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



Sportwagon  
Greenbrier



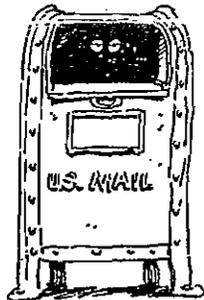
Pickups  
Rampside - Loadside



Van  
Corvan

Vol. 26, No 6 November-December, 1998

A Chartered Chapter of CORSA - Corvair Society of America



### Letter from the President

I'm back! "Thanks" to all of the thoughtful Corvanatics members attending our Annual Meeting in St. Louis. I hope this is a sign that I might be doing a few things right. If not, where does a person get off this train. A 3rd term as President. I think I'm closing in on Franklin D. Roosevelt's 4-term record in office. Have we discussed stock options, golden parachutes and presidential retirement plans. Enough of that, just really wanted to thank everyone for their continued support of my presidency.

As we look forward to Corvanatics' future, members are asked to continue their strong support of our newsletter with articles. I believe that members' articles are being rewarded with positive comments and appreciation awards at our Annual Meeting.

Corvanatics Appreciation Awards were awarded to 25 members at our Annual Meeting in St. Louis. Members wishing to claim an award can do so by participating in our organization through service as an officer, director, newsletter editor, or contributor of articles to our newsletter. Articles should be of your experiences of owning, driving, maintaining and discoveries of an FC owner. So plan to participate. You may find yourself

rewarded for your efforts.

As we move closer to the holidays, gift giving will be on our minds. Why not consider a paid membership in Corvanatics for your favorite FC owner. Other Corvanatics gifts can be purchased through our secretary-treasurer, Diane Galli. So do your Christmas shopping from the comfort of your easy chair while helping to support Corvanatics.

In closing, I want to thank all the past officers and directors for helping to make Corvanatics what our club is today. Without their selfless contributions and efforts we might not be enjoying the fruits of their labor. To our incoming group of officers and directors: We have a proud heritage to continue and protect. May God watch over us all.

Ray Mitchell, President

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**WANTED:** Solid ramp and hinge, 1962 chrome hub caps; Greg Walhour, 6250 Frosty Winter Ct., Centerville, VA. (703) 815-2184.

**WANTED:** Good used or NOS "boomerang" for the suspension of my '63 Rampside. David Hartmann, 1111 Evergreen Road, Plymouth, WI 53073, (920) 892-6511, e-mail: dahartmann@mail.tcbl.com.

**FOR SALE:** NOS Parts: 1 pr. 910487/8 FC Rear Lamp Assy., \$230/pr; 1 pr. 5950683/4 FC Clear Park Lamp Lens, \$10/pr; 1 pr. 5954443/4 FC Amber Park Lamp Lens, \$15/pr.; 3775631 FC Turn Signal Switch, \$20; 3776607 FC L.H. Front Door Lock Assy., \$20; 985900 '64 FC R.H. Sun Visor, \$20; 4-6255644 '61-'65 FC Head Lamp Bezel \$90 ea. Will part out '61 & '64 Vans, '63 Greenbrier & maybe a '64 Rampside. Maybe have what you need. John M. Mavity, 2177 Madison Ave., Indianapolis, IN 46225-1864, (317) 787-3091.

**FOR SALE:** FC Rear Quarter Window Weatherstrips LN \$30/pr. One used axle bearing 100% inspected OK, \$75. Oil Filler Tubes & Dip Sticks, \$10/set. Aluminum template set to use in making your own steel muffler support, \$25. Above items plus shipping. Below items pick up in Detroit area. FC clear glass except W/S, free. Rear end L.H. door in prime, not rusted, \$15. Gas tank w/o shift hole, clean inside, repairable outside, rust-thru at straps, \$15. Robert A. Kirkman, 1820 Moffat, Leonard, MI 48367-3528, (248) 628-2431.

**WANTED:** A tin green and white Greenbrier model. The only one I have seen was an eight-door model with a friction motor and had "Corvaire 95" badges on its doors. Please let me know if you have one of these for sale. Ben Stiles, 164 Stonehouse Lane, Columbia, PA 17512 (717) 684-2441

**FOR SALE:** '68 Corvaire Monza, second owner, about 60,000 miles, beautiful original interior (except carpet and front seats) front seats from '91 full-size Chevy pickup, comfortable. Distinctive paint with partial roof, rear and front coves grey. Sound familiar? Drove car to Convention--you may have seen it there. Asking \$4500. Let's talk! David Hartmann, 1111 Evergreen, Plymouth, WI 53073. E-mail: dahartmann@mail.tcbl.com.

**Thinking of something to give your loved one for Christmas?**

How about:

- 1. a Membership in Corvanatics - \$6.00
- 2. a Jacket Patch 2.15
- 3. a Window Decal 1.00
- 4. a Membership Roster 2.00

From the President & Sec-treas.

**Happy Thanksgiving AND Merry Christmas!**

**Ben's Back-**

**The Return of Ben's Bus**

I have been lax in writing to the newsletter over the past few months. I have good reasons (not excuses) for not contributing as I had in the past. I am getting married very shortly and that alone has taken up a lot of my time. We are renting a townhouse in a nearby town and have been busy painting, cleaning, and moving into the house. That is where the Greenbrier comes into play.

Lynn and I have moved a substantial amount of stuff in the van already. The list includes a washer, thirty or so boxes, clothing, paint supplies and bedding. The old bus has proved to be a very good moving van. Yet to be moved are three dressers, two chairs, a bunkbed, desk, night table, and sofa. This list does not include the things I do not already know about. Moving into the townhouse constitutes the first move I have ever made in my life. I am still pretty naive about the whole thing and have a great deal to learn.

Contrast the enjoyable time I have had moving things with the Greenbrier with the time I have spent helping my brother and sister-in-law move across the street from their apartment to a new townhouse. We made this move with dad's Suburban and Jon's Blazer. Two Chevy trucks thirty-six years newer, but much less fun to move with. No side cargo doors, HIGH tailgates, sore backs, and lots of trips abounded before us. But now John and Carol are all moved in and Lynn and I still have a lot to do. Hopefully it will snow soon so that we can sit and enjoy our new dwelling.

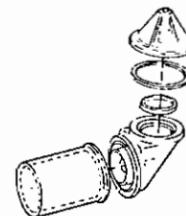
In addition to planning the wedding and moving myself and my family around Pennsylvania, I have been searching for a teaching job. I am fully certified to teach English in Pennsylvania, if only I could get the administrators of the local school district to realize that! Until I find a full-time teaching job, there are many school districts happy to keep me busy with substitute teacher work.

I have enclosed a copy of an original 1965 Greenbrier Sales Brochure (how many of those are still around?!) which was given to me as a gift for completing my student teaching assignment by my cooperating teacher Mr. Jud Stauffer. He realized that my van was very important to me and as such searched through a car collecting friend for this most perfect of gifts for me. I hope there is room to reproduce some or all of it in the newsletter. The brochure makes for some very interesting reading.

Quite frankly, I have not done much to the van since I last wrote about two newsletters ago. I spend an awful lot of time driving it. Between the moving excitement and helping my brother at a theater forty-three miles away, I have put countless miles on the old girl over the last two months. I have not had any problems to speak of during those extensive summertime miles. I have changed the oil recently and took off the lower shrouds to help the cooling of the engine. I did the same for the 1962 700 sedan as well as extensive work on sealing the floors and general beautifying of the car for use in the wedding. It is amazing to me that such a cheap car as this one works so reliably.

Continued on page 4.

**Tech Topics**



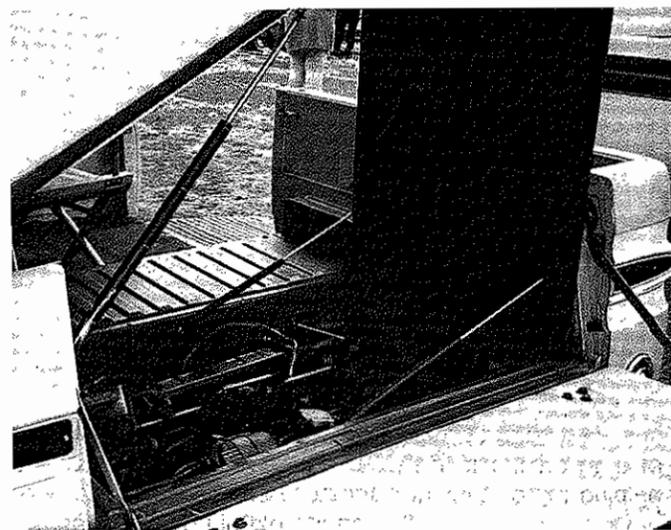
**Hinging FC Engine Cover Lids**

In the last issue, a member wrote in to request information on how to hinge the engine lid on Forward Control Corvairs. I have done so, and have seen at least four other methods from mine, all of them functional, and all of them apparently easy to install. I have sent pictures of the various engine lids that I have seen.

I hinged my engine lid using two six-inch strap hinges. These were placed upside down on the third rib of the engine lid and the transmission access cover. The part of the hinge that holds the pin was positioned into the sloping gap between the two panels and screw holes were marked. Please note that because of the aforementioned gap, not all the holes will be able to be utilized. After drilling the holes, re-align the hinges and use short sheet metal screws of the proper size to hold the hinges down. I attached a flexible rubber handle to my engine lid which was pirated off of a speaker in the van.

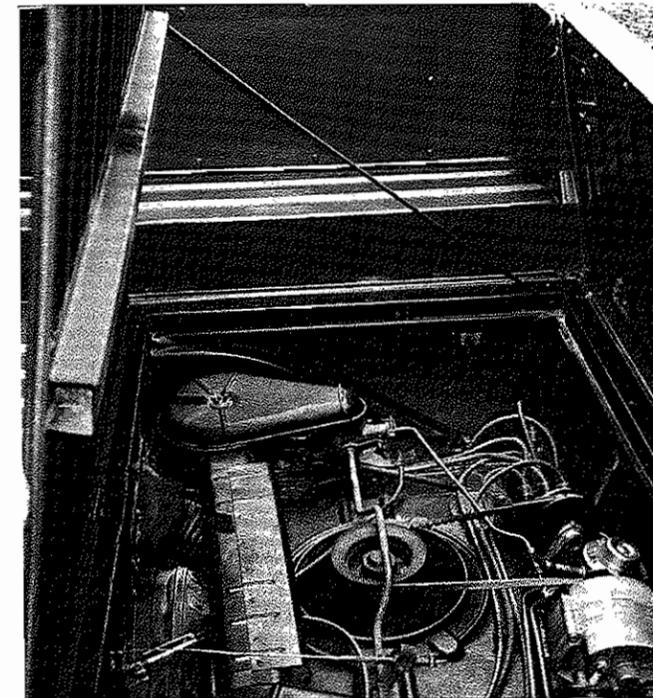
At the Central Pennsylvania Corvaire Club's "Corvaire Days", I saw three other hinging methods, as well as one at the Corvaire Ranch. The following tells how these particular trucks came to have hinged engine lids.

I have seen a gorgeous turquoise and white Rampside with tonneau cover at three CPCC Corvaire Days in the past. This Rampside had the most UNUSUAL hinging job I have seen. The cover is hinged on the passenger side of



the truck, utilizing a piano hinge cut to length; the cover is held up by two hydraulic shocks in the front and back of the engine compartment. The raised engine lid in turn holds up the tonneau cover which protects the bed of the Rampside. The tonneau cover is also raised by the same kind of hydraulic shocks, only these are understandably larger.

A 1964 Deluxe Greenbrier on consignment at the Corvaire Ranch as well as a "Crampside" truck with a 56" wheelbase owned by Ronald Stern of New Holland, PA had a similar hinge treatment. Both of these trucks' owners utilized short cabinet hinges underneath and to the rear of the engine lid. This is a nice treatment, as the hinges cannot be seen from the top of the engine lid when it is closed. The Crampside owner seemed to use holes which already existed and used three hinges, while the 1964 Greenbrier Deluxe owner went to many pains to create a stock look with his modification. The holes normally



*Engine Lid Hinging: Ronald Stern's "Crampside" with 2 small hinges underneath the engine lid. Rampside w/tonneau cover, side-hinged engine compartment and hydraulic struts.*

occupied by the engine lid hold-down screws were filled by screw heads, which did not actually hold down the lid, but just looked like they did. This was an extreme step in customizing, which I never would have gone to. This look was seemingly wasted by the large metal handle affixed to the center of the engine lid used to lift it up.

Another truck I saw at the show had a piano hinge on the top, between the engine lid and the transmission access cover mentioned earlier. My cover stays up on its own when raised fully, while two of the trucks had little metal posts similar to the hood holders on newer cars and trucks. These appeared to be made out of simple round bar about 1/4" in diameter. The turquoise and white Rampside had the hydraulic shocks to hold up the lid. Price Youngman of Martinsville, Virginia wrote in the April 1994 *CORSA Communique* that "a '65 or newer car lid support will bolt nicely into the right side of the engine compartment and attach to the underside of the van floor. With hinges affixed to the front of the rear floor and to the intermediate floor over the transaxle and heater area, you can create a very serviceable, stock-looking upgrade which will hold up the rear floor just like the engine lid of the car."

Continued on page 8.

## Ben's Bus Continued from page 2

I have been contemplating changing the interior of the camper AGAIN. It seems to me that the Volkswagen Westfalia interiors of the 1970s were very well built, and could be made to work in a Greenbrier. These include a cool folding rear seat design which utilizes tension springs to turn the seat into a flat bed surface in seconds. This would be a more comfortable design than the one I wrote about a few issues back as the seatback is higher on these Westfalia seats. Also included in these vans is a unit behind the driver's seat with a half seat covering a storage area and a sink/cooler/table set up behind the passenger seat. The best thing about this plan at the moment is that I know where about ten of these Westfalia vans sit in a row in a "U-PULL-IT" junkyard. If the price is right, Ben's Bus could be looking at its fourth major interior refinement.

I have a very serious question about DeLuxe Greenbrier steering wheels. As some or many of you probably know, some of these DeLuxe vans came with early model car steering wheels, complete with the horn ring. I have been told that this was a styling gimmick or refinement due to the fact that these DeLuxe vans were supposed to be perceived more as cars than their more utilitarian Standard Greenbriers, Corvan, or Pick-up cousins. A prettier, more car-like appearance for the 1960s mother who used the van as her run-around, perhaps?? Or was this steering arrangement put into use because the more thickly padded seat cushions made the extra two-and-a-half inches of clearance these steering wheels provided necessary? Why were these steering wheels only put into some of the DeLuxe vans and not others? Was it an option specified by customer order? I have seen DeLuxes with both. I recently drove a 1962 DeLuxe Greenbrier with a car steering wheel and found the extra lap clearance to be to my liking. When I got into my van again, I realized that only about a half inch separated the steering wheel from my lap. I want to put a car steering wheel into my van, and I have one to do it with. Does anyone have an answer to the REASON for the change in steering wheel?? My theories are good in my opinion, but I would like to know the real reason if there is one.

Can anyone give me advice on refinishing and repainting a steering wheel? I want to paint the white car steering wheel out of my blue parts van to match the interior of the van I drive. How should I sand and prepare the steering wheel for painting? I have been told any spray paint will work so long as it is clear coated so it won't rub off. Any thoughts out there in Corvanatics-land?

I am preparing to install a side cargo door latch from a 1980s Chevy van. This is a single unit mounted near the middle of the door and has a catch on the other door. The latch is operated by a pushbutton door handle much like the back door latch on Corvair vans. The only drawback to this design is that the front cargo door window will only be able to be opened about three inches. I have tried everything else, but my door still pops and opens to the safety catch on the current latching system. If all goes well, converting to this newer latch system will solve the problem. I will let you know how it turns out.

Page 4

Jeff Stonesifer, of Corvair Ranch fame, informed me that I received a "Corvanatics Appreciation Award" for my writings again this year. I wish to thank those responsible for this award as well as the membership of Corvanatics for recognizing me for something I enjoy doing anyway. Please know that the Greenbrier-shaped award from last year and the Corvair Pick-up-shaped award from this year will be displayed at a very prominent place in my new townhouse.

Hopefully I have caught some interest with my questions in this letter. Please send me a letter if you have any answers to my questions, then send a letter to the newsletter so the rest of the membership can know about it. Until we meet again . . .

Benjamin A. Styles (note new address)  
164 Stonehouse Lane  
Columbia PA 17512

## RESPONSE TO BEN'S STEERING WHEEL QUESTION

Tho I'm obviously not the Tech Editor, I would like to respond to Ben Stiles' question about painting steering wheels. I have successfully painted steering wheels. They really do not require any special paint as they are "hard" plastic differing from things of a soft nature, like seats, which require a dye. The first thing to do (after removing the wheel from the vehicle, of course) is to carefully sand the steering wheel to remove all shine and rough it up so the paint has something to grip to. Then take care to mask the metal portion in the hub where the horn grounds. I have never used an off-the-shelf spray paint, but have always used my gun, but I can't believe it would matter, if you use a good quality enamel. Some automotive paint stores will even mix the correct paint for your vehicle and put it in aerosol cans. (Don't expect this to be cheap tho. I think they charge about \$7.50 for the can application plus the paint mixing charges.) After sanding, being careful not to get skin oil on the wheel, spray a coat or two of primer. Do not prime too much, as a heavy build-up of paint will allow for easier chipping when the wheel is in use. When dry lightly sand with a 400 grit sand paper, wet or dry. Then spray with the finish coat, giving two coats. A coat of clear would probably be a good idea.

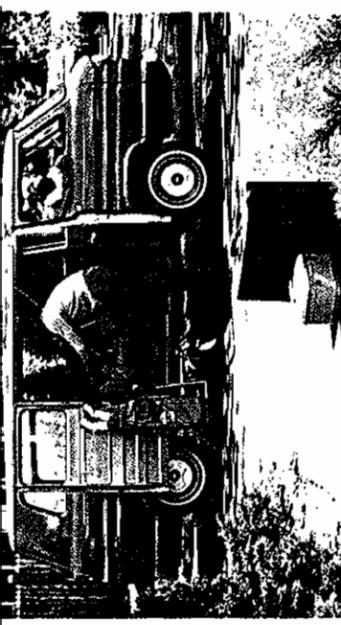
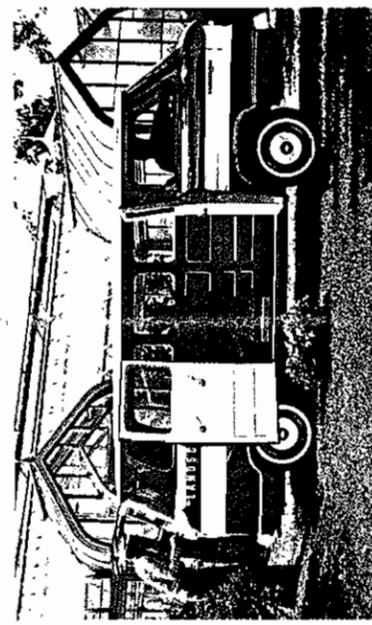
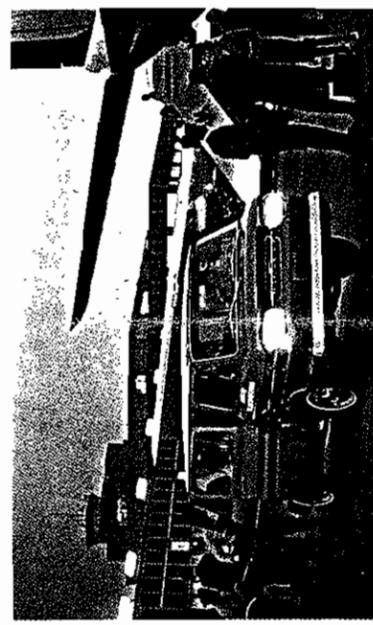
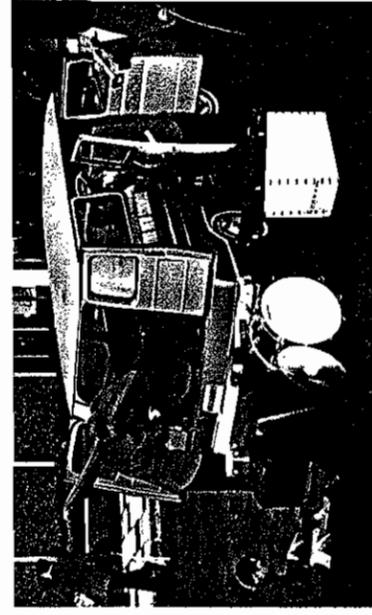
If you have a steering wheel that was, or lends itself to, two-color, you may want to give it the "ultra" treatment. Then simply mask as you would for any two-color job. Of course the optimum paint would be to use an enamel hardener in it, because of the hard use a steering wheel gets. But keep in mind that a pint of hardener will cost from \$18 - \$30 for the hardener alone.

If your steering wheel was originally two-color you can give it the finishing touch. Get a sheet of silver pressure sensitive foil. Being careful to cut it exactly straight, cut a strip about 1/8" or less and apply it around the joint of the colors, keeping the overlap joint to the inside of the wheel. Then as a final step spray a coat or two, lightly, of clear polyurethane. This will give extra protection to the paint and "bury" the silver foil tape.

Good luck in dressing up your steering wheel.

The Editor





**1 FAMILY ALL-PURPOSE**  
Got lots of kids? Need a wagon to take the family places? And want it with room *inside* to carry things as well? Look no farther than a 1965 Greenbrier.

**2 CAMPER EXTRAORDINAIRE**  
Travel bug bit you but tenting-out problems keeping you at home? Then look into a camper-equipped Greenbrier. Just about all the comforts of home.

**3 MOBILE OFFICE**  
Do a lot of jobs on the go and need a versatile, roomy, mobile office? How about ordering a Greenbrier with a built-in table? Go from site to site in comfort.

**4 BUSINESS CARRIER**  
Up to nine people can ride in foam-cushioned chair-high comfort in a '65 Greenbrier. For small businesses, hospitals and other firms requiring a passenger carrier, this is it.

**5 PASSENGER BUS**  
Not much room left in ordinary vehicles when you load 'em up with nine people. With Greenbrier, there's more room behind the third seat to fit plenty of luggage.

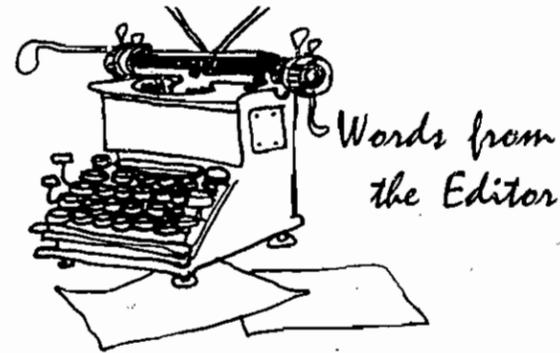
**6 LOAD CARRIER**  
Greenbrier does beautiful trucking duty. Standard tires carry generous payload; specify the heavy-duty tires for maximum payload capacity.

**7 OFF-ROAD DANDY**  
Just point your Greenbrier where you want to go, right up to your job. Superb rear-engine traction and 4-wheel independent suspension should get you there in style and comfort.

**8 BUSINESS DELIVERY**  
Those wide-opening side and rear double doors (even left-hand side doors can be ordered) make deliveries an easy proposition. Greenbrier's easy ride protects cargo, too.

**9 SPECIALIZED DUTY**  
Bands to bashes, surfers to beach—you name it and Greenbrier will swallow up the unusual things you want to take in cavernous fashion. Got the idea now?

Covered in the illustrations and descriptions in this catalog are some of the extra-cost Options and Custom Features for Greenbrier. A more complete list appears on the back cover.



Where has the summer gone? Here it is time for another *CorvanAntics* issue. Secretary Diane Galli tells me that our membership is now over 300. That's great news. The more we are the stronger we are, the better we are, and the more we can do for each other as people with at least the Corvair FCs in common (and probably much more if the truth could be obtained). Again I would impress upon you that we still need each other for our mutual benefit. This is a good place to advertise your needs and wants and to make known to other interested people what you may have for them. Use the Classifieds, that's why we have that service. If possible let the editor know if the ad should be repeated in the following issue. There is nothing more frustrating than getting continued calls on items already sold (or purchased). I rerun ads often if there is space and have heard nothing from the submitter.

Of course we are always in need of articles relating to what you have been up to. So if you have something in mind that you think may be of interest to other FCers send it to me. Even if it is rough, I can usually make something of it. Try to typewrite it if possible, for it is often difficult to read handwriting, especially names and often numbers. Ben Stiles has been very prolific in his submissions, for which we are thankful. Ben is back with this issue with his Ben's Bus series. In fact Ben has also submitted a lot more things for this issue—perhaps much more than we have room for. An issue of more than eight pages creates problems, both in production and in postage costs. Perhaps you have some thoughts on that. If, in those rare occasions, when we have more copy than space should we increase the size of the issue regardless of extra postage costs. Also I fear that the time may be fast approaching when the post office will require that mailings such as our be placed in individual envelopes.

I have changed the format of the Officers and Directors in the mast on the back page. This was done in order to get more information into the listing, namely the telephone numbers and e-mail addresses of the officers. I got the phone numbers from the 1995 Membership Roster. I hope that no one objects to having this information published. If so, please so inform me and it will be removed. Also, if any of the information is incorrect please let me know so that it can be corrected. If you have an e-mail address and it was not listed we'd appreciate hearing from you.

It's a beautiful Fall morning and the temptation is to blow this thing off and do something outside. Got to keep focused, got to keep focused, got to keep focused!

David A. Hartmann, Editor

## Central Pennsylvania Corvair Club "Corvair Days"

### And an Exciting Night at the Corvair Ranch

September 18, 19 and 20 served as the dates for this year's "Corvair Days". I was excited about this show for more than one reason. It was heralded as a CORSA-sanctioned event, which meant that it would be big, but also, it was to be Lynn and my first outing as a married couple. Needless to say, I was very excited.

We were busy Friday evening, so we decided to leave early Saturday morning. Early never work for us, and as it turned out, we were not on the road until about one. We arrived at three, and were in time only to see two cars autocross before the moving events were over for the day. We went to see the hospitality room (we love to eat!) and to see what the vendors had for sale. I saw a wonderful tin Greenbrier toy; green with a white stripe and eight doors; and asked if it was for sale. As it turned out, the toy was part of a collection of ninety Corvair toys for \$16,000! The vendor would not separate his collection, so Lynn and I bought a Corvair ad from him. If anyone out there has a tin Greenbrier toy like the one I just described, please let me know. I will buy it if we can work out a deal. Clark's had a great display and Wall's had a full room of parts as well. We bought cardboard heater hose covers for the front of the 700 sedan. Other than that, we were ready to leave

Continued on page 8.

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**"Corvair Days"/Corvair Ranch Fire** from page 7  
 the show "Since we had time to kill, we decided to go into town to see the street craft show going on in downtown Gettysburg. The show was mostly closed down as well, so we checked out an antique mall and some downtown stores where we bought a beautiful glass Christmas ornament.

Now comes the exciting part. Lynn and I had decided to 'camp' at the Corvair Ranch for the night so that we would be closer to the show to return on Sunday. We pulled in to the sounds of dogs barking, and obviously upset that there were people showing up at such a late hour. We did not leave the van, and set up to go to bed. At around 1:30 a.m. Lynn woke up to Jeff banging on the window telling me that I was missing all the excitement. When we finally come to our senses and looked out the window, we were shocked at what we saw. An orange glow filled the night sky, and flames were soaring forty feet into the air. At first we were frightened to think it was the shop. Instead we were later relieved to find out that it was just a mobile home which was located beside the shop on the ranch. Jeff had been awakened and told of the fire by a passing Mennonite man, and had moved three cars from the vicinity of the fire before he woke us. Five fire companies were alarmed and soon the entire front of the property was awash with fire sirens and firemen patrolling the area and controlling the blaze. The initial call lasted until 4:30 in the morning, at which time Lynn and I went to bed after discussing the fire with Jeff and Dena.



Something crashed. Metal ripped. Little more than two hours later, Lynn and I were awakened by strange sounds. As we looked out the window, we saw more flame and fire. We got quickly dressed and went outside like before. Jeff was busy spraying the re-kindled blaze with a garden hose, trying to keep a kerosene tank from igniting. I went to call 911 to have them send more firemen. They already knew where the blaze had re-started. Fire trucks arrived and firemen jumped off them. Though weary from the call just hours earlier, the men and women got to work putting out the blaze which burned on the end of the trailer closest to the shop and just twenty feet away from it. At around eight o'clock, we again returned to sleep.

We rose at ten to see what the fire marshall and deputy chief had to say, then waited with Jeff as he prepared things to take to the show. To say that this night at the ranch was beyond words would be an understatement. When we finally arrived at the show, the Concours was being judged, and we had a grand time walking around and talking to such people as Past CORSA President, Allen Bristow, and Past First Lady, Wendy, Bob Marlow from New Jersey, Ron Stern from New Holand, and Vaun Hamlin from Pittsburgh, who had a late model coupe painted with iridescent paint which Lynn just loved. Many wonderful cars and people made this event one to remember, however, it would be our long, sleepless night at the Corvair Ranch which would become most memorable to us.

*Ben Stiles*



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### Engine Lid Hinging from page 3

Piano hinge, strap hinge, or cabinet hinge, metal supports, hydraulic shocks or nothing at all, the point to this article is that there are many different ways to hinge and hold up the engine lid on a Forward Control Corvair. Just pick an afternoon, choose your method and go to it. You are only limited by your imagination.

*Ben Stiles*

### BEN AND LYNN ARE MARRIED

A year ago, September 12 seemed like an eternity away. The date sneaked up on Lynn and me so fast that we were not really ready for the wedding. WE were ready, but there seemed to be so much to do. Before we could get to September 12, though, we had to survive "the day before the wedding".

Lynn and I spent most of this day running last-minute errands and paying last-minute bills. After getting the church and most of the reception hall decorated, we went to pay the caterer only to find that a certain set of mystery parents (hers) had already paid it. We picked up a very large table for the ever-important wedding cake. The table, by the way, would not have been able to be moved in a modern minivan. We found this out later when we had to figure out how to return it as my van was nowhere around. We went from the caterer to the market to get an eight-foot sub and a huge sheet cake for the rehearsal dinner. In addition to these bulky items, the van also contained many smaller decorations for the reception hall, all of my clothes for the wedding and honeymoon, and everything that is normally contained in the bus (which is a bunch of stuff!!!).

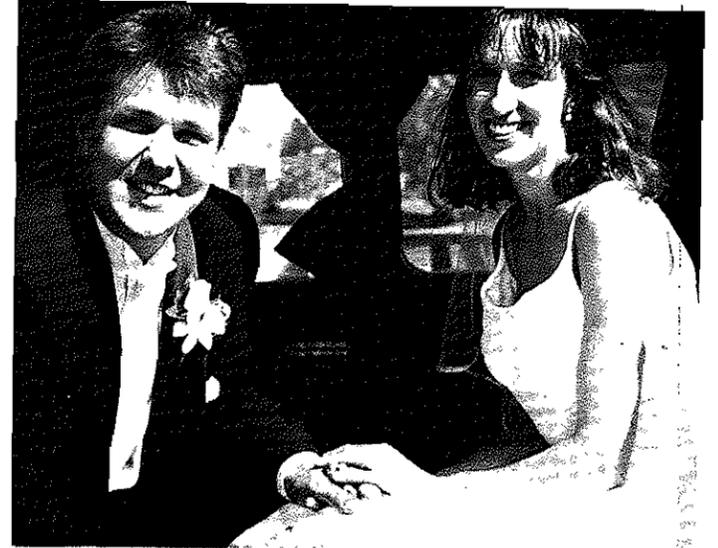
We went back to the reception hall and unloaded the sub, the rehearsal dinner cake, and the table for the wedding cake and made final preparations for the rehearsal. This is where the action starts.

The rehearsal was supposed to start at 6:15 p.m. Due to a small error in direction, my brother, sister-in-law, sister and parents were all late. We started the rehearsal about forty-five minutes late, but it went smoothly and we all had a good time. It seemed as if all the planning Lynn had done over the last year had finally paid off. By the way, the twenty-five people at the rehearsal dinner ate all but three pieces of the eight-foot sub. I was very surprised by that fact.

When the dinner was over, Lynn and I went back to her parents home so that I could take a shower. We talked for a while, then bid farewell. I returned to the church where my parents were camping in the parking lot. Their trailer was where I spent the night.

In order to keep this long-winded article fairly short, I will just tell you that the actual wedding part went very well. The ceremony started on time, Lynn was a very beautiful bride, the weather was warm and cloudless, and our dreams and plans were finally coming true. The next

point of interest to Corvanatics members came when we left to get our outside pictures taken.



I had tried for a time to get a Corvair convertible for Lynn and me to ride in, along with my Greenbrier and 700 sedan; it was to be an all-Corvair bridal parade. No one was able to give me any leads on a convertible, so Jeff Stonesifer brought along a 1964 Greenbrier Deluxe, which, along with my Greenbrier and 700 sedan, would still constitute an all-Corvair bridal parade. Those were the plans, as I knew them, and I even saw Jeff and Luke arrive outside the church and park behind my Greenbrier in the circle outside the main entrance where Lynn and I would emerge to leave the church. Fred even told me during the the receiving line that all the cars were set, and



that I should not worry. What Lynn and I saw as we neared the church exit was not three Corvairs, but two Corvair Greenbriers and a JEEP! Dad and the guys decided that if I really wanted a convertible vehicle to whisk my blushing bride away, why not the ultimate convertible, a Jeep? Most of my groomsmen had come in the Jeep which belonged to my good friend, Fred, who, if you remember, helped me put my camper top together. I was shocked and a little disappointed, but the Jeep worked well, and I still had the Corvair vans. It was a lot of lifting Lynn in and out of the Jeep.

We are now enjoying living on our own and creating our new home. We look forward to continuing our involvement in Corvanatics and CORSA, and we look forward to actually meeting many of you in the future.



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Membership in Corvanatics is open to any CORSA member with an interest in Forward Control Corvairs. 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.

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