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Greenbrier



Pickups
Rampside - Loadside

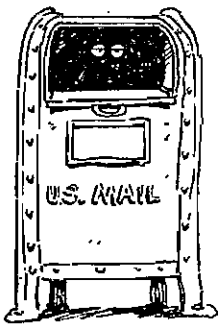


Van
Corvan



Vol. 29, No 1 January-February, 2001

A Chartered Chapter of CORSA - Corvair Society of America



Letter From The President!

Season's greetings to all! If you are reading my message after the holidays I hope Santa didn't forget what you asked for. If he did, don't worry, you will probably be able to find it at CORSA's International Convention in July! WOW! Seven months away. The countdown has started.

Over the last few weeks I have been going over what I wanted to say to everyone in this article. Ideas about membership. Ideas about our web page. Ideas about our newsletter. Ideas about the activities at the convention, since it is the only time we get to meet. As far as the convention goes I am going to confer with the committee who schedules what time the groups meet. If we can stagger the times or if there can be two meeting rooms used. I hate being pushed out of the room afterwards. If we wanted to socialize or even stand around and discuss matters at hand it would be nice. I would love to hear from you, the membership, on the matter too. Feedback is always good.

As far as membership is concerned it is still a rule

that you have to be a member of CORSA to be a member of Corvanatics. At a few meets and club gatherings, the subject came up. How does everyone feel about the rule? I know there are FC owners that know about and belong to CORSA, but not to Corvanatics. I know there are local club members that don't agree with CORSA so they don't belong. They own FCs and are interested in Corvanatics, but don't belong. I'd love to get the message out there about the Corvanatic and CORSA advantage and what they miss by not getting all the info that is available to them in each of our publications. I suppose I should send an invitation to everyone who belongs to Virtual 'Vairs. That is one way to get the message out about us to about 600+ 'Vair enthusiasts. But once again now all VVers belong to CORSA. Feedback, feedback. Give me some feedback!

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WANTED: Any year Rampside in fair to good condition. Engine is unimportant as I have a good one to put in. I have been searching for a good candidate for about two years, now it is time to get serious. A Rampside in the Northeastern part of the country would be ideal (PA, MD, MA, CT, RI, VA, NY). Please contact me if you know of a truck that is available. Ben Stiles (717) 687-7558 or bastiles@paonline.com.

FOR SALE: '63 8-door Greenbrier: Has '63 110 car engine with stick. Engine not running. Everything is with the van, but most has been removed for restoration. Poor health has prevented completion. Much has been done. All exterior and interior is in primer. Some body work still to do. Has deluxe '64 seats with it. All glass there and good. Is a project vehicle, but definitely restorable. Will make someone a rare and serviceable van. Will sacrifice for \$495 OBO. Bob Ehrenreich, 1728 Manor Parkway, Sheboygan, WI 53083, 920-458-1170. (WI)

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: \$20 each plus shipping and exchange. Dave Palmer, 1364 Cottonwood Lane, Fillmore, CA 93015, (805) 524-5096.

Words from the Director-at-Large

For the up-coming National CORSA Convention in Chicago next summer we want to have a large presentation of pictures and "brag books" from our members. Wouldn't it be great to see your FC along with hundreds, okay many, other members' pictures on display for everyone to see at the convention? So far we have only one member who has responded.

I have a scrap book of pictures of the Greenbrier (Ben's Bus) and my adventures with it since the first week I owned it. I'd sure like to see your's alongside mine on display at the convention. It'll make a great display and creat lots of interest in Corvanatics. That's one way we plan to increase membership in our club.

Please send your pictures to me and your intention to bring your scrapbook to the convention. Please send to me at: 212 Georgetown Road, Strasburg, PA 17579. Or you may call me at (717) 687-7558.

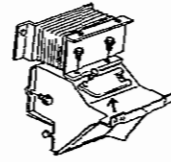
Ben Stiles, Editor-at-large

Happy Holidays
to all the Members



from Bob and Diane Galli

Tech Topics



Keep Your Engine Clean -- or Do you Like the Smell of Burning Oil?

Step One- Eliminate Oil Leaks
 Viton O-Rings, New Seals-Gaskets. Corvairs do not leak much or at all if well-maintained.

But even a few small weeps of oil will build up to a gunky mess in the engine compartment if not cleaned up.

Here is how I do it.

Warm up the engine - not hot, but warm it up. With the engine OFF, cover up the distributor, carbureters, generator with plastic bags. For heavy gunky build-up, spray the engine down with a heavy-duty degreaser available at your auto parts store. It shouldn't have been let go this long anyway!

Scrub with a paint brush, hose things down with water and blow dry with compressed air. Everyone can use a small air compressor in their garage. A good wash down solution is spray cans of brake cleaner. This stuff also works good on the bottom of the engine - oil pan, clutch housing, transmission, etc.

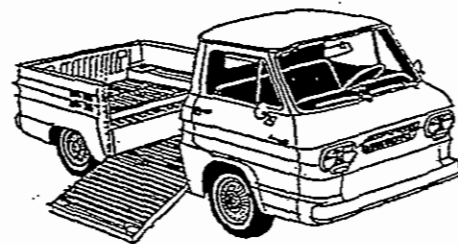
Flush, wipe and spray away as much grease and oil as possible. Some cheap paints used on the shrouds may also dissolve away with brake cleaner, so test a surface first.

CAUTION: Unless you want to send smoke signals to the Tribe living beyond the next mountain, make sure the engine compartment is dry and ventilated after cleaning, before you hook up electrical components or start the engine. Not all cleaning solutions are flammable, but the propellant in the cans can be and it will settle in the engine compartment waiting to be ignited. Play it safe.

Also, it is a good idea to do this clean-up while parked over an old piece of carpet that can be rolled up and thrown away. Of course, modern art oil smudges on the driveway may be fashionable in some quarters.

The additional advantage of a clean engine is locating a new leak. I have had several chapter members ask me where a possible leak may be coming from, but we can speculate all over the place on a dirty engine. Whereas a clean engine will show you the exact spot.

Dave Palmer



TECH TOPICS



Miss-Fire Due to Vacuum Hose

Question: Can a rubber vacuum hose conduct electricity?

You bet it can! A lot of auto parts shops are supplying 3/32" vacuum hose that actually has inclusive carbon material. Originally supplied as aircraft speck hose to suppress static electricity, this hose can give you headaches. As the vacuum advance or carb choke brake hose, and in close proximity to the spark plug wires, this hose can and will ground out a plug wire and give you a mis-fire.

Sometimes you can hear or actually see the ignition spark jump to the rubber hose.

The first time I saw this I thought the car was possessed! You can actually check this hose with an Ohm meter and find continuity.

Visually the hose looks a little different. I have found that most of the time this hose will have very small dimples on the surface, making the appearance just slightly different from other vacuum hose. It is easy to get this stuff by mistake and create the mis-fire.

So after all it was not evil spirits.

Dave Palmer

Rear Exhaust Hangers

It is amazing how many Corvairs are running around with broken or missing exhaust hangers. Others have home-made hangers, that are wrongly mounted to the engine box or the inside fender well. Both of these practices put stress on the exhaust packing between the exhaust manifold and the exhaust pipe. You can hear the leak a block away.

Obviously, the system just hanging there can break out the packing donut or even slip the entire exhaust system down to the road with dual exhaust systems.

Fabricated hangers may work, but must be attached to nothing other than the engine or engine

Continued on page 5.

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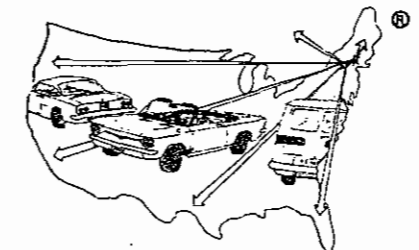
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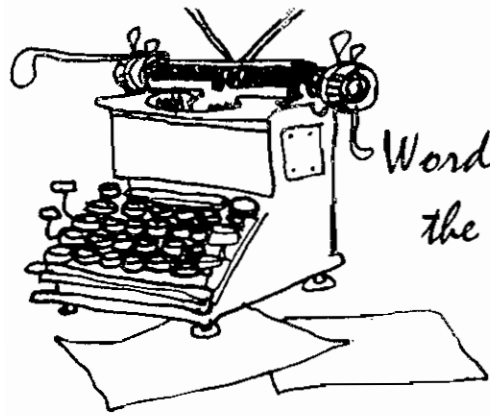
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Words from
the Editor

As I sit here writing this it is Christmas eve afternoon. Wisconsin is finally in the midst of a more traditional winter--by this I mean we have about eighteen inches of snow on the ground and the temperatures run in the mid-teens. But the sun is shining and it is a beautiful day. By the time you are reading this it is probably after the first of the year, so I'll wish you a Happy New Year. But first let me wish you a Merry Christmas. We are just completing what we Christians call Advent, or the expectation period before Christmas. And I would remind you that when Christmas comes tomorrow, the 25th, it will be the beginning of Christmas, not the end of it, as our more commercialized friends would lead you to believe. So I truly do hope that you are not one of those who will have their Christmas tree out on the curb already on Tuesday or Wednesday (even the Tuesday or Wednesday after you are reading this).

And I would try to remind you why we give gifts to each other at this time. It really isn't to fatten the coffers of the eager businesses that try so hard to espouse your patronage at this time. Think of it! What is the gift of Christmas. Is it not the GIFT of God of His Son to us the undeserving. We give not-nearly-so-special gifts to one another to remind us and the recipients of that Master Gift. So I too send you a heartfelt wish for a Merry Christmas, even a late one, and most Blessed New Year.

Having begun this job of *CorvanAntics* Editor with the November-December 1995 issue, I am now in my sixth and final year in the position. I have tried to be your servant in a way that would promote the values of *Corvanatics* and I certainly thank those of you who have contributed to that process over the years. And I certainly hope that you are keeping in mind the need for someone to step into this job at the end of this year of 2001. Maybe that someone will be you. I implore you to at least consider that possibility.

At the present time this issue appears to maybe have to be a somewhat shorter issue. Some looked-for contributions have not materialized, so there may be enough for only six pages.

And now it is confession time. Your editor has sold his '63 Rampside. After having hauled it home from Georgia (you may remember my exposition on that experience some years ago) it was restored in 1991 and '92 and I have enjoyed it's unique qualities ever since. I was not really seeking to sell it, but the opportunity arose
Page 4

and, since I need to be on the look-out for more space and I haven't been successful in selling either of my '68 Monzas, it seemed to be the appropriate thing to do. My Ramp was purchased by a family member of the Menard (man's mall) chain of stores in Wisconsin, Illinois, Minnesota, etc. He is a collector of cars and wanted a Corvair Rampside to add to his collection. I trust he will give it a good home.

So, even tho I will be "FC-less" I will still plan to be at the Chicago convention next summer and meet many of you there.

David A. Hartmann, Editor



Emilio Galli, age 9, Atascadero, CA, grandson of Bob and Diane Galli. Taken at November 2000 Palm Springs meet with Jim Craig's Greenbrier.



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Letter from the President continued from page 1

2001 - what would you like to see happen in the year 2001? Any new ideas? It will be interesting to see how many members will show up at St. Charles.

I have never been to a convention held in the mid-west. A few of the midwest mini-conventions have been very enjoyable and successful. CCE, the local Chicago chapter is hard at work putting together a first-class gathering. Once again, the Pheasant Run Resort is a beautiful place with a lot of room to spread out and have fun. Our director, Ben Stiles, is still working on our photo project for the convention. It's time to get the camera out. I'm going through all the photos that were taken of my Rampside in Daytona. Ah, decisions!

So once again, I have the pleasure to say to everyone, Happy New Year!! Out with the old and in with the new! Cheers! Soon it will be time to put a coat of wax on our vehicles. This cabin fever I am experiencing is due to leave soon. Just not soon enough. Remember to patronize our great advertisers. I hope everyone is well and that Rudolph didn't make too much of a mess on your roof!

Jim MacDonald, President



Jim Craig with 1962 Greenbrier DeLuxe with trophy from May 2000 show.

TECH TOPICS



Rear Exhaust Hangers continued from page 3

shrouds, a-la-stock hangers. The engines move around, especially if your transmission mount bushings are worn out. With all this moving and having the exhaust hanging from the car body, the packings will fail.

Me, being one of those, I like it stock, dudes . . . I use original or reproduction exhaust hangers. I always hang the system from the engine like the original units. I haven't had a packing failure yet!

Dave Palmer



November 2000 Corvair meet at Palm Springs, CA.



Marlene Craig with Pooch. 1963 Corvair w/R.H. Greenbrier doors in Mojavi Desert. November, 1996

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CORVANANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvaair Society of America (CORSAs). 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 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.

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.corvaair.org/chapters/corvanatics/>

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