

Corvan Antics

Celebrating our 41st year.

July/August 2013
Volume 41 Issue 4

Founded in 1972 by Ken Wilhite



The Bi-monthly Newsletter of the

Corvanatics

The Forward Control Corvair People

Riding with the President

by John Nickel



In less than two weeks I'll be in Kalamazoo at the Convention. I hope to see and meet many of you there. Corvanatics will have a table next to CORSA and the CPF to advertise our Convention next year. We will need some volunteers to help man the table during the events. If you are available to help, I'll have a sign-up list at the table. No one should have to do more than one hour at a time. Speaking of volunteering, the Central and Western Michigan Corvair Clubs are still looking for volunteer Concours Judges. If you would like to help, training will take place on Tuesday July 16th at 10:00 AM, and it really can be quite a lot of fun and very enlightening. Call Jim Stranc at [608-386-3074](tel:608-386-3074) or email him at jastranc@juno.com if you have questions.



Just a reminder that our Corvanatics meeting is right after the CORSA Annual Meeting at 7:30 PM on Wednesday evening. We will have door prizes and election of board members for 2013-14. In addition, we will be discussing our role as Host club for the 2014 CORSA Convention in Tacoma. We will be looking for volunteers to help out in nearly all events. Please plan to attend this important meeting.

My wife and I will be participating in the Rally on Thursday morning and of course we challenge you to come out and try to make us look bad in the Autocross. We will be racing the 8-Door again this year. Since I didn't even place last year it shouldn't be too hard to beat me. Barb won her class last year and also received the Donna May Mims award for the fastest woman FC racer. She wants to keep it, but will welcome your challenge. The face off takes place on Friday, come watch!



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

Corvanatics is open to any **CORSA member** with an interest in Forward Control Corvairs. Dues are \$10.00 per year and must be sent to the Secretary/ Treasurer accompanied by a membership application. See directory on this page for address. Applications available on website or from Secretary/Treasurer.

Stories, articles, photos, memorabilia, or any other item for publication should be sent to the editor. All of these can also be sent by email to: CorvanAnticsNews@gmail.com. Technical material will be sent to the Technical Editor for review. Authors are also asked to submit a photograph of themselves for the article.

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 (2 x 3.5): \$5; Please submit print-ready or typed copy and pre-payment to the editor. Photos for ads are \$6.00 each and can be color or black/white. 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: www.corvair.org/chapters/corvanatics/

Corvanatics Merchandise

Item	pdf *	mail
Corvanatics Roster*	free	\$2.00
3 Booklet Set:		
• Paint Codes (Includes cars through 64)		
• Prices and Options		
• Paint and Trim Combinations	free	\$5.00
PowerGlide Transmissions by Bob Ballew	free	\$10.00
Differential Booklet	free	\$5.00
Corvanatics Patches	N/A	\$2.50
Corvanatic Decals	N/A	\$2.00

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Membership and Merchandise payments can be made through **PayPal**

*roster only available to current members.

Convanatics@gmail.com

*Download from Corvanatics website
www.corvair.org/chapters/corvanatics/

Article Submissions:

Have a FC story, an article on a local event or tech tip you would like to share? Please email the articles to CorvanAnticsNews@gmail.com.

Text in Word documents preferred, please send photos separate in .jpg format. Hardcopy stories by mail are accepted, but must be typed or legible, send copies of photos not originals.



From the Secretary

by Molly Bacon

Hi all,
Important

I have to start out by apologizing. Forwarding the Corvanatics mail did NOT work as planned. I just found out on June 27 that the PO would not deliver any mail addressed to Molly Bacon instead of Corvanatics; some technicality of how I filled out the forwarding documentation. It's corrected now, or will be when the information is input into their computer system (7-10 days). I know of at least one person who had their dues returned. Because of this, I will not post any past dues in this issue. I will only post those who are upcoming in July and August as a reminder. This is the bad news first since I'm sure it's affected a share of the members. Again, I'm so sorry for any inconvenience.

Now for some good news!

First, and this has to do with paying dues, our webmaster, Steve Spilatro, has really enhanced the PayPal capabilities on the website. The link will now take you to PayPal with it already set up to pay your dues. It allows you to select multiple years and you can even set up an automatic renewal. This is much, much easier than it's been in the past. Try it out and pay your dues that way, then we won't have these Post Office problems.

Next, and I think this is pretty exciting, Corvanatics is going to have membership cards. I hope to have them all available to pass out at the convention. Of course, those who can't attend will have them mailed to them. Look for me at the convention. I will have on a white polo shirt with a huge Corvanatics logo on the back and "Molly Bacon Secretary/Treasurer" on the front.

Speaking of the convention. I will be there with all of the Corvanatics merchandise; all the booklets, and the patches and stickers. Track me down if you want something. I'll also be available at the annual meeting.



WELCOME!! We have a few new members since the last newsletter.

Sam Baker	TX 1963 Rampside
Darrin Hartzler	MD 1963 Greenbrier Deluxe 8 dr.
Larry Sherwood	KS 1961 Rampside
Rick Buck	IL 1963 Corvan
Philip Hack	MD 1962 Rampside

Please encourage any FC owner you see or communicate with to join Corvanatics.

Dues Owed

As per my comments, these will be left off of this edition. Those that owe would have recently received either an email or a postcard. I will restart this in September.

Currently Due

Due July and August. First notification. Again, if you've sent your check, it may be caught in the mess described above.

Raymond Paul	July 2013	Ron Yaskovic	July 2013
Ed Graveline	July 2013	Billy Bruce	July 2013
Daniel Monasterio	July 2013	Jean Allan	July 2013
Norbert Laubach	July 2013	David Brown	July 2013
Michael Hall	July 2013	Steve Breines	July 2013
Jim Grahl	July 2013	JR Read	July 2013
James Reinhart	July 2013	Larry Hickerson	Aug 2013
Greg Schupfer	July 2013	Paul Huelskamp	Aug 2013
Mark Corbin	July 2013	Dorothy Hansen	Aug 2013
James Check	July 2013		

Remember, your dues can be paid for more than one year at a time.

Thanks,
Molly Bacon

Editors note: *It is very hard for us to keep track of all Corvanatics members. If you know of a member or ex-member who has passed please let either Molly or I know. We would like to acknowledge their passing. Our email addresses, mailing addresses and phone numbers are on page 2.*

Gary Moore Corvan Antics Editor

SUPERBRIGHT L.E.D.s

by Fran Schmit

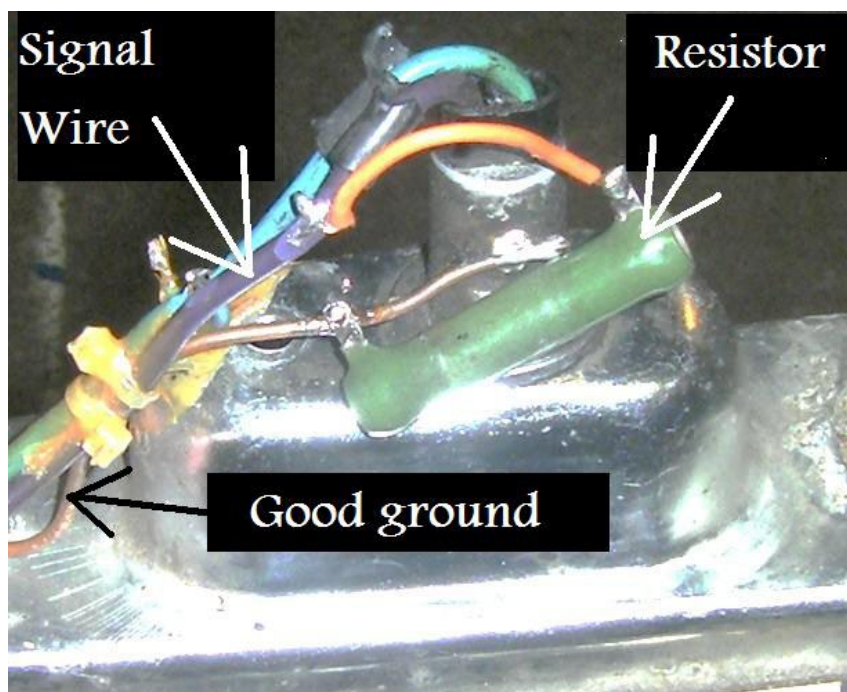
Recently one of our members commented to me that he had purchased some of those New BIG LED packages that replace the old 1157 Taillight bulbs. He was crabby because they didn't drive his signal light flasher unit. So I bought some and tried them and they didn't drive my clicker either, so I added a resistor and now they workvery, very well. Clean bright RED light that goes on and off very crisp and sharp....a wonderful upgrade.

The problem with changing a system by only changing the bulb, is this. The Signal part of that 1157 pulled a very large amount of current - - each signal light element draws 2 amps. At 15 V that's 30 Watts and when you put on your brake-lights that's like 60Watts talking to the guy behind you. Note that this much power in a light-bulb makes it a very hot item to touch. Usually we don't touch them as the bulbs are inside of the light assembly..... believe me when I tell you those bulbs will melt the plastic lens of the light assembly if you leave them on. These new LED "bulbs" put out even more RED light than the old guys but draw so much less current that the clicker doesn't even know the bulb is lit....the LEDs also, "don't get hot"!

One solution to the non-functioning clicker is to add a current draw to the circuit so that the clicker "thinks" there is a 'real' bulb in the socket. I put a 10 Ohm 10 W resistor [@ Radio Shack you can get two of them for \$2.49.....part number 271-0132). You simply

connect each signal light wire to a resistor and connect the other side of that resistor to any good ground. The clicker will sense the current draw of the resistor and 'flash' your Signal lights. There are other ways to make the clicker go, this is only one suggestion.

The resistor can be placed anywhere from the dash to the taillight assembly - - makes no difference. The only concern is heat as the resistor gets as hot as the old bulb did. FCs are easy as the taillight assembly is covered by a metal shield. Lates have lots of room at the base of the bulb socket but sometimes we put old rags in those back



corners - - be careful. Late Converts with the Hydraulic damper would be a great place to hide a warm resistor. Early's are probably harder as the light socket is in the fender-well where all the road debris collects - - best to place the resistor in the engine compartment near the connector going out to the lamp assembly..... and make certain the ground you select is a good one. Remember: put the resistor

between the signal wire and ground, see attached photo of an FC's assembly with a BIG resistor between the purple signal wire and a good ground. When finished 'paint' all your connections with something to keep the salt water out of them....a waterproof glue is good....so is grease!

Fran's articles also appear frequently in the Corvair Minnesota's newsletter the Leaky Seel. Several years of newsletters are archived on the CM website, There are many articles available from pre-electronic newsletters.

<http://www.corvairminnesota.com/cmi-seel.htm>

Progress Report: 1962 Rampside

by Jerry Lentz

I found this green Rampside in February from an ad in the Communiqué. I contacted the owner to schedule a day to look at it. Soon after my son-in law, Jason, and I drove over to Missouri.

What attracted me most to this truck was that it's an automatic, which is what I was looking for. The former owner said he had found the Rampside in a field and fixed it up for his wife to use in a lawn and garden service. Most the mechanical work was done like the brakes, the brake lines, wheel bearings. The engine is a ZK code and has been overhauled and resealed with many new parts. He pointed out he was no body man; he had applied house paint with a paintbrush to the entire truck.

The truck is pretty much rust-free except the battery compartment. The roof panel of the truck was damaged, a tree had fell on it and put a really nasty dent down the middle of it.

After I got back home called the guy up told him I wanted it and sent him a deposit to hold the truck for me. Two weeks later Jason offered to go get it for me.

We immediately started to work on it. We got the dent out and applied primer paint. It was running and driving so well, we took it to the Heart of America Corvair Owners Association Spring Dust Off.

This is a work in progress that my Jason and I will be working on together.



To be continued...



The truck made the 120 mile round trip to the Heart of America Corvair Owners Associations Dust Off without a problem.



Corvanatics

*Dedicated to the preservation of
Corvair 95 light trucks and vans*

Corvanatics Members

Do you Have a website featuring your FC or FC Info?

Would you like to share it?

Send the link to our Webmaster Steve Spilatro using the
contact page on the website.

<http://www.corvair.org/chapters/corvanatics/officers.php>



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Notice: A change will be made in the
email address of the newsletter to help
differentiate between the addresses of the
Secretary/Treasurer and the newsletter.
From now on please use the email address
CorvanAnticsNews@gmail.com for the
newsletter.

The Secretary/Treasurer's email address
will remain Corvanatics@gmail.com.

I will continue to monitor the old
address, CorvanAntics@gmail.com, but will
discontinue its use.

Thank you

Gary Moore

Corvan Antics Newsletter Editor



We carry a full line of new parts, engine rebuilding
parts, machined engine components, rebuilt parts,
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<http://www.californiacorvairs.com>

FC Lowering Part II *by Gary Baxter*

Many years ago I went through a process of lowering my Rampside. What I came up with was the Mustang/Cougar spring conversion that has been copied and there was even a kit available from one of the Corvanatics members. I had occasion recently to want to lower the front of a pair of Rampside recently. I did not have any Cougar springs handy, so spent some time thinking about how a coil spring works and how to modify the stock FC spring without ruining the ride.

The old hot-rodder trick of having a buddy with a torch heat the spring to lower the car destroys the temper of the spring. When made the spring is formed and then heat treated, which involves heating the spring to a specific temperature and then quenching in water or oil depending upon the steel alloy used to create the strength desired. If the temper is changed, you no longer have that strength. Even though you might have the height you wanted when you first do it, as you drive and the spring is

not reducing the active coils much and maintaining a good ride quality. Keep in mind, because the suspension has less travel before hitting the suspension bumper, you might need to use a heavier shock absorber to control the suspension movement. This in itself is not as easy as it sounds. What you want is a shock that is stiff in both jounce (compression), and in rebound (extension). Most shocks are only stiff in rebound as they count on the spring to take care of the jounce travel. Also most are "radial tuned", which is an advertising slogan for valves that float and do not respond instantly so the shock does not act immediately. The thought is that this allows for smoother, more floating ride. I have found Corvette shocks to be more likely to be stiff in both directions.



compressed more, it can collapse more until the coils are touching each other. Then the spring is no longer acting like it has separate coils and the ride quality deteriorates.

In shortening a spring to lower the vehicle, you want to maintain as many coils as possible, so it is best done by cutting a small amount off each end and heating just the end to bend it back down to match the original style to fit against the suspension parts. This is what was done to the copper colored spring. Note the pieces cut off. In this manner you can shorten a spring for the front of an FC by an inch, by cutting about 1/4 turn off each end. This will lower the front about 2", while



Part I Recap

In 1991 I decided to lower my Rampside. While heating the coil next to the lower arm to lower the rear about 3/4" was not a problem and did not mess up the ride, the front needed about 2" of lowering. My first attempt was to cut a coil off the spring. This did lower it, but the ride was horrible, rough and choppy and bottomed out a lot. Next was to find a spring at a salvage that looked like it might work. It was from an early Mustang and used lighter wire than the FC. I cut one coil off the top and two off the bottom so they were 6 1/2 coils. It was much better, but softer and needed well controlled shocks. The FC spring was 0.65 wire diameter, the Mustang 0.060. Later I found some '68 Cougar springs, which were 0.062 wire size and cut just one coil off them. The truck sits level and rides very well, just a little softer than the original.

Photos from Around Town



Above Ben Stile's 1962 Greenbrier or Ben's Bus, as it is commonly referred to, at the Corvair Ranch Open House in May. Photos by Bob Hall

Below: Ben's 1961 Rampside, though a squatter seems to have taken up residence. Ben's daughter Emma found the truck's bed a nice place to put her chair and relax with a cookie at the LCBC Motorsports Car Show. The show held in Manheim PA includes 400 cars, trucks, street rods and BBQ



Photos from Around Town



Sorry to say I lost the email these photos came in, I had saved the photos in a folder called Vair Fair, but the above photo seems to be from the Corvair Ranch Open House. I am apologize for not giving photo credit.



Left: Custom orange 1962 Corvan owned by Jim and Linda Enfield of Fenton, PA

Below Left: 1962 white and blue Rampside, owned by Ray Davis of Fredricksburg, VA.

Below: 1963 red and white Greenbrier camper belongs to Greg Walthour of Alexandria, VA



My New '62 Loadside

By John Nickel

May was a very interesting month and it continued into June. To begin the saga, on the 4th of May, I and some of our club members made a trip to Georgia to attend a clearing out the collection sale of one of the older members of Corvair Atlanta. It was pouring rain and the vast (60 plus) collection of Corvairs was scattered among three buildings and the woods.

Of course I was looking for FC's to see if any were worth dragging 225 miles back home. There were several Rampside in various states of disrepair, a few Corvans and a couple of Greenbriers, but none were of much interest except for parts. But under the far edge of a pole barn was another Rampside that looked like it might have possibilities. It was loaded down with parts in the rear, so I went along the driver's side and checked to see what year it was, 1962. I said to my self, there doesn't seem to be any rust on it, I wonder what the ramp looks like? I went around the front to the right side to check it out and there wasn't a ramp! It was the holy grail (to me anyway) a 1962 Loadside, the least produced Corvair at 369 units in 1962! I didn't look any farther and went directly to the sales persons, made an offer and I now own it. It followed me home later that month.

This last weekend we went back down to do some more checking before many of the vehicles are crushed. I found and purchased a TEC Travel Top that was on a 1964 Greenbrier. Those of you that know Ben Styles of Ben's Bus (page 8) would recognize the travel top that I found. So more projects to do. I hope to have the Loadside ready by next year to drive to Tacoma. To see more about my Loadside and also the Travel Top check the Corvanatics Website in the [LINKS](#) section. Kent Sullivan's site will link you to the Loadside registry and the Ben's Bus site will link you to information on the Travel Top.





CORSA International Convention

JULY 16-19, 2013 • WEST MICHIGAN CORVAIR CLUB • KALAMAZOO, MICHIGAN

The Annual Corvanatics Meeting

7.30 till 9:00 pm

Wednesday July 17, 2013

Begins with Social time:

Refreshments, snacks and door prizes.

Followed by some seriousness:

Business meeting and elections.

see event schedule at the convention
for room designation.



Panorama of FCs at the 2001 CorSA Convention in Chicago by Terry Kalp



John Nickel found and purchased this 1962 Loadside, one of 369 built that year, at collection sale. See page 10 for story.

CorvanAntics

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