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A Chartered Chapter of CORSA - Corvair Society of America



*Words from
the Editor*

No article from the President this month as we have sort a "lame duck" president. By the time you read this a new president will have been elected at the Corvanatics Meeting at the National Convention in Lake Tahoe. So we should have a new message from a new president for the next issue.

Also notice that there is a new ad from Clark's Corvair Parts beginning this issue. So now both Cal Clark and Lon Wall of Corvair Underground and touting new and revised Catalogs for our perusal and ordering. Please try to utilize the services of both of these vendors. After all, they are our lifeline to keeping our now at-least-30-year-old beauties on the road. And for FCs they are even older than that. Even Corvair parts can't last forever! These guys go out of their way to supply good quality parts at fair prices.

Summer is now here in those parts of the country where you can tell the difference. Have you considered using the expertise of our Tech Editor to help solve those sticky problems. Jim Jimenez is truly a wizard when it comes to solving Corvair problems. He can't always make house calls, but he is as close as your phone and he really knows Corvairs. Make use of this service to members. Or, if you wish, write out your problem and mail it to him. See the back page for his address or phone. And besides, if you are having the problem chances are that others would like to hear the solution as well.

Since many of you are attempting all those plans you dreamed of all winter, why not jot down your successes, or even your amusing failures, and send them to the editor. It all goes for interesting reading in *CorvanAntics*. Also, if you would be interested in submitting a series of articles

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FOR SALE: Seven (7) #204 green Racing Champions, four (4) #221 black Racing Champions, one (1) #189 red Racing Champions- all \$10 each. Two (2) sets of Micro Machines #46 Body Shop (includes a 1965 Corvair in primer)- \$8 each. Five (5) copies of the 45 RPM record "Corvair Baby" by Paul Revere and The Raiders (these were dealer promos given out to perspective Corvair buyers in the early sixties. Getting harder to find- \$30 each. Contact Ben Stiles (717) 684-2441 or e-mail at bastiles@paonline.com.

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: 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.

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Return of Ben's Bus

Greetings from Ben's Bus. My life has taken several turns since the last newsletter to which I contributed. Lynn and I are living in a townhouse halfway between her job and mine. I have been taken on as a full-time substitute teacher for the school district from which I graduated. Several interviews for a full-time position have followed, and now it is a time of waiting. But, needless to say, these things have taken a lot of time away from my Corvair hobby. The following will try to summarize my Corvair activities over the past few months.

For Christmas Lynn gave me two KTS green and white tin Greenbrier friction toys. I had seen one at a Corvair show and liked it very much, but the owner was not selling that one. A search ensued which turned up a few possibilities, one of which offered two of the trucks for sale. I gave the information to Lynn who in turn struck a deal with the seller and had them ready for Christmas morning. They are very nice examples of period 1960s Japanese tin toys.

In addition to the KTS trucks, Lynn also got me the police car and racing car from the Racing Champions series. Being very elusive in this neck of the woods at the time, she ordered them through an Internet site. The die cast toy representative informed her that these 1960 Corvair cars would be offered in a variety of colors and styles, basically that the Racing Champions company would produce these cars until the dies wear out in order to get their money out of creating them. He was right. They have become available in red, green, black, white, a fire and rescue car, and now even a gold car. On our several road trips to Maryland, Lynn and I were able to find several cars, and I have thereby sold several. I have several green and black cars for sale if anyone is having trouble finding these. The cars are very detailed and collectible. I have been thinking about presenting information to the Racing Champions company about producing a Corvair FC toy. With their level of detail, a Corvair 95 toy from this company would be very nicely done, I am sure. Also, a representative toy of the Corvair 95 has not been produced since the Amco "Supervan" shampoo bottle from 1977. I think there would be a market for these Corvair truck toys both from us and from folks who used to own Corvair trucks, but do not anymore.

Two other collectibles I have been lucky enough to find are a Structo Rampside toy and several copies of "Corvair Baby", a 45 RPM record recorded by Paul Revere and the Raiders. In addition to these, I have bought some original Corvair ads and framed them to hang on the wall. Collecting Corvair toys and memorabilia has kind of bitten me, and now it almost seems addictive. My dad rolls his eyes when he thinks about how it all started with "one Greenbrier".

Enough about little boy's toys. My two real Corvairs are the toys I cherish most. I had bought the 700 four door as a safeguard. Basically my thinking was this: if one car breaks down, the other one will be ready for action until said broken down car has been repaired. The plan has backfired miserably. Seems like every time I have a car

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Tech Topics



CORSA recently has printed tech articles on sealing oil pans and using better bolts and washers. When I seal my pan, the gasket and bolts I use are not important. My sealing success comes from using silicone sealant not only on the gasket, but more importantly on the fasteners! This acts as both a locktite and as an anti-seize. The silicone keeps the bolts from loosening and the threads from corroding.

Ron Yaskovic
522 Saw Mill Road
Yonkers, NY 10701

Ben's Bus continued from page 2.

down, the other breaks the next day. The van needed a battery, so while waiting for the correct one, the car decided it would not start. The clutch cable on the van broke, so an axle bearing goes out on the car. These are but two of several episodes recently. I think they are ganging up on me. These cars are smarter than we think.

The van has not liked to start in damp weather for some time now. The other week, after a snow, it did not want to start at all. After too many tries, it finally started and, you guessed it, jumped the fan belt! I had had enough. Lynn had to take some time off work to take me to school. I finally made it to work (with an hour's delay, no less), and enjoyed the day. No less than a week later, an Ignitor electronic ignition was installed. I have been very happy with the results. After the hardest rains, the van starts right up. This problem has been several years in the running. The electronic ignition took care of it right away. If any of you have had a problem with this, change over right away. Your problems should end. Strangely, I have not had the same problem with the stock rotor and points on the 700, but if I do, I will know how to fix it, and quickly.

Recently the van had this nasty habit of shutting off at the most inopportune times. These included red traffic lights, while driving, while pulling away at green traffic lights, in the drive thru line at McDonald's, basically anytime it felt like it. My first thought was solenoid, but that had just been worked on recently. After a AAA Plus tow from McDonald's to the Corvair Ranch, it was determined to be the ignition switch. There was a short in there somewhere, which was cured by the installation of a used switch. Now she runs when she is supposed to, and shuts off when I turn the key off.

The car decides when it wants to start, and when it does not. The neutral override switch is not operating to capacity, and therefore starting is selective. It really is a downer on that one time in a hundred when it has no desire to start. I'll have to get that fixed soon.

For all the problems that these vehicles seem to cause



Corvair 95 with English Dormobile camper top installed. Dormobiles usually seen on Landrovers and Volkswagens

in my life, they are but an occasional annoyance, and usually are cheap to fix. I have added it up many times, and these two Corvairs have been very economical to operate over the last six years. Repairs are cheap, parts are available, and a worthwhile, newer, used car would cost much more than I have invested in both the car and the van.

During the long winter months, I did conquer some projects concerning the van. I bought an Ollie's Outlet special seat cover which matched the interior fairly well. On the night before a particularly snowy day, I brought the front seat into the basement and proceeded the next day to snip and fit the seatcover into place. With about an hour of work, it really looks nice now, and certainly is an improvement over the mis-matched front seat of old. I also attempted to adapt a Volkswagen Westfalia fold-down rear seat into the van. Cutting the seat's cabinet to fit the Greenbrier was no problem, and it did fit rather well. The problem I ran into was the seat's size. The thing was huge! With it in place, I almost could not see out through the back windows using the rear view mirror. I have since sold the seat to a Volkswagen guy and gone back to modifying the fold-over seat I explained in a prior issue to include a higher, more comfortable seatback. This was all after having ripped out my cabinetry to make room for the Westfalia seat. Now most of my original seating is in place, and we are getting ready for the camping season.

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Ben's Bus continued from page 4

I had been noticing that the emergency brake was not pulling as snugly as possible. I did not know why, but something was apparently not right. On a recent trip to a neighboring town, I pulled the emergency brake because I was parked on a hill. The whole mechanism moved and Lynn and I heard something metallic fall to the floor. Turns out it was one of the mounting bolts for the emergency brake mechanism. When we got back to the house, I tightened the bolt, but the whole thing still felt loose. Turns out there are two mounting bolts, one visible, and one hidden above the air heater control panel. After removing the heater controls, I replaced the missing bolt. I also oiled the heater mechanism as it looked dry. What a world of difference that ten minutes made. The emergency brake is now super tight, and the heater controls are very loose and free. Perhaps you should oil yours as well.

Lynn and I are going to venture to Northern New Jersey near the end of May to camp with a Volkswagen group at Stokes State Forest. The site is beautiful, and it will give us a chance to get away. Also, near the end of June, we are going to travel to the Maine coast and camp, self contained, in Acadia State Park. This promises to be a fun trip. We could not afford the time or money to drive to the National Convention, but we hope to get to one very soon. I would like to put faces with the names of Corvanatics' members.

In my next article I plan to describe how to build an under dashboard parcel shelf for your FC (just like the Volkswagens have!), as well as a tech article on loosening those kick panel fresh air vent controls. All the best from Lynn and me for a safe and happy Corvanatics summer.

I recently found this current cross reference for Corvair oil filters. The information is pertinent to the old filter brands found on the auto parts shelf right now. They include the following:

ACDelco-PF4
Purolator- L20014
Fram- PH4
Motorcraft- FL-8
Wix- 51038

Benjamin A. Stiles
164 Stonehouse Lane
Columbia, PA 17512

Words from the Editor continued from page 1.

one each issue, let the editor know. You could be the beginning of some increased interest in the newsletter and make yourself famous (well kind'a). as well. Wouldn't it be neat to see your articles and name in print each issue?

Note that Jean Allan now has e-mail. Note her new address in the mast on the back page. Jean is our Editor-at-Large, so you may want to contact her as liaison between the membership and the Board. Watch next issue for the listing of the new officers elected at the Convention.

That's all for this issue. Hope you enjoy reading *Corvanatics*.
David A. Hartmann, Editor

World's Most Dangerous Quiz!

1. Does England have a 4th of July?
2. How many birthdays does the average man have?
3. Some months have 31 days, some have only 30. How many months have 28?
4. How many outs are there in an inning of baseball?
5. In California a man cannot marry his widow's sister. Why not?
6. Take the number 30, divide it by one-half, and then add 10. What do you get?
7. A doctor gives you three pills and tells you to take one every half hour. How long will the pills last?
8. How many animals of *each* species did Moses bring with him on the ark?
9. A neighborhood butcher is average height, average age and of average health. What does he weigh?
10. What was the President's name in 1960?

Answers on page 5.



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Keith Cox's Working '63 Greenbrier

Pictured is the 1963 Corvair Greenbrier of Keith L. Cox of Lynden, Washington. It has a stock 80 horsepower engine with Powerglide. It has been restored and is not all original. Keith purchased it in early 1976 from Lynden Datsun. It was originally purchased as a work vehicle hauling freight and passengers to and from Seattle and also served as their family car. Then from 1979 to '84 the 'Brier was used to deliver donuts and pastries from their bakery in and around Bellingham. During this time it used up or burned up three engines and two complete paint jobs. He sold the 'Brier along with the bakery in 1985.

Keith re-purchased the Greenbrier in about 1993 and has been driving it since as his primary work vehicle, logging over 20,000 miles this past year. Of course it had to be restored again. The only component not yet rebuilt in this last go around is the front end. Estimated total miles, thus far, is about 366,000. Estimated total dollars invested in somewhere near the current national debt.

Engine restoration and general maintenance was courtesy of Hinton's Chevrolet in Lynden, Warren Watson. Body and paint by Maple Leaf Auto Body and Paint, Harvey Lagerway and team. Upholstery was done by Eldred and Kay Reimer of Reimer's Upholstery. They retired after doing this job twice in 20 years.



ANSWERS TO QUIZ QUESTIONS:

1. Yes. It comes right after July 3.
2. One. Unless, of course, you believe in being born again.
3. All twelve.
4. Six--three for each team.
5. If he has a widow, he's dead.
6. Seventy. (Thirty divided by two is 15.)
7. One hour. For example, if you take the first pill at 1:00, the second at 1:30, and the third at 2:00, the pills have run out and only an hour has elapsed.
8. Zero. Noah took two.
9. Meat.
10. William Jefferson Clinton. That's been his name since Aug. 19, 1946.

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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 5¢ 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.

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