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Pickups
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Van
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Vol. 25, No. 2

March-April, 1997

A Chartered Chapter of CORSA - Corvaire Society of America

Greetings from Ben's Bus

A lot has happened since I last wrote. I guess at the top of the list would be that the bus has a new engine. The bad seals, dropped valve seat and many other things soon made it obvious that a new engine would be more practical and cheaper than rebuilding the old, 530,000-mile engine. So now we are down to around 70,000 miles which is quite a bit fewer than some of the newer used cars out there. During the first few weeks of operation with the new power plant (110 car engine), I noticed something pleasant. The heat actually smelled like heat and not gas fumes. I owe that to a tighter sealed engine. However, as the engine gets "broken in" to its new home, that old gas smell is returning. Just something I will have to deal with I guess.

Along with the new engine, I also had the electrical system upgraded by having an alternator installed. The headlight brightness is now constant where they used to flicker occasionally. Jeff Stonesifer and his assistants at the Corvaire Ranch handled the transplant in a timely manner. All in all, a good deal, and like I said, not too expensive.

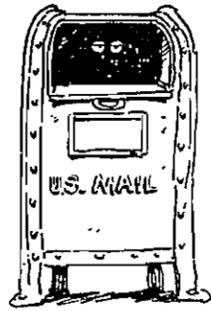
The Travel Equipment Corporation Calthorpe Travel Top restoration is coming along well, thanks to time from the winter break at school, as well as money from working all that free time. My welding buddy, Fred, and I went to the scrap yard to buy the stainless steel angle iron for the frame and got lucky to find almost the exact lengths we needed. While I made new stainless sliders for the wheels and tracks to extend the roof, Fred weld-

ed the frame together which went easily because he works at a hardware store and had all the aligning and finishing tools he needed. After the frame was together in fine form, we began to align and weld the stainless hinges to the frame. After welding on about \$50 worth of hinge, we realized that the hinge was warping and not doing all that a hinge should do . . . in other words, they were frozen from warping and expanding. The worst possible thing had happened, a lot of money at stake and time as well. But the story does have a happy ending, sort of. We lost one of the 80" pieces of angle iron, which hypothetically will be hard to replace, but as of now, the expensive hinges will be replaced by the marine place from which they were purchased. Luckily, the boat people could not figure

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Letter From The President!

It was great seeing the participation of Corvanatics members in our last newsletter. Let's keep the articles coming and "Thanks" to all that contribute to our fine newsletter.

Speaking of newsletters, Bob Galli tells me that complete sets of all CorvanAntics Newsletters will soon be made available. There will also be a Tech Index Guide to go along with the set for quick reference on technical questions in back issues. These sets are very limited in number and will be sold on a first come-first served basis. Once they're gone that will be the end to owning your own personal set. So don't be bashful; contact Bob at 805-466-2737 to reserve your set.

Have you made your reservations for Lake Placid yet? I sure hope to see a large number of Corvanatics members driving their favorite FC to the International Convention. Yours truly has a reservation at the Golden Arrow from Monday, the 16th, till Sunday morning. Look me up and say "Hello" before our Annual General Meeting. I'll be driving Gwen, my '64 Greenbrier, aqua with white stripe, and Ohio "Year of Issue" tag ('64) 78LA. I'm looking forward to spending some quality time with Corvanatics members and our FCs.

How about Corvanatics on the Internet? It's a possibility that could very well come true. A proposal is being prepared for presentation at our Annual Meeting. So plan to attend to hear the latest information on Corvanatics entering the Internet and the possibilities it presents.

Finally, I'm asking for your support and vote for Central Division Director of CORSA. For those members residing in the Central Division. Your vote is greatly needed to assure a Corvanatics voice on the Board. I look forward to serving Corvanatics, CORSA and it's members. "Thanks" for your support and vote.

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CLASSIFIED ADS

FOR SALE: Late model oil bath pre-cleaner for non-air car complete with original rubber hose in real nice condition, \$75. Sears electronic engine analyzer model 161.21423 with all cables, like new, \$25. 1961 Shop Manual, \$20, 1962 Supplement, \$10, 1969 Supplement, \$25 (like NOS). Four Hercules thinline whitewall tires P195 x 70 x 13 with less than 1000 miles mounted on Corvair rims, balanced, ready to go, \$100. Two turbo crossovers, both nice, one has partial linkage, \$10 ea. Early oil filter, generator adapter with filter housing cut and drilled, tapped for remote filter, \$25. Two sets of new late-model rings, Hastings brand, 1 is std, 1 is .20 over. These are chrome over cast with 3-piece oil ring, new in box, \$30. per set. 1960 aluminum 3-speed transmission in good shape, no leaks, \$150. Brand new, in the box, Auto Meter model 3700 tachometer never used, cost new, \$120, sell \$75. Bob Bauer, 6884 Providence Rd., House Springs, MO 63051. 314 - 671-0762.

WANTED: FC Engine, prefer 1964 or 1965, 110 hp. Terry McKenna, 570 Prestonwood Dr., Colorado Springs, CO 80907. 719 - 471-9422.

Wanted: Any and all Corvair FC camper literature or brochures. What have you come across? Ben Stiles.

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Words from the Editor

Well, winter is on the down-hill slide for those of us who must endure Winter, and soon we can begin thinking of getting out our "beauties" for play in the sun. Can't wait!

This month's issue contains an interesting article from behind the scenes of long ago by Bob Kirkman. There is also an introduction of something that Bob Galli has been working on for some time -- the production and sale of all the *CorvanAntics* issues of the past in one package, along with a Tech Index covering those issues. It should be of real interest to all you died-in-the-wool enthusiasts and also for those of you who may be more recent members as a way of "catching up". Special thanks to Bob for all those extra efforts.

I also have some preview information from Fran Schmit, Central Division Director of Corvanatics. Ever thought how great it would be to have a dual chamber master cylinder for your FC? Well, it may be available in other than your dreams. Watch for further information in the near future.

I hope you noticed and approve of a re-design of the mast of the cover of *CorvanAntics* beginning this month. For some time I have felt that the logo of our organization was not large enough, so I have tried to improve on that problem. Comments on this change would sure be welcome, as we all want to have our publication portray us in the best possible light and convey the best possible impression to members and prospective members alike.

In conversation with Secretary Diane Galli we have decided that it would be advantageous from several views to mail the newsletter from here in Wisconsin. It will save time in shipping it to California, save that postage as well, will get your *CorvanAntics* to you in a more timely fashion. We hope you approve. Diane's return continues to appear on the cover, for in that way any undeliverable issues or changes of address can be returned directly to her, which should be a benefit to all. We have also discussed the use of a Third-class Mailing Permit, but that is still undecided at this point. I would urge you all to send Diane any changes of address promptly. Her address can be found on the back cover. It will save your getting your *CorvanAntics* late or maybe not at all. Thanks.

You will notice that we have several short articles in Tech Topics this month. That is always good to see for it shows an increased interest from the membership and contributions from more members increases interest for us all.

Until next time -- keep truckin'.

David A. Hartmann, Editor

Two Different Lengths of Door Spindles? Why?

I had a phone call from someone who was wanting to give Chevrolet Engineering a tough time about decisions made on the FC. Nothing new! We have all heard of "Why did they make a brand new trucky-type vehicle that wouldn't accept a 4 x 8 sheet of plywood?" I don't know the answer to that, and it wasn't the subject of the call.

One item mentioned was why there had to be two lengths of door and window control spindles; short for standard vehicles, and long for deluxe interiors. Regardless of hindsight, there was always a reason for a production design. Piece cost, tool cost, time constraints, reliability, function, past experience, etc., etc. I thought I would explore the spindle length story a bit.

Les Goeman was engineer for door glass, hardware and seals. He would have been responsible for release of the door and window controls with "short" spindles. Norm Wilke was engineer for the deluxe interior. He would have been responsible for the "long" spindles, although he may have simply asked Les to release them also. Truck styling was responsible for need of the "chome" bezel.

If we could find these two gentlemen, and if they remembered details from almost 40 years ago, we would have an answer. But, that should not be necessary.

FC production started early in the second half of 1960, if memory serves correctly. Production vehicles were being tested at the Proving Ground in late summer a last time before sales could start. I reported on the last reinforcement that had to be retrofit before sale in our July/August 1990 issue. That means production dies were stamping parts earlier in 1960, and that die steel had been "cut" in 1959.

My blueprint #3787384 of Side Front Door Lower Trim Panel Assembly was started sometime in 1960. The date is "blur"-22-60. Then there is a note that the part was redesigned on 12-1-60. Vehicles were being produced before the deluxe interior and "long" spindles ever existed on paper.

Why not switch over to long spindles on all base (non-deluxe) vehicles so there would be fewer parts? Well, some sort of spacer would have to be introduced on all base models to take up the space. That's a part cost times 4 for Rampside, and times ten on Greenbrier and Corvan. How about reworking body and door dies to put thicker embossments at the handles? A terrific material control problem and mucho bucks to change hardened dies.

We have short and long spindles because the deluxe interior was a styling/sales package that was a "Johnny-come-lately" requirement, and it was not cost effective to then standardize on a spindle length.

The 4 x 8 panel story does not have a good conclusion that I know of. Otherwise, almost always, there is a logical reason.

Bob Kirkman

A Techno-Story about a Greenbrier and MPG

Some time ago we took our Greenbrier on a little trip to Davenport, IA. We put on 784 miles and everything in the vehicle worked great. What I want to tell you about is some stuff that I noticed along the way.

The weather was changing rapidly the day we left, and there was a fierce wind out of the northwest about 25 mph. Now ordinarily this would be a tough job in an FC except that about a year ago I put smaller tires on the front (than those on the rear) that were performance radials. Not only does that keep the front from jumping around but it lowers the front end so that it doesn't try to ride up on the air as easily. I may still add an air dam. Anyway wind wander did not seem to be a problem on this run. What was interesting was that I have a MPG meter on the dash that shows instant miles per gallon (or average) and while I was running southeast along Iowa's I-380 I had a full 25 mph tailwind.

My MPG meter was lying to me I thought, although the GB did seem to want to crawl up to 70 everytime I looked away from the speedo. After a while into this southeast run a decided to check the readings, so I accumulated a reading at 50 mph (averaged 32 mpg), then at 60 (averaged 27 mpg), then at 70 (averaged 24 mpg). Hey, this was quite a thrill.

We got to the wedding and fooled around for a day or so, and when we started back home that wind was still blowing, not quite as hard (about 20 mph) but straight out of the northwest. I decided to compare my mpg numbers.

Going straight into the wind in my boxy Greenbrier I got 17 mpg at 70, 20 mpg at 60 and 26 mpg at 50. I was impressed! I figured the old box would act as a sail and just kill me going up-wind.

We stopped in Charles City for a Chinese dinner. When we resumed our trip, in the dark, the wind had stopped. Obviously I had to try the GB at those same speeds without the wind, just to see what it would be. I got 30 mpg at 50, 22 mpg at 60 and 19 mpg at 70. It seemed to me that these numbers fell right inside the up-wind numbers, but I would have to wait till I got home to draw out the plot. I figured one more data point was necessary. That is, of course, "what does it do at 40?" It's not a good idea to go that slow on the freeway, but by this time it was dark and I could see for miles behind me. A couple times a bunch of cars came up on me and I had to speed up so I wouldn't cause a problem. However, I did manage to get in one legitimate run of about four miles at 40 where the meter said 38 mpg. Remember this is with no wind at all.

All of this could be a lot of BS if the speedo is way off, so I checked the odometer and the speedometer to see how they were doing. The speedo took an average of 59 seconds to do a mile at indicated 60. On a nice level freeway (without cruise control) this is not too hard to maintain. When you watch your clock and each mile the second hand comes in at the same place (or up or down a second or two) you begin to believe that you are really clocking your speed. The odometer is a lot easier to do as

you just note the reading as you go by a mile marker and then 10 or 20 miles down the road you note it again. My GB was reading 62 miles for every 60 we went by (about a 3% error. I thought that all of this was interesting and understandable for a nice tight 140 engine that didn't use any detectable amount of oil on this 784-mile run. When I got home I was bothered by that little error and wondered if a person could just tweek it out by some method. I figured that a 3% increase in the axle height would take care of that error, by changing the radius of the wheel that was turning the speedo.

I figured that the tire must be worn down that much. Well, how much is 3% of the axle height and could that actually do it! It turns out that that would be about a quarter of an inch and that's too much to expect to have been worn off of tires that still have a good tread depth to them. What else could it be? Well, maybe tire pressure differences could lift the axle up. I tried it and I could easily raise my rear axle by a quarter inch by adding about 10 pounds to the tires. Done!

Except I wasn't really sure what I had as this would also slow down my speedo. My trusty grandson CJ manned the stopwatch as we went out along the freeways -- odo'ing and speedo'ing. The results were baffling as there didn't seem to be very much change in my numbers. We returned home and pumped the tires up higher and took along a tire gauge to drop the pressure halfway through a run so we could accurately see the difference. Here's where I discovered that my pressure gauges are no where near the same reading! One gauge read 32 psi; the other read 25. The advice to always use the same gauge on any one car seems to be good advice.

Anyway -- the numbers didn't change -- in 10 miles my odo gains 0.3 mile just as it did in Iowa.

Some observations I made:

- Although increasing tire pressure increases load capacity of a tire by preventing sidewall heating due to excessive flexure: and
- Increasing tire pressure raises the axle height which helps keep the nose down on my Greenbrier: (now 2" lower at the front)
- Increasing tire pressure does not make the tire bigger around, as in revolutions of the tire per mile. Apparently the steel belt is much like the track on a caterpillar tractor that lays down a pattern where it touches the ground and then brings the remainder around over the top to do it all over again. In the radial's case the pattern touching the ground is longer at lower pressure (the tire makes a low growling snow-tire-like sound) and shorter at higher pressure (nice and quiet), but the length of the steel belt is always the same which means that the distance the vehicle moves, per axle revolution, is always the same. I guess I'm stuck with an extra 3 miles every hundred. So my 784-mile trip took 38 gallons of gas for an overall average of 20.6 mpg. Taking away 3 miles out of every hundred make that into 760 measured miles on 38 gallons for an average of 20 mpg. Not bad!

I have since talked with a club member (Denny Meyer) who has been into rallying for many years and he says that people used to tune their tires for a rally's accuracy distance requirements by setting the tire pressure. They

Continued on page 6.

Ben's Bus (continued from page 1)

figure out why the hinge froze up either, so they will be replacing the two hinges wasted in the project. Dad and I just got back from picking up the plastic lumber which I ordered through a plastic lumber dealer near home. The stuff is really neat. I got two pieces of 2 x 4 x 12' and one piece of 1 x 2 x 12'. They are going to replace the currently split and dry wood, framed exactly as I wanted them to. They, too, were costly, however, the cost of doing this right the first time will make future repair work almost non-existent, and the thing should last forever. The only other thing I got for the top is a set of stainless handles for pulling down and raising the sides of the top. I basically now have all the expensive stuff to complete this project. Now it will just be details like weatherstripping and screws and other hardware. It has been a lot of fun, and Fred and I were talking about scratch-building some of these tops after we get this one done. I am really only using the roof piece and two wheel tracks plus windows from this original top. Everything else is brand new. It would not be much harder to build one from scratch. Still . . .

Recently I received some original literature on the top from Historian Dave Newell. The Calthorpe top was apparently a popular option since some of the literature advertises the tops on Greenbriers even after the vans went out of production. The sales brochures are neat and will make a nice addition when I am able to show the top at meets. As I near completion of the Travel Top, I once again ask, "Does anyone else have one of these?" I would very much like to compare notes, or perhaps see one of these that is in better original shape than mine was. An help would be appreciated.

My good friend, Tim Schwartz, also received some interesting literature on his 1965 camper package. Upon first seeing the interior, Tim was confronted with the two additional racks, one above the bed and one above the center cabinet unit. He asked around and came to the conclusion that the two racks were aftermarket. Low and behold, Dave Newell was able to scratch up the original brochure for the 1965 package, which is basically the same as the 1964, with the clear exception of the addition of the two additional cabinets. They were Chevrolet installed afterall. Also different on the 1965 kit is the end of the magazine rack which has a different shape and the ice box holder which is slightly different in design.

Recently I had an interesting conversation with Lon Anderson from Kentucky. He is a really interesting guy, and into these vans as much as I am. We also both use our Greenbriers for daily transportation to and from college. Lon said that he has a set of those left hand eight-door cargo doors for me, but I am still looking. I would be very interested to hear from anyone with leads for these doors.

Keep those FCs running, and while you are at it, make sure you try them in the snow. They do really well. Until next time . . .

Benjamin A. Stiles
York, PA

TECH TOPICS



BRAKE FLUID COMPATABILITY

DOT 3 Glycol Brake Fluid. The stuff we have been using for years. It eats paint, absorbs water from the atmosphere and boils at 284° F.

DOT 5 Silicone Brake Fluid. Won't harm paint, repels moisture, and has a boiling point of 750° F.

Silicone brake fluid has been around for a lot of years. Besides the advantages of the stuff, "I have it in all my cars", we have to keep in mind that DOT 5 silicone is not compatible and won't mix with DOT 3 brake fluid.

So how do you know what you have in your Corvair? Not all silicone brake fluids are colored. So here is a simple test. Pour a few ounces of the old standard DOT 3 into a clear glass or beaker. Next add a few ounces of the brake fluid from your Corvair. If you have DOT 5, it will float on the surface, like oil on water. If it mixes, you have the old DOT 3 stuff. This simple test will save contaminating your system with non-compatible brake fluids.

The best time to switch to DOT 5 silicone brake fluid is when you do a complete brake overhaul. Hopefully all Corvairs on the road today have at least new brake hoses. I don't bother rebuilding wheel cylinders or master cylinders. I install new units. They are inexpensive and dealing with the heavy pitting in original cylinders is not worth the effort. Don't take a chance with your life. A complete brake overhaul is not that much of a cost . . . compare this same job on a modern car!

David Palmer

STEERING BOX LUBE

Rebuilding your steering box is quite easy. The instructions in the Corvair Shop Manual are quite good. The tricky part is removing the old bushings without special tools, so be creative.

Wherever you look you will find "special steering gear lubricant must be used" or "lubricate with 90 wt. gear oil". First of all, after twenty years I have never found a simple source for "steering box lubricant" and gear oil will leak out the lower seal of the pitman shaft. Yup, you too can have an oil leak in the front of your Corvair! After having rebuilt over thirty steering boxes over the years here is my solution:

You will need a tub of good quality lithium grease and a can of STP Oil Treatment . . . that good old motor honey that seizes lifters and locks rings. I have found only one use for this product, mixing it with lithium grease to make an excellent, sticky, steering box grease.

Mix just enough motor honey into the grease so that the mix will just barely pour when inverted in a coffee can. The concoction will be fluid and sticky enough to constantly lubricate all of the internal components of the steering box and won't "weep" out of the lower seal.

David Palmer

Secretary/Treasurer Now on the Internet

Shortly after New Year's, Diane bought us a computer and all the trimmings to get onto the Internet. She got it so she could check in on all the craft shows she watches, ESPN SportZone, she is a great sports fan. I've been using it to search through all the Corvair stuff on Virtual Vair's. Have joined and have learned some things reading all the chitter-chatter among the guys. It looks like it will be very interesting, and a chance to meet more Corvair people. If you're on, give us a shout to say "hello" at:

rdgalli@tcsn.net

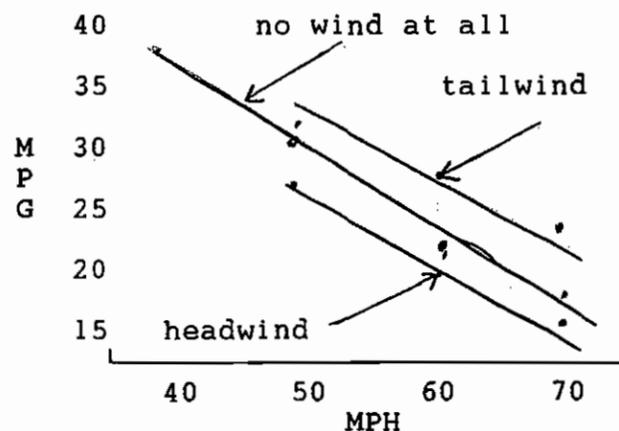
Reprints of CorvanAntics Now Available

I'm in the process of reprinting back issues of CorvanAntics newsletters. Most of the early issues were nearly gone. I am getting together enough for 30 full sets for sale. What a job. By the time you read this, they will be ready. A new Tech Index will come with the full sets. They are also available separately. Price info is elsewhere in this issue. There are many very good tech articles in these issues. Also a lot of personal experience articles. Lots of bedtime reading. If you are interested, better order one fast. I don't think they will last long. I know this offer will never return at this price.

Bob Galli
Ass't to the Sec/Treas.
(self appointed)

A Techno Story - Continued from page 4.

would even warm the tires before the rally started so that they would begin with their correct tire pressure. However, they found that when radial tires came along that trick no longer worked -- my observation exactly.



1964 Greenbrier 140, 4 spd, 3:89.
Test run November, 1993.

You may have wondered how it handled at 70 mph. It does just fine at these speeds and is also very lightly effected by crosswinds. "How did that happen?" you ask. I have been reading all the Corvanatics stuff for years -- try-

ing to find out how to tackle the "wind wander" that is so characteristic of all the vans that I have ever had. I assumed that others also had the problem as there is so much concern about dropped axles etc. Obviously the rear springs have sagged a bit -- or else the front ones have grown. It looks a little funny from the side as the front wheels seem to be down near the ground somewhere and so very far from the fenderwell. Dropping the axle would be the ideal thing to do but it seems a little drastic -- at least without knowing that it would actually help.

Measuring the front and rear lip of the drip rail showed the front to be higher by about a half inch. With passengers that should come down a bit, but the wind that is being jammed against the front has got to lift it and then slip under some -- giving that floating feeling which is not fun in a cross wind. An air dam would probably be a good idea and I have talked to a few people about ways to do that too, but that seemed like a lot of work if it didn't help.

An easy thing to try was to put lower profile tires on the front. Now this is not what you were asking for when you went to the tire store and bought a set of tires, because the only way you can get those really low tires is to go into the performance tires. My tire guy keeps all sorts of take-offs, so I went to him and asked for some tires to do this experiment. He said that they would cost me a bundle. So I asked what sizes are on his bone pile and he gave me a few numbers. I picked a pair and paid \$20 each including mounting and balancing! Good enough tires for the price and also got me into the test. My front drip rail is now 2" lower than the back. It has very seriously effected my wind wander -- the performance tire sidewalls don't hurt any either. But sailing down the freeway is really a breeze with the wind pushing down on my front rather than floating me into never-never land. I may put on that spoiler/dam just for fun. Then maybe if that works as well I can put back on some regular tires.

Fran Schmit
St. Louis Park, MN

Fran

Classified Classified Classified Classified Classified
CLASSIFIED ADS
Classified Classified Classified Classified Classified

FOR SALE: Camper Top from '61 Rampside - includes top, side door, & filler panel and sink, toilet, stove assembly. \$200 or B.O. Gary Swiatowy, 7838 Chestnut Ridge Rd., Gasport, NY 14067-9503. 716 - 439-5194.

FOR SALE: 1962 Corvair Rampside p.u., 4-speed, front & rear sway bars. Needs carburetor, body & electrical work. Many extra parts & manuals. \$1,750. Also liquidating many parts for Corvairs and other trucks. DMPA Car Parts, 144 S. Lotus Ave., E. Pasadena, CA 91107-4506. 1-818-584-6957.

WANTED TO BUY: Rampside in good condition, any year. Will Elliot, Spencer, TN. 615 - 946-7116.

More Tech Topics

Another Steering Box Re-Building Tale

As I have been putting my late series 1963 Greenbrier together, I have started with the mechanical restoration, with priority given to safety and driving enjoyment. I noticed some grease spots on my garage floor at the front of my van, and upon inspection, discovered oil leaking out of the steering box.

I have observed that oil often separates out of old grease, leaving behind a putty-like substance which does not lubricate very well. So, time to re-build the steering box. Please note that while I accumulated all the parts needed for the project, I left the actual job to someone who really knew what he was doing.

The first thing I decided was to borrow a "core" to rebuild so that the van would be out of service for a minimal time, and to avoid any problems that might occur while working on the box. I assumed that all FC steering boxes were the same and borrowed one from another club member. . . wrong! There are two different types of boxes used (best as I can tell), one for the '61-'63 and another for the '64-'65 FCs. The easiest way to tell is to look at the floor (while the van is still together) from the inside. The outer sheet metal column that the steering shaft runs through is pressed INTO the steering box on the early vans, while it slides OVER the box on the late units and has a large clamp on it right at the floor. While you could change the type of box in the FC, the outer column would have to be changed, which would also require changing the type of turn signal switch, which requires a different connector on the wiring harness. I feel that you are much better off using the original type of steering box for your FC.

Some miscellaneous notes: (1 I would use a good quality synthetic grease, which will last much longer than the conventional types, 2) you can still order the steering box cover #7806748 at your local Chevrolet parts counter for about \$35, and it comes with the gasket and three new bolts that some Corvair suppliers charge extra for, 3) I found that if any of the major Corvair suppliers had an FC steering part still listed, then so did my local Chevrolet dealer, at about the same price.

Results: With the new steering box, the steering effort is slightly reduced, there is much less play, the truck tracks better, and one less grease spot on the floor. I would recommend a re-build to anyone who plans to keep their FC for a long time or who drives it regularly. Any questions please write to me at 5 Riverview Ln, Ho-Ho-Kus, NJ 07423 or call (201) 447-4299 or FAX (201) 447-0091, or drop by, if you are in the area -- Corvanatics always welcome.

Tim Schwartz

I found this with some old submissions, so some things may have changed (prices, availability etc). Editor

Power and Gas Mileage Loss

Ever have a drop in power and gas mileage? You do a tune-up and still not do any good? Recently, a friend in our local club was complaining about not having much in the line of power. Never could rev over 3000 rpm and didn't get past too many gas pumps either. The engine is a stock '64, 110 hp, with a four speed. This set-up should yield relatively good results power-wise and in fuel economy. He asked me if I would do a tune-up and check out the carburetors.

He brought the vehicle over to me one Friday to allow the engine to cool over night as I wanted to do a compression check when cold. Plus you never want to pull the plugs out of a hot aluminum engine. As I was checking things out, one of the first things that I had noticed was that the two carburetors were not the same. He had a good pair of '65 carburetors that we changed over to solve that part of the problem. The compression check results were very good and acceptable. Next was timing and ignition checks. I hooked up the dwell/tach and timing light and began checking things out. Dwell was okay, but the timing was very high. Before any changes were made to change these items, I pulled off the distributor cap to check the points, rotor, etc. to learn their condition.

With all the little things in there that make the distributor do its job, the first thing that I noticed was the substance that didn't belong. It was a silver/grey powdery material. This prompted further investigation. I removed the point plate and boy what a mess. The centrifugal advance weights had locked in the extended position and were cutting the distributor housing. After removal of the distributor, on the back side the weights had begun cutting through the housing to such an extent that you could see daylight. This was promptly changed. After everything was put back in and set my friend could not believe that a Corvair could really run so well. During the test flight he thought I was going to blow the engine by winding it up over 4000 rpm.

The idea is that once the timing is set, etc., to check it out further by checking the timing after you set it at idle by revving the engine to see if the centrifugal advance is working; naturally, with the vacuum disconnected. Then connect the vacuum advance and check it again by revving the engine. You should see a difference in how soon the timing begins to change. Also you can watch the vacuum advance arm motion. Be aware that how high you may need to rev the engine to check the centrifugal advance will be different from one engine/distributor to another. I make mention of the vacuum advance because they too can be faulty and it may be easily overlooked. Both of these items will have an effect on the engine's performance.

Donald M. Richmond, Sr.

(The above article was found among the "old" things that were submitted to me along with this new "editorship" last Fall. As I needed more copy for this issue I can't vouch for its age or authenticity. Ed.)

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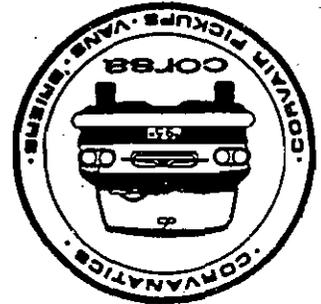
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