

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



Sportwagon
Greenbrier



Pickups
Rampside - Loadside



Van
Corvan



Vol. 27, No 5

September-October, 1999

A Chartered Chapter of CORSA - Corvair Society of America



Letter From The President!

Well, here goes, my first article as president! I would like to extend greetings to everyone! I would say an introduction is in order right about now. I'm Jim MacDonald and I'm the proud owner of a '62 Rampside, a '64 Greenbrier and a '65 Monza coupe. The fine membership that attended our annual meeting in Lake Tahoe gave me the green light to be president after Ray Mitchell put my name up for the job. It was a great feeling hearing all those Yeas and not hearing any Nays! I have been a member of CORSA and Chicagoland Corvair Enthusiasts for ten years or more. You lose track when you're having fun! I live in Munster, Indiana, which is about 25 miles south east of Chicago. For the last 21 years I have worked for NBC; the last ten years as a news cameraman. But enough about me already.

I would like to thank the officers and directors of Corvanatics who helped our group keep on running on all "six" in 1998 and 1999. I would also like to thank our new

group of officers and directors who accepted this year to keep us running into 2000.

At Lake Tahoe during our meeting it felt like my mouth and brain were suffering from vapor lock. Since getting back to this thick Indiana air the problem has disappeared it seems. I had some ideas to bring up and forgot all of them. It's better to run them by everyone in this forum anyway.

Speaking of Lake Tahoe, it was great meeting all the members who live out west. It was fun seeing all the FC groups I met in Williamsburg and at all the national and mini conventions in between. At Tahoe I talked to the owners of FCs that belonged to CORSA, their local chapter but didn't have a good idea of who Corvanatics were! I explained a few times that we were the Forward Control Corvair People, like the Green Beret, an elite

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FOR SALE: 1966 Corsa Conv: stripped, primed & painted '66 maroon, new black power top, 110 eng., dual exhaust. Restored several years ago. \$2900 obo. **1967 Monza coupe,** 110, auto, black, primer, new exhaust & wheel cyl/brakes/shocks. Front end redone, new carpet, rust front quarter panel, not bad, \$795. insp. **1968 Monza Conv.,** 95, auto. 51,000 original miles, complete redone Ser wife practically new & rebuilt everything. Good top, clear window, ready to paint/shocks, carpet. \$1800. Phone 215-362-3113, Gary Grey, 206 N. Valley Forge Rd., Lansdale, PA 19446.

FOR SALE: '62 Window Van, parting out, 80 hp, 4 spd., 3:27 transaxle, glass okay except right vent, deluxe chrome windshield trim, front & side doors, some rust, no holes. Rear axle sold, everything else there. Let me know what you need. Central Florida area Bryon Short, 352-527-8409, e-mail: dadshort@webtv.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.

FOR SALE: 1964 Greenbrier, 3 seats, automatic, 6 doors, radio, color tan and white. First year sold, 1963, VIN: 4R126S101540. Price, \$1,395. Doug Nickerson, 2270 E. Alvarado St., Fallbrook, CA 92028, phone (760) 728-5377.

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Corvanatics Annual Meeting Minutes

Lake Tahoe, Nevada

Thursday, June 17, 1999

The meeting was opened at 9:00 p.m. by President Ray Mitchell. The minutes of the last meeting were read and approved; the Treasurer's Report was read by Secretary-Treasurer Diane Galli and approved.

Kent Sullivan gave a report on the 1964 Rampside Registry he has started, also 1962 Loadsides, 1964 Corvans, and 1965 Greenbriers.

Frank Seibenborn gave a talk about RESQ 921, owned and operated by the San Diego Corvair Club as a service to their members and CORSA members in general at meets.

Corbin Tayloe was asked to talk about his 1962 Greenbrier with which he won the Cole Award in 1997 in Lake Placid.

Election of officers followed. The results are as follows:

President - Jim McDonald
 Vice-President - Corbin Tayloe
 Secretary-Treasurer - Diane Galli
 Directors:
 Eastern Division - Tim Schwartz
 Central Division - Garry Parsley
 Western Division - Lon Wall
 At-Large - Bob Marlow

The following awards were given by outgoing president, Ray Mitchell: All of the past officers from last year were given awards: Dennie Pleau, Diane, Galli, Tim Schwartz, Fran Schmit, Lon Wall, Jean Allan. Awards were also given to Technical Editor, Jim Jimenez; Historian, Dave Newell; CorvanAntics Editor David Hartmann; and Assistant to the Secretary-Treasurer, Bob Galli; Newsletter articles: Ben Stiles and Dave Palmer; Tech articles David Herron III, Ben Stiles, Bob Kirkman, Kent Sullivan. Awards were also given for Corvanatics Web Page to Mike Kellstrand; Corvair Preservation Foundation (CPF) Museum/Corvanatics support to Cal Clark; Caretaker of Corvanatics Memorabilia, Wade Lanning; Youngest in attendance, Kent Sullivan; Oldest in attendance, Tom Silvey; Hard luck, Woody Thomas.

It was reported that door panels for 1961-1963 FCs will be ready by August 15, 1999. They're still working on the door panels for 1964-65.

The meeting was adjourned at 10:30 p.m. for Subway sandwiches, potato chips, and sodas.

Respectfully submitted,

Secretary/Treasurer

The Further Adventures of "Valveda" . . . or "Almost a Toyota"!

OK, so why do I call my '64 Greenbrier by these names? Well, back when I acquired this window van I thought it was an ugly cheese box. I also have two minor dents on the right side rocker panel from the forklift that lifted it off the top of a car at a junk yard. Does that explain it? OK on with the latest story...

It all starts with my swapping FCs with my dad to do some minor work on his '62 Rampside. We do this once in a while to keep the FCs on the road. Now Pop lives about 100 miles north of me, so the swap has to be planned when we will both be available. No problem. I took care of his lazy lifter, installed some seatbelts that worked better than the "AUGH" Ford seatbelts that were in there, and took care of some other minor details. I had installed a 3.55 differential earlier this year to replace the 3.89 that spun the pinion gear on its shaft. By the way, both of our FCs are Powerglides...that means my 'Brier still has the original transmission after 282,000 miles! Take that you stick shifter dudes!!!

Well, it came time to swap back our FCs this last June 26th. I made the 100-mile trek with Dad's FC up to Lompoc. That's his town, pronounced Lomp(OH)c. My visit would take me into the evening before departing for the less-than-two-hour ride home. Of course the Greenbrier has always served me well. I keep up the maintenance and change the oil every 2,500 miles. Even an occasional drive to Mexico is never a concern. This 'Brier has gone everywhere, and hauled it all.

I had rebuilt the engine about 53,000 miles ago, after clocking up 138,000 miles without a hitch. Even the compression of the 110 engine was still even at 148 psi all the way around. But this time I wanted to try a 95 hp engine. Well, it would almost be a 95, as I had CCed the combustion chambers on the previous rebuild to make them...let's say hot 95s. So with this job I would add a 9889 cam and 1110311 distributor. I found the performance change to be minimal, with a gain on the low torque end. Let's face it, an FC is not a race car anyway. Don't believe me? Then take one up to 75-80 miles an hour in a cross wind. Yup, I got my 'Brier up to 80 on a calm day going down a long mild grade...WaHooooooooo.

Anyway, back to the trek home. Of course, it had to get dark. No good adventure could possibly happen without nightfall and no flashlight! Okay, I had a flashlight, I also had plenty of spare on the road parts: I drive an old car...OK? Then it happened...I saw a bright light up ahead, it circled around, then covered me with a bright green beam of bright...OOPS, wrong story...that happened to a friend of mine in a Gremlin, by a swamp, in the deep south, all alone...KNOCK IT OFF.

Sorry, back on track now...but no guarantees! About half way home and indeed on a desolate stretch of Highway 101, it happened. The 'Brier was running just sweet, smooth as silk, as usual, when all of a sudden I heard a deep thud,...I almost said deep voice there, but I'll behave!" The engine sputtered once or twice, then stopped. Now here is where the brain goes...It may be a



distributor problem, Ignighter Ignition malfunctioned? No, there was a thump...Distributor drive gear broken...Oh, Pleeeeease let it be that. because I have another idea...BROKEN CAM GEAR." And so it was to be that fine dark night with only the howling of mad wild beasts in the distance to sharpen the nerves...then there is that green light.....flashing on my cell phone, giving a whole new meaning to the word, "technology". A quick call to my father and he had a flat bed tow truck on its way within an hour. Loaded up and on the way to my hobby shop. I thought the adventure would soon end. Nope! Half way home the truck blew one of its dual rear tires, with a huge BANG. Well, I'm on the side of the road again with that green light, the wild monsters, a broken wrecker truck and the driver on my cell phone to his boss. He said he was told to drive on it. Oh, ya! We got 20 miles to go on the highway. If the other tires goes we are in for a Bat-Man

Continued on page 7.



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The Pietenpol Airplane as appeared in the Oshkosh, WI newspaper at the time of the EAA Convention & Fly-in.

With the 70th anniversary of its first flight, the Model A-engine-powered Pietenpol Airplane will be featured at this year's AirVenture.

About 25 Pietenpols will fly to the Experimental Aircraft Association convention together. The planes, called Air Campers, also will be featured in daily fly-ins.

"EAA is a big event for us this year," said Grant MacLaren, head of the Buckeye Pietenpol Association.

The open-cockpit plane was designed in 1929 by Bernard Pietenpol in Cherry Grove, Minnesota, largely to try to build public interest in aviation.

"Pietenpol was trying to design an airplane that anybody could build and fly," MacLaren said. "Model A engines were readily available."

Bill Rewey, of Verona, Wisconsin built his first Pietenpol in 1972 and his second in 1994. He has brought it to the EAA convention every year since 1994.

They are really enjoyable to build," Rewey said. It's strictly a low, slow, old-style, fun airplane."

MacLaren got involved with the plane when a friend asked him for a Model A engine to build it with.

"I told him he was nuts," he said. "But I haven't been the same since. It's kind of an all-consuming hobby."

Although Model A engines are most often in the

aircraft, 43 other engines have been used in the design, MacLaren said. The Chevrolet Corvair is another regularly used engine for Pietenpols. Of course, now when a Pietenpol is built by its original design, the engine that goes into it must also be rebuilt, since Model A and Corvair engines aren't as prevalent as they used to be. Today, Subaru engines are common, Rewey said.

The thrill of the EAA convention for Rewey is letting people see the 650-pound plane. "There are always people who have never seen the Pietenpol," he said. "They see them and realize that they can build it without a lot of money. Pietenpols are inexpensive to build because the owner primarily does all the work, they are normally made of wood," Rewey said.

The number of these home-built airplanes is hard to determine because many of them are not licensed and their design is often imitated. He said there are approximately 5,000. Members of the Buckeye Pietenpol Association hold fly-ins around the country, the biggest being in Brodhead, Wisconsin, where about 25 Pietenpols gather each year.

Submitted by Steven Barker of Oshkosh, WI



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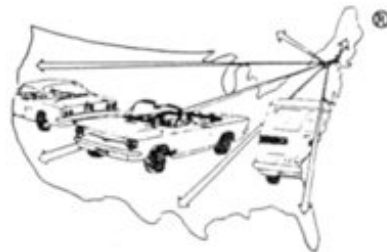
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Tech Topics



FC License Lights

1. Find two glass lenses from 1960 license lights.
2. If you have the new plastic housings the glass lenses are a pressure fit into the plastic housings. Be careful not to split the housing. Then insert the bulb and bracket base (rubber boot included) into the glass housing and then mount the entire light to the engine door. The glass should be a tight fit on the rubber base to make it almost water tight.
3. It should work the same on the original metal housing, but you may have to use a small piece of rubber into the top of the housing to keep the glass tight.

Bill Rudolph
Corvair Atlanta

President's Message continued from page 1

group of Corvair owners. One guy told me he had heard of us but thought that Corvanatics were the "Lunatic Fringe" of Corvairdom. I had to fill him in that we were not. Maybe he has joined our ranks by now. I think he found that we were not really "elete", but were as normal as any other happy Corvair owner. I told him of the advantages of being a Corvanatic like our Tech Topics, Classified Ads, support from our vendors and general info and stories sent in from our membership. I think I made the point a couple of times that if you own an FC or if you were interested in buying an FC we were the ones you should be talking to.

So in upcoming months, in following issues of our newsletter and on Virtual Vairs, and even in the Communique I plan to put our best foot forward and explain to new and old Corvair owners exactly who we are and that they are welcome here. Pointing them to our great web page if they are computer users and letting them know where it is will help. I would enjoy hearing from any member about their ideas and concerns. My e-mail address is: CORVANATIC@aol.com. My snail mail address in on the back page. And if I have to buy Diane Galli a bigger mailbox, so be it! There is always room for more when you're having a good time!

Until our next issue, Happy Motoring
Jim



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Greetings...from Ben's Bus

Hello fellow Corvanatics! I trust the summer has brought great enjoyment from your FCs to many of you. Lynn and I have taken the bus on several trips this summer. The most expansive of those trips was a 1556-mile round trip to Maine. Needless to say, the van has gotten a workout and we have enjoyed every mile.

Work continues on the van, but my rate of completion has been slowing. Even still, several projects have been completed since the summer season started. My intentions and aspirations far exceed my progress, however.

I gained several ideas about cabinet additions and other interior refinements over Memorial Day weekend. Tim Schwartz and Lynn and I were once again invited to a Volkswagen campout in Northern New Jersey. Those Volks folks really know how to do it! We had a great time comparing their smaller, weaker, underpowered German tin to our tough old Chevies. I say this in jest as the Volkswagen people were really accommodating and had as much interest in our vans as we had in their's. We had a great time.

Upon returning home, inspired by all that we had seen at the campout, I began to yet again re-arrange the interior and add two extra cabinets over the wheelwells. This only made it seem right that all of the cabinets should be refinished. This turned into a three week affair and ran right up until we left for Maine. Work continues as some finishing touches on the interior are tended to. I made a remark that it will be nice to leave for vacation next year without having to worry about putting the van back together. Everyone who heard that farce laughed at me because they are well aware that the van will never be "finished" no matter how long I work. With the help of my father-in-law, I finally got an electrical inlet, which can be connected to an extension cord and controls several outlets in and outside of the van when electric hookups are available. Currently I am finishing the newly-extended seatback on the folding bed and a new cabinet to house the cooler and the spare tire. If that doesn't keep the spare tire colder, nothing will!

Mechanically the van is doing very well. Recent attention to the emergency brake cable, front A-arm bushings and blower fan have the bus pretty happy right now. A new fan will be in order soon, and when that happens, I will have a 1964 magnesium fan to blow the air a little better.

My local club recently put on a mall show. It was a lot of fun. It is a very strange sensation to drive around in a mall. If you have not been involved with one of these, I recommend it.

I will sign off from the Ben's bus column for now. The van and I have some unfinished business. Later...

Ben Stiles
140 Reservoir Road
Strasburg, PA 17579

Editor's note:

Our local club has had a Mall Show each September at a mall in Green Bay. This year will be our 14th year. We even get paid for it...one of our bigger fund-raisers. Also note Ben's new address.

Ben's Bus: Maine or Bust

As the day dawned brighter and brighter, Lynn and I grew more and more excited. This was to be our first real vacation as a married couple. The plans and reservations had been made and we were all packed. So was the van. I left for this vacation with little caution for preparation. I never even checked the oil or the tire pressures before we left. I did, however, have a spare fuel pump, axle with bearing, and a distributor cap for the van. The clutch cable had recently been changed, so we felt that we were all ready. The trip went without a hitch, besides the one we had recently installed to hold our new bike rack.

We stopped in Providence, RI the first night to visit my cousins. It was a nice halfway point in the trip and eight hours of driving was enough. We were welcomed warmly. Dean and his wife looked over our roaming home closely and commented that it was great that we thought we would be able to survive a week of living out of the little van.

The next day we said our goodbyes and headed north around 9:00 am. We continued through Massachusetts, New Hampshire, and finally into Maine. At 5:30 p.m. we arrived at the Acadia National Park Visitor Center without so much as a squeal of the pilot bearing.

After some time in the center, we went to find our campsite. While in Acadia, we cooked all of our meals out of the van on a vintage Coleman Picnic Stove. It was really a lot of fun. We visited the "Loop Road" on the island several times viewing such sights as Thunder Hole, Sand Beach, Otter Cliffs, Cadillac Mountain, and Bubble Rock. We also rode our bikes on one of the famous carriage roads.

On the first night we were visited by one of Acadia's rather aggressive occupants: the raccoon. Seems these critters really like the smell of kielbasa cooking over the open campfire. The rangers warned us about the animals being a problem, and to keep our eyes open. Well, he came to within ten feet of us just after dusk, and returned to the van twice during the night, scratching the roof and sides trying to find a way in. Was I ever glad we were not in a tent!

One day we enjoyed a trip touring the micro breweries on the island as well as the small, but famous, town of Bar Harbor. This is a very quaint little town with specialty shops and great seafood restaurants. We spent the better part of the day in town. We also took a side trip to see the Bass Harbor lighthouse on the other side of the island. Some days were misty and gave us much-needed rain. We spent some evenings inside the van and under the awning keeping dry.

After three nights and four days in Acadia, we started heading south again. Our first stop was Thomaston, Maine. We camped at a mom and pop campground and visited Owl's Head lighthouse and Rockland Breakwater lighthouse. These were very charming structures and are a testimony to the history of America's seaboard. The next morning, bright and early, we left the campground for a boat shuttle to Monhegan Island. We enjoyed the quaint island popular among many famous artists. The bus got to



spend the day parked on a pier. It looked really neat with the boat masts behind it.

From Thomaston, we stayed in a very nice campground in Freeport. I had a conversation about the Greenbrier with a gentlemen who apparently was camped in a motorhome the length of several city blocks. He was appreciative that two young people were traveling in such an old and unique vehicle. He also knows of a Rampside in the area. I believe it belonged to a friend of his. Either way, we spent a nice evening in the campground and

Continued on page 7.

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Words from the Editor

This issue is just about ready to "go to bed" and I still haven't written anything for the Words from the Editor. That can only mean two things: either I have been lazy, or there has been quite a lot of submissions for the newsletter and I just don't have room for much. Let's just assume the latter.

Only want to call your attention to one thing. This issue is the first with our new officers. I have the names and the offices, but nobody sent me their address or phone numbers or e-mail address. I got what I could from the newest Membership Roster, but there are still some missing bits of information. So, please, check the list of current officers on the back page and help me out with current information if yours is not correct or complete.

Other than that this issue went together fairly well and I think there are some really neat items. Hope you enjoy reading. I'm sure new president Jim MacDonald would appreciate any comments on his first article. So how 'bout it. Let's keep all those "cards and letters coming". It'd be nice to have several *Letters to the Editor* for next time.

Enjoy the rest of the summer in your FCs and let's get them out on the roads and enjoy them.

David A. Hartmann, Editor

Valveda continued from page 3.

adventure ride. Well it made it, and my two hour ride turned into five.

Finally up on the lift and a drop of the oil pan and I confirmed the problem. The cam gear indeed failed. It broke away between the teeth and the center hub. With further investigation and asking the Vair shops in L.A., there appears to have been a run of bad cam gears made about five years ago. These are after-market gears that are best described with the cam shaft aside machined completely smooth. They took off too much meat, and these have a dismal record.

So now my engine is out and apart, and I'm looking forward to a 4th of July weekend of engine work. By the way, if you freeze the cam shaft for a day or so and bake the new cam gear at 450° for 30 minutes, in the oven... the gear will slip on the cam almost by hand, and the gear will run nice and true.

Back to the parts washer.....

Dave Palmer

WARNING! WARNING! WARNING!!

Following is some information that I received that all should be aware of regarding others logging onto your phone line.

I received a telephone call from an individual identifying himself as an AT&T Service Technician who was conducting a test on our telephone lines. He stated that to complete the test we should touch nine (9), zero (0), the pound sign (#) and then hang up. Luckily, we were suspicious and refused. Upon contacting the telephone company we were informed that by pressing 90# you give the requesting individual full access to your telephone line, which allows him to place long distance calls billed to your home phone number. We were further informed that this scam has been originated from many of the local jails/prisons. I have also verified this information with UCB Telecom. I further called GTE Security this morning and verified that this is definitely possible.

DO NOT press 90# for ANYONE!!!

The GTE Security Department requested that I share this information with EVERYONE I KNOW. Please pass this on.

Ray Mitchell, off the Net

Ben's Bus continued from page 6

awoke the next morning to tour Freeport. We saw L.L. Bean, of course, but we also had a nice time touring the rest of the town. A special thing for me was to have a Lobster sandwich at McDonald's. After several hours, we headed for Providence and my cousin's house again.

We arrived home just over a week after we had left. The van performed flawlessly, and we had a good time. We made some wrong turns, but all-in-all, it was a great vacation. I suggest that all Corvanatics take a 1500-mile trip in their Corvairs as it is very rewarding.

The Ben Stiles



.....
Secretary Diane Galli reports that several of the newsletters from the last issue were returned by the post office with the labels missing. If you were one of those unfortunates please inform Diane and she will forward another issue to you pronto.
.....

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for 1998 - 1999

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CORVANANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvaair 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 Corvaair 95 Series.

Membership in Corvanatics is open to any COSA 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 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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