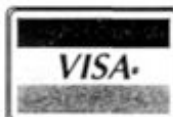
A sad note, when we tried to buy a bunch of them to sell to club members at volume prices, we couldn't generate enough interest to get the program off the ground. Since we have no rule about them then we all (figuratively) hope that someone else has one with them if we need one. Something like the old story of the Ostrich isn't it? When I was forty years old and had kids at home I didn't have one in every car. After I had a fire (actually I had just put one in my Greenbrier when I had a fire due to the famous CORVAIR fuel pump filling the crankcase with gasoline, the unit saved my GB) then I put them in everything and everywhere. At both doors of the garage, in the kitchen, and the furnace room, and each and every car. I have some water pumpers too, but they burn just as well as any other car and they also carry me to where that other guy's fire is that I want so badly to spend my \$10 fire extinguisher on.

Fran Schmit
Corvair Minnesota



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Words from
the Editor

Just as I had so much to get into the last issue of *CorvanAntics*, this issue seems to be just that sparse. So I guess you will have to put up with some expanded air by guess who.

I want to apologize for a typo in the classified ad of Henry Tulley in last issue. The error was in the e-mail address. Henry's address should have been cmthtn@bellsouth.net. A member inquired of me as to his correct address, so he may have sold his 8-door by now. I hope so. If not, you may wish to inquire of him now.

Here in Wisconsin we are now in that two-month period of bad weather laughingly known as "spring". During this time one can expect, and often receive, anything from below freezing to the high seventies in temperature; anything from balmy sunshine to blustery, cloudy days; rain and sun one-day followed by clouds and/or snow the next. And the worst is that our "spring" lasts for two months, from about mid-March until mid-May. And anyone who plants his flower or vegetable garden before May fifteen is either new to Wisconsin or a fool -- sometimes both. But God, in His wisdom, always follows the worst with the best -- after May fifteenth sometime we come upon summer. And in Wisconsin that means days in the upper 60s to low 80s and nights about 60s to 70s. And, Folks, that translates to nice, enjoyable days, followed by really sleepable nights, even light blanket time. So eat your hearts out. Summer is-s-s-s coming around here.

And this is the time of year when we all get to dream about all those projects we will get into just as soon as the weather breaks. I, myself, plan some heavy-duty Corvair

Eat Your Heart Out Ben Stiles!



TRAVILLE'S DOME gives stand-up room plus 22 square feet of visibility; can be replaced by flat panel



HOME CRUISER'S TOP collapses neatly. Licensed as station wagons, campers can legally travel all streets

Stand-Up Campers

The boom in outdoor vacations has resulted in some space-stretching conversions of American compact buses to rig them as campers.

The Home Cruiser, built by Travel Equipment Co., New York City, uses Falcon (\$3350) or Corvair (\$3650) vehicles; the Traville (Detroit 26, Mich.) Vista Camper converts the Greenbrier Sports Wagon (\$4163). Their novel roofs allow stand-up cooking. Both sleep four adults and contain full kitchen, water storage and toilet facilities.

TRAVEL TOP RAISES in a jiffy to over six feet of stand-up space. Sliding windows in dome have screens



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POPULAR MECHANICS

doin's. Since you too will be doing all that good Corvair and FC stuff this summer, why not take a few momments to jot down some notes on your activities and send them off to the editor of *CorvanAntics* for

insertion in the next issue.

Until next time --

Keep on 'Vairin'

David A. Hartmann, Editor

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

Membership in Corvanatics is open to any COSA member with an interest in Forward Control Corvairs. 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.

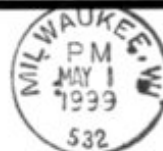
Stories, articles, photos or anything of interest to Corvanatics Members should be sent to the editor: David A. Hartmann, 1111 Evergreen Road, Plymouth, WI 53073-4110. Technical material should be sent to the Technical Editor.

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 for 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.

Web Page address: <http://www.ziplink.net/users/mak/corvanatics>

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