

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



Sportwagon
Greenbrier



Pickups
Rampside - Loadside



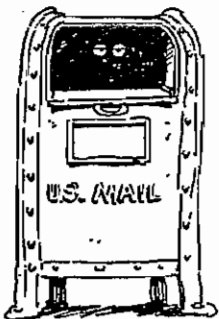
Van
Corvan



Vol. 25, No. 6

November-December, 1997

A Chartered Chapter of CORSA - Corvaire Society of America



Letter From The President!

Corvanatics on the Internet? It will soon be a reality, thanks to member Mike Kellstrand. Mike has been very gracious to offer and provide a Corvanatics Web Page. So stay tuned to the newsletter as things progress. Mike has promised to keep us informed. On behalf of the Corvanatics membership, "Thanks" Mike Kellstrand for helping to move Corvanatics into the 21st century.

Speaking of the future, start to make plans to attend our Annual Meeting next year. It will be held during the CORSA International Convention held in St. Louis; Missouri. Refer to your *CORSA Communique* for correct dates.

Presently, I'm negotiating a day change for our Annual Meeting to Friday evening instead of Saturday afternoon. I'll keep you posted as things progress.

The awards given to Corvanatics members during the convention in Lake Placid will continue. They were well-received and I've been asked to continue with Recognition Awards. With that in mind, you're probably wondering how you could be considered for an award. To start with, newsletter articles submitted and printed are considered.

Technical articles of a new nature for print in our newsletter, in fact all articles submitted for publication in our newsletter are considered. Individuals seeking more commitments through leadership roles in Corvanatics. This list of award possibilities cover many areas of Corvanatics involvement. So I hope to be handing you a special award in St. Louis for your added efforts in helping Corvanatics grow.

Well, I'm going to cut short my letter since I'm in the process of ...oving from one home to another. A great thrill of anticipation, but I sure hate the moving part. Until the next newsletter, keep yor articles coming into our Editor, David Hartmann.

P.S. Consider Corvanatics merchandise for your gift giving this upcoming holiday season. Contact Diane Galli for what's available.

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1962 GREENBRIER - Great project vehicle. 4-speed, has 2 interiors (2 additional rear seats and a camper package) new tires and mag wheels, many new engine and body parts, rebuilt carbs, etc. This is a rust-free California van. Comes with all manuals including assembly manual. Only \$1350 or best offer. Call (716)334-8077 (NY) evenings and ask for Jim. Van is located in Rochester, NY.

'61 DeLUXE GREENBRIER SEATS- 2nd & 3rd seats, beige vinyl & cloth, \$20.00 for the pair. Bob Ehrenreich, 920-458-1170 after 5:00 pm. (WI)

1963 GREENBRIER: (not an 8-door) Fair condition, is complete, clear Missouri title. Stored at Jonesburg, Mo. \$300. Call Bill 314/456-3738.

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FOR SALE: (2) 1960 Corvair Shop Manuals, fair condition, \$19. ea; (1) 1962 Owners Manual, \$5; (1) 1964 Owners Manual, \$5. Prices plus shipping. J.H. Tulley 423-376-5421 (TN)

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US2BJNK

I have embarked on a project. While abhorrent to some, it is just what I want in a '62 Greenbrier.

I got the truck for \$500, running and inspected with a new clutch from a BRITISH mechanic in Niagra Falls, Canada (this will be important later in the story). It was rough, but ran well and I saw the potential. My Surplus Income Redistribution Manager (wife) said she had never seen such an ugly truck. It looked like a refugee from a *Cheech and Chong* movie. I gathered my thoughts and in my fevered mind I contemplated the vehicle of my dreams. I slowly gathered parts. The body was conspicuously absent for the first foot from the ground. The better to customize, I thought. I had to have a New York inspection. This turned up a front subframe that was A.W.O.L. and very extensive rot. Being of stallwart character, I pressed on. A trip to Don's Welding proved fruitful and a new front subframe came via Corvair Ranch. All was returned to torsional rigidity that Chevy never dreamed of. I also put on rebuilt carbs, fixed the missing turn signal lever (British repair), don't ask, and began to scrape the interior paint (Sherwin Williams flat latex house paint). This is how they do them at Coventry, you know. It sat for 2 years and only occasionally pattered about after a new exhaust and tires. It leaked like the Exxon Valdez and I later discovered that the entire air heater had been removed (another singularly BRITISH solution to a fume problem). I live in Buffalo, NY. The heater must work!! I got one from Gary Swiatowy's Vair Mart. Also ordered were bumpers, trim, buckets, interior trim, gas tank, cargo doors, and air vent covers from Corvair Ranch. A Spyder dash came from Ben Brown and a 4-speed transmission from a *CorvanAntics* ad.

Now the fun starts! I am, by nature, a modifier (gasp!) Anything can and should evolve; it is a law of nature. I wanted modern bucket seats for comfort, support for racing and aesthetic purposes. Mr. Don did a fine job of modifying the floor and wheel arch for Fiero buckets, while keeping space for tire clearance with my (Modified) suspension. I used chopped V-8 Mustang springs and gas shocks with 185/60 tires (very nice improvement). Out back I used chopped stock replacement springs and gas shocks. Can you say auto cross? The truck sat right and rolled great.

Now it was off to my friend, Larry Bartz, to discuss body surgery and make up for the old girl. We, well mostly the S.I.R.M. (wife), chose an early sixties surf wagon theme in vivid canary yellow and ultraviolet flames. I knew she had potential. The wife, not the truck. We decided to stick with stock painted wheels with baby moon caps and trim rings to keep the theme. Besides, those cool billet aluminum flame pattern wheels are more expensive than a forgotten anniversary. I had the rear wheel wells arched and raised to level with the fronts, something Chevy should have done. The bumpers are mounted from behind by studs so the bolts don't show, and are painted to match the truck. I had the grill painted and the emblem bar and bezels replated (gorgeous, but expensive). The interior will be light gray tweed over the Fiero buckets and Dodge Caravan rear seats from a buddy's recycling yard. All the remov-

Continued on page 7.

Greetings from Ben's Bus

It is 2:37 a.m. on July 12, 1997. Now is the time when I get inspired to write to the newsletter. I was expecting a greater response from my column entitled "What Do We Do?" a few issues back. No one wrote to tell me what a Corvanatics drive-in is, or what the other activities of this club are. Fact notwithstanding, I was trying to ruffle the feathers of the members of this club. If a new member has questions, isn't out duty to answer them? I think so. But enough about that.

I made a vow to have an article in every *CorvanAntics* as long as I am a member. I will keep that promise to myself. Hope to hear from you in future issues as well.

My last article became a list of misgivings as the 84-year-old man's son decided that the 1965 Chevy van would be better as a first car for his son (the old man's grandson). Needless to say, it is not in my driveway right now. Next time I make a deal like that, I will have the \$\$\$ as well as a fill-in-the-blank receipt ready to go. What a disappointment!!

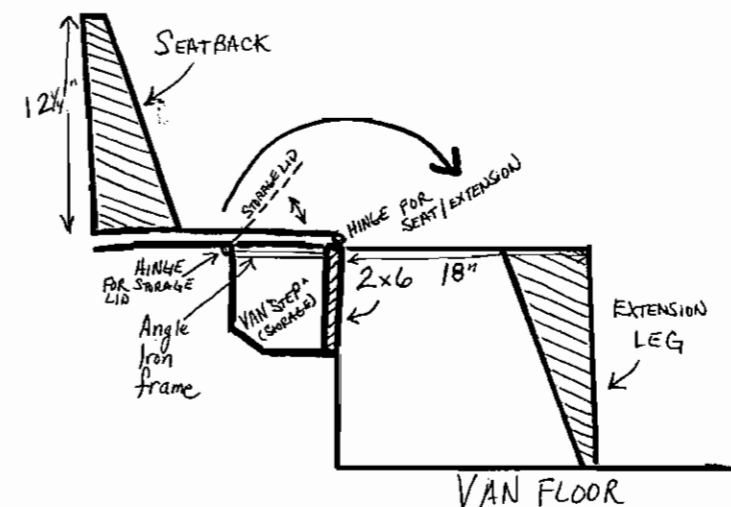
The camper top is also not installed yet, as I promised it would be. The date came and went in a cloud of rain. Weeks of planning went up in smoke as my days off are very limited. On a brighter note, the top is going on, weather permitting, in two days. This article will serve only as a springboard into the project. The actual and long-awaited?? story of a very unusual camper top's restoration and installation will serve as a story all by itself.

I've been knocking on so much wood that my knuckles hurt, but the bus has been performing flawlessly for a loooooong time now. I am so pleased, but still can't help but wonder when something will happen to ruin my streak of good luck. Hopefully I will have many more trouble-free miles before this occurs.

The interior of the van has been remodeled and is turning out quite nicely. I traced the outline of bits and pieces of an original dealer-installed kit to get some of the hard-to-measure curves and shapes. A wardrobe closet as well as general storage space now adorn the back wheel wells of the van while some of the speakers nestle into them. The cabinets were literally cut around the shape of the speakers and the whole effect is compact and very neat. Three coats of Red Mahogany stain were applied to the cabinet-grade plywood as well as three coats of polyurethane. The result is very pleasing to the eye and makes the otherwise empty box that is a Greenbrier look "finished".

After wrestling with designs for a bed extension and looking over past articles and designs for the prototype folding rear seat (even contacting Jean Allan, the seat's present owner . . . thanks for the pictures, Jean), I have created something similar to that design, but very different. The main problem with GM's folding rear seat was the amount of floor space it ate up. In a compact camper like the one I am building, space is of the essence. The more floor space, the more SPACE, period.

I built a frame outward from the engine box to the front of the "step" which is where the original third seat would be located. A 2x6 board ripped to 4 3/16" in height and 61



5/8" long was then attached to the frame of angle iron with carriage bolts. Two short pieces of plywood, the width of the wheel wells, were then fastened to the frame on each end and a longer piece of plywood, 44" wide, was hinged to the transmission access panel, thus providing a swing-up door for access to the storage space underneath. With all of this in place, the next step was to build a seat frame such that the height of the seat back is the same height as the distance from the floor to the top of the 2x6. By hinging the front of this seat frame to the 2x6 support piece, it can be flipped and serve as a seat when upright, or as the bed extension when flipped toward the floor. I used 3/4" plywood for the seat frame and it worked well. The best part of the project is its sturdiness and the fact that when upright, it does not take up any floor space beyond the "step" where the rear heater duct come out. The seat frame has 3" thick upholstery foam on it which is substantially firmer than the bed cushions. The only real problem with the project is that the seat back/extension leg is not really high enough to be a comfortable seat back. I decided to live with that for now and devise a plan for extending the cushion when it serves as a seat back. Lynn and I both agreed that it would be good enough for sitting and chatting and for playing cards on the folding table. Until our kids complain about it, she said, we need not worry about it. Considering the wedding is exactly fourteen months from today, I have a long time before I have to worry about extending the seat cushion!

While on an excursion to a junkyard, I ran across a Toyota van which was interesting to me because of its extended top. Attached to the side of this fiberglass monstrosity was a compact, self-supporting awning unit. I finally got the complete and functional accessory for my van for \$100. This compared nicely to the \$300 price tag found in Camping World's catalog. I am currently designing brackets in order to incorporate it onto the camper top.

The other thing I noticed in the Toyota van was it's seats. Yep, you guessed it, bucket seats in a modern forward control van. And they sit right above the wheel well of these vans. Because of the position they are very slender on the bottom part of the seat which would make them ideal for installation into a Corvair van or truck. They are

Continued on page 5.

Travel Equipment Corporation Travel Top Installation

After two years of planning and extensive restoration, it was finally time to install my seemingly one-of-a-kind FC accessory. I came across the Travel Equipment Travel Top on a van nestled behind a shed at the Corvair Ranch in Gettysburg, PA. I had been looking for an extendable top for my van so that I would be able to stand up inside the van while camping. A fiberglass "Turtle Top" had recently been sold from the Ranch to a past CORSA president. Jeff Stonesifer of the Corvair Ranch urged me to take a look at another style of pop top located on the Ranch. That particular top, which was most unappealing to me at the time, grew on me and made me lose sleep until I finally contacted the owner and talked him down from \$50 to \$35. The top was mine and now all I had to do was restore it.

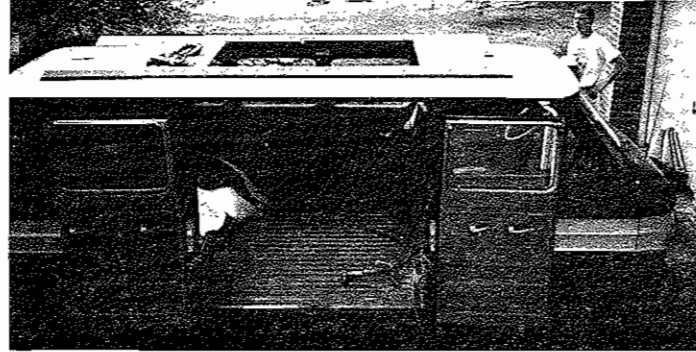
That arduous task started shortly after I had bought the top and began taking it apart. The 2x4 wood frame had seen better days as had the rusty steel frame and hinges. The aluminum facing pieces had also oxidized badly. My search for parts found many sources from marine dealers to hardware stores and metal scrap yards. In the back of my head, I knew I wanted this project to turn out even better than the factory had originally produced it. Using costly, but effective, parts, such as recycled plastic lumber 2x4 and 1x2 and stainless steel angle iron, hinges and hardware ensured that the Travel Top would not rot, rust or oxidize. Now that the project is finished, I can honestly say that this attention to detail and the future use of the top will definitely pay off. As the original literature states, this top is now "made to last for the life of the vehicle".

Other details, such as polishing the aluminum facing and restoring the window screens and glass were attended to before the top was installed. The two folding sides which were once flakeboard covered with thin aluminum sheeting, are now solid sheets of 1/8" aluminum. These pieces were made to last as well. These 1/8" sides were cut by saber saw into the curved shape they needed to be. Also cut into the sides were holes to accept the windows, four which required weatherstripping and two for the sliding glass assemblies. The four odd-shaped windows were installed using weatherstripping bought from a company named Auto Glass Technologies. This company had the necessary weatherstripping to make the transition from a 1/8" body panel to a 1/8" piece of glass. Cutting and installing these windows into the sides was a project I had thought about leaving to the experts, but, as with the rest of the restoration, I ended up doing it myself and I am happy with the results. They look professional, and I learned that using dish detergent to install glass into rubber weatherstripping is a most recommended thing to do.

As the Travel Top's restoration was almost near completion, and my patience of two years was waning, a date for installation was picked and rained out. Then another. The rain gods were not cooperating with the project. The time required was simple. Any time I had two consecutive days off work and my buddy Fred, the kind of buddy with all the

tools required to pull off a project like this was off work as well. (Fred's help was an indispensable part of the restoration and the installation due to his knowledge of welding and metal working skills and my lack thereof . . . thanks so much, Fred!) July 16 finally came and was the first of two days suitable for the extensive job of installing the top which had already cost me ten times the price I had paid for it.

The first part of the installation was laying out the hole to be cut into the Greenbrier's roof. This was plotted out using the dimensions of the hole from the donor van's roof. The hole I ended up with was shortened from the original so that I would end up with a shelf on the inside of the van when the top was up. The part which was left in



Aluminum side with windows installed. The top begins to take shape.

the covered the bed/engine box, and you can't walk there anyway. Besides, by leaving it in, I was able to keep a structural roof bow intact.

The next step in the installation was attaching the plastic lumber main frame. These pieces of 2x4 lumber had been securely clamped to the I-beam in Fred's garage because of their extreme tendency to warp. They warped as much as one foot in every direction and this would have made it very hard to work with. They turned out to be fairly straight after being attached to the I-beam for about a month. Marking the coordinates of the wood, drilling holes up through the van's roof and sealing the gaps with duct sealer were done before the lumber was actually laid on the van's roof and installed with screws. After the three cross sections of plastic 1x2 were placed between the main beams, it was time to install the stainless steel angle iron frame to the plastic substructure.

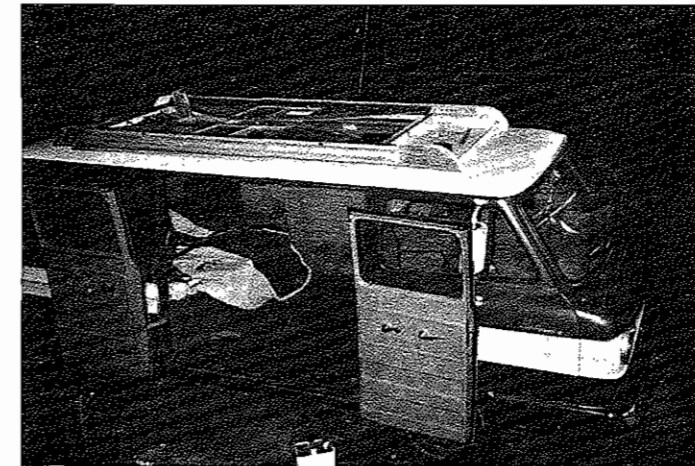
This procedure went fairly quickly as we had checked for clearances by setting the angle frame on the plastic frame before permanently attaching the cross pieces. Before the angle frame was actually installed, Fred and I fabricated awning brackets for an awning I had bought at a junkyard just two weeks prior. As the brackets required welding, it was a blessing to find the awning before the installation as welding to the frame after would have melted the plastic subframe. After all brackets were installed, more duct sealer was applied and the frame screwed fast.

Next was to attach the passenger side aluminum flashing and awning. Stainless sheet metal screws and a screw gun made fast work of this and the awning was attached using 1/4" bolts. Attaching the awning required Fred and me as well as the help of my fiancée, Lynn, and

my friend, Bert. On went the left side flashing and then it was time to attach the actual sides of the camper top, windows and all.

These sides were screwed to the stainless hinge which was in turn screwed to the angle iron frame. This part of the project was probably the hardest and most time-consuming as we had screws too short to penetrate the hinge, siding and the weatherstripping I was using. It took the effort of Fred, Lynn and me to get these sides on and each took about forty-five minutes. By the time we got done with these sides, our hands hurt from working so hard to get those screws in, but Fred and I had a silent and understood desire to finish this installation all at once. We did not want to wait until "tomorrow" to finish it.

After the sides were on, we sealed and screwed the main roof section to the hinge on the back of the angle iron frame. This went quickly and we were able to move onto the tracks in the front of the frame for the wheels on the top. Before we could install these we had to make a piece to straighten out the front of the plastic frame. This turned out to be aluminum angle iron screwed to the frame and down through the roof into the cab area. With everything fairly straight, we woke Lynn, who had been sleeping on the bed inside the van. We needed her to raise the top for the first time so we could figure out where the track needed to be aligned. The tracks were installed using trial and



The hole is cut and the plastic lumber frame is starting to take shape.

error and came to be nowhere near where the stock locations were. I attribute this to the entire top being built by trial and error from the factory. There were really a lot of faults in the original design and installation.

After the monumental first raising of the travel top, we bid good night to Lynn, as it was 2 a.m. All that was left for Fred and me to do was to install the front and rear flashing and trim pieces. We achieved this and began cleaning up the literal mountain of tools around 3 a.m. By three-thirty I was on my way home. This may sound like a late time to finish, but when you consider that we began at 10 a.m. the previous morning you realize just what a long day it really was. That's right, some fourteen hours of hard work had gone into installing this camper top and we were sore and dog tired from the work.

Although this article may seem long-winded, I left out a

lot of small details about sealing, weatherstripping and trips for parts on the day of installation. All the planning I had done did not save us from these small details and never in my wildest dreams did I ever think that the top would take that long to install. However, it was well worth it.

Since the top has been installed, I have aligned it better and am working on finishing the inside of the frame where it is visible within the van. The project is temporarily finished, but will take many more hours of work to complete. I get really neat looks whenever I drive with the top up! Most people have never seen such a wierd-looking camper top conversion.

Many thanks to my finance, family and friends who watched me obsess about this project for two years. Their support was necessary in order for me to achieve the final result.

Ben Stiles
21 N. Kershaw St.
York, PA 17402

Ben's Bus Continued from Page 3

also totally adjustable and form-fitted for comfort. As soon as I find a nice gray set I will put them in my van (all the junkyard had was brown and I have a gray interior).

On another trip to another junkyard, I was able to get stainless steel West Coast mirrors for the van. Mine has West Coast mirrors already, but they have a terrible time accepting and, more importantly, holding paint. The best thing about the mirrors was that I only paid \$5 for them including all hardware. The junkyard has a set price for almost any imaginable item on a car, and they listed "outside mirrors" as five dollars each. Lucky for me, Camping World lists similar mirrors for \$142 a set.

When Lynn asked me what I wanted on my birthday cake this year, I challenged her to put a campsite on a cake. She did just that in the best birthday cake I have ever had. A gingerbread Greenbrier exactly like mine complete with camper top and red and white striped awning sat on the cake decorated with sugar cones as dirt as well as pretzel sticks for campfire logs. Two sugar cones covered with green icing became pine trees. I was amazed at the realism she was able to create, and I have now challenged her to construct a Greenbrier model for me out of materials of her choice. The only stipulation is that the wheels must move. Knowing her, it will be great. I am pleased to be engaged to a girl who supports my hobby so well. Maybe she just puts up with it. Either way, it makes me happy. By the way, I am now over the hill at 22.

That is about all for now. Hope to hear from you soon.
Ben Stiles
21 N. Kershaw Street
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FCs on the Internet

Many of you have been hearing about the Internet, the World Wide Web (a.k.a. WWW or Web), and electronic mail (e-mail over the past few years. These are increasingly popular ways to communicate electronically using a computer. People have been using telephones and TVs to communicate electronically with each other for decades. Computers are now offering exciting new ways for the average person to communicate and share information. What most of you don't know is that our relics of the 60s are extremely active in the electronic world of the 90s.

Have you noticed a new Special Interest Chapter (no. 007) on the back of your *Communique*? This is Virtual Vairs (VV), the new Internet chapter of CORSA. I'm a member, so I'll tell you a little about us. Virtual Vairs was around unofficially for about 2 years before it became an official CORSA chapter with over 400 members. We have one major difference from most of the other chapters--we don't meet once a month in person; we meet every day on the Internet.

Our most important tool is electronic mail (e-mail). E-mail is similar to post office mail in many respects; you write a message and you give it a mailing address. Where it differs is the method of delivery. E-mail is delivered by computer over networks and phone lines. You type your message into the computer, enter the address of the person to whom it is going, and you're done. The message will arrive at the other person's computer and they can read it on their computer screen. The cool part is the speed and the cost. It is possible to send an e-mail "letter" to someone across the country (or across the world) and get a letter back within minutes. And what does this cost you ask? You can send and receive e-mail until your fingers get sore for a few dollars a month. So what?, you ask. Well, here's the deal. I can send an e-mail message, like "what's that noise coming from under my Corvair?", or "anybody got a wood steering wheel for sale?", or "I'm selling my '64 Spyder . . .", or "guess what fell off my car on the way to work today?" to over 400 hard-core Corvair owners with the push of a button and get back replies the very same day. Starting to get the picture? Answers, advice, experience, and friendly chatter are only a mouse-click away. Virtual Vair members are able to help each other out every day. It's a tremendous resource.

The other tool of interest is the World Wide Web (WWW or Web) and the Web Browser. The Web is a part of the Internet used for publishing or distributing information. You use your computer and your web browser software to view the information that people all over the world have made available for you to see. This information includes text, pictures, sound clips, and full motion video clips. A viewable location on the Web is known as a Web Page of Home Page. This doesn't mean that there is only one page of stuff there, that's just what it is called. One way to think of it is that the Web is a several-million-channel cable TV hookup and the Web Browser is your cable box and remote. You won't believe what's out there. Need the page 6.

800 number of a business in Alaska? Want to see a video clip of that new movie? Want information on a current bill in Congress? Want to see the latest pictures from the Hubble Space Telescope? If you can think of it, it's out there. Once again you ask, what's that got to do with Corvair? Well one difference between the Web and cable TV is . . . anyone can have his own channel! Yes, even you! This means that a club can make newsletters, upcoming events, write-ups of shows, etc. available to everyone in the world without any of the hassle and expense of publishing, printing, and distribution. This publicity and visibility has introduced many Corvair owners to CORSA and its local chapters.

In case you hadn't guessed, Corvanatics now has a Web Page. There are currently 15 CORSA chapters with a Web Page. I will give a detailed tour of our homepage in a future newsletter, but here's a summary of what can be found there: Club description, FC information, officers names and addresses, merchandise, and links to other Corvair web sites.

I have found that my local club homepage, besides being a good on-line resource, has attracted new people to the hobby and new members for our club.

Our page is fairly simple right now and I am looking for suggestions on how to make it more useful and interesting to members and non-members alike. Please let me know your thoughts and I will discuss them with our officers. Possible material includes: FC-specific For Sale/Wanted ads and a list of members e-mail addresses.

Here are some Internet addresses of interest:

CORSA

E-mail: corvair@corvair.org

Web: <http://www.corvair.org/>

Corvanatics

E-mail: rdgalli@tcsn.net

Web: <http://www.ziplink.net/users/mak/corvanatics/>

Virtual Vairs

E-mail: (requests to join) corvair-request@cyclone.mitre.org with "subscribe corvair FIRST NAME LAST NAME" as the first (and only - no quote) line of the message.

E-mail: (normal discussion) corvair@thunderbolt.mitre.org

Web: <http://www.corvair.org/vvairs/>

Mike Kellstrand

CORSA, Corvanatics, Virtual Vairs, Bay State Corvairs

e-mail: mak@ziplink.net

or 24 Eisenhower Rd.

Framingham MA 01701

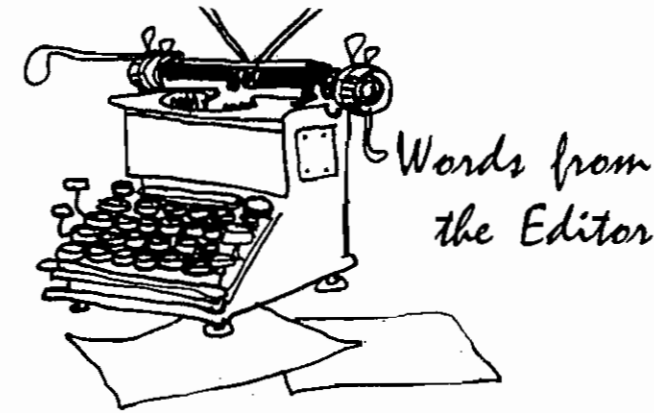
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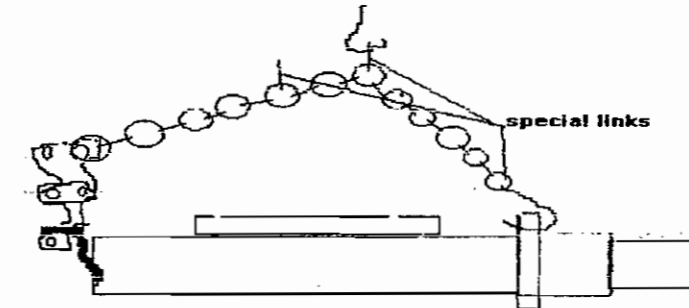
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Right off the bat I want to apologize for a genuine screw-up in last issue of *CorvanAntics*. In the article by Fran Schmitt about the engine carrier I omitted one of the diagrams. The drawing of the completed engine lift was left off on about half of the newsletters. The error wasn't discovered until about half were run on the second side. I will include the drawing here so you can get the picture of the way it should look when completed.



This issue includes some pictures and the "blow-by blow" chronology of the installation of the camper top on Ben's bus that we have been hearing about for so long. It is really a creditable job and must give Ben a great deal of satisfaction. The pictures included here cannot give it full credit because they were colored pictures first, and secondly because some of the pictures were taken at night. I wish we could all see the finished van in "living reality". It must be truly "awesome".

I'm sure you will also enjoy reading of the frustrations and comic reactions of Jeff Angelli as he tries to make something of his "misrepresented" '62 Greenbrier.

I'm sure you will also enjoy hearing about the new Web page on the Internet as described by Mike Kellstrand. I must admit to being totally illiterate on the subject of computers, except for my Mac typesetter.

It is unusual to receive so much material for one issue, but it sure cuts down on the filler and makes the job of filling the newsletter much easier. Thanks to all who contributed.

I will cut this short this time because of the obvious lack of space. Boy I really wish I could see Ben's bus and Jeff's "flamed" '62 FC.

Also submitted for this issue was a "Thank You" from Ben Stiles to President Mitchell and the club for the Appreciation Award he received. There just wasn't room to print it in its entirety.

David Hartmann, Editor

US2BJNK Continued from Page 2

able panels also got tweed with a flame pattern embossed underneath. I built a custom console from foam insulation and fiberglass. It hangs under the radio box and gives me a place for my fan-forced fresh air system vents. I also re-colored the instruments in the Spyder dash, like the new cars. Mine are yellow background with purple bezels. I used draftman's rub-on numbers to re-number the faces. I also had FPM, Inc. do some custom aluminum engine turned appliques for the dash, glove box and center dash relief.

I also rebuilt the vent windows (do not try this at home), put in all new light sockets, modified a new engine wire harness to work with an alternator, rebuilt a heater box and fan, and rebuilt the alternator during the 10 months of winter in Buffalo. (*Hey, I thought only Wisconsin had 10 months of Winter and two months of hard sledding-Ed.*) It was now September of 1996. The truck was driven to Bartz's and much cutting, welding and sanding began. We used a mix of fiberglass, new metal, n.o.s. and original parts. By May the body was once again free of ventilation. I was aiming for Lake Placid, but it was not to be. I picked up a re-built 110 engine from Corvair Ranch and installed all-new powder-coated (ultraviolet purple) sheet metal with yellow coated fan, fuel pump, coil, alternator, pulleys and yellow silicone wire systems wires.

When the old engine came out, we discovered that MR. BRITISH mechanic was MR. BAD WRENCH!!! Bailing wire and bubble gum fixes abounded. In total we needed new wheel bearings, u-joints, wheel studs, clutch disc, pressure plate, fly wheel retainer and bolts. (A Vega clutch disc and early fly wheel do not a new clutch make.) The bolts retaining the flywheel were ground down almost flush with the flywheel by the springs on the Vega disc. Jaguar owners beware!!! We also had to replace the table lamp cords that served as engine harness. Once installed and sort of detailed, we hit trouble again. The transmission I got from the *CorvanAntics* ad would not shift into any forward gear. I had spent a month cleaning and resealing that transmission that "worked great", thanks a lot!! An emergency call went out to our hero, Jeff Stonesifer, at Corvair Ranch and we had a good 4-speed. The input shaft came from Swiatowy's stach. Make sure you double check years for the right shaft.

We were rolling under new power, no interior, some windows missing, lights jerry-rigged, and it was night. And did I mention the rain. We went back to Bartz's and took the Toyota van to Lake Placid (great time, nice job VICE). I am currently block sanding and prepping for final color and the flames across the front. It is October as I write and I can't wait until we emerge from hibernation to shock and wow the crowds as they ask, "What kind of truck did you say that is? CORVAIR???"

Jeff Angelli
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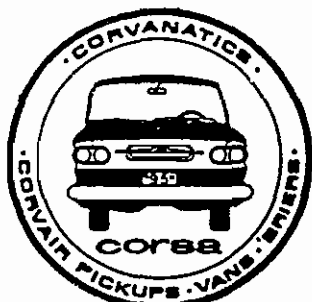
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