



Sportwagon  
Greenbrier



Pickups  
Rampside - Loadside

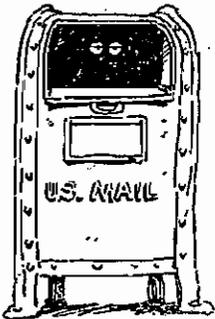


Van  
Corvan



Vol. 29, No. 3 May-June, 2001

A Chartered Chapter of CORSA - Corvair Society of America.



# Letter From The President!

Hello everyone. There are a few things to mention in this spring newsletter. For all of us online you will find the Corvanatics group or list up and running. There is a lot of info being spread about. I am not sure exactly how many folks belong to the list as I write but it seems to be busy every day. Suggestions about our gathering at St. Charles, IL in July have been put to the group. Lots of talk about Chicago style pizza, maybe holding our meeting outside around our vehicles, even talk about a group photo with our FCs.

News about the convention. The meeting time at the convention is written in stone but we can meet anywhere we want. The meeting room is still reserved for us. There are a load of activities and we will try to schedule things so everyone can participate. There is a get-together at a local drive in. It has been suggested that we take up the back row at the drive in. Maybe this is a good place for the photo shoot. The host chapter CCE, still has a few meetings before the convention. I'm on a few committees. So when things get closer to D day, we'll

have a better idea on things. It will be interesting to see how many FCs show up this year. The Chicagoland area being a good central location might put us over the top. Lets plan on a record breaker!

We have permission to put a display up. To welcome other Corsa members to join Corvanatics. It will be in the hospitality room. The hospitality room is open during the entire convention. So here is another reminder to send in those pictures to our director at large Ben Stiles. With the number of people moving through the room, it would be great to put our best foot forward.

Once again, FRS walkie talkies will be the mode of communication during the convention. So many of the CCE gang have them. If you have a question about any event, chances are you can get it answered on the radio. K Mart, Wal Mart most discount stores are selling these radios at great prices these days. Continued on page 2

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Classified Classified Classified Classified Classified  
**CLASSIFIED ADS**  
 Classified Classified Classified Classified Classified

**FOR SALE:** Since I have received no offers for my '63 8-door, so I will be parting it out. If you have any needs for parts for an 8-door please contact Bob Ehrenehc 1728 Manor Parkway, Sheboygan, WI 53083 or call 920-458-1170 before 8:00 or after 3:30 CDT. (WI)

**FOR SALE:** 2 FC bumpers. REDUCED! Now \$70 or 2 for \$125. Distributor Dust Covers for '62 - '68 \$7 or 2 for \$12. J. H. Tulley, 348 Edgelake Dr., Kingston, TN 37763, cmjhtn@esper.com. (TN)

**WANTED:** '62 - '65 Greenbrier 4-speed, good to very good condition, solid body, no rust buckets or bondo sleds, healthy drive train, clean interior, at least reasonably complete original vehicle. Jim Pennell, 544 Stanton Rd., Arroyo Grande, CA 93420, 805-474-1316, almajim544@netscape.net

**FOR SALE: 1962 Corvair 95 Rampside.** 1961 80 hp car engine, alternator conversion. Electric in-tank plus mechanical fuel pump, 4-spd., '62 Monza dash trim (FC speedo) chrome bumpers, rear grill, 14" wire wheel covers, painted in 2000. AM/FM cassette, new tires, master cylinder, muffler, tailpipe, gas tank sender, e-brake cable. Includes spare axle and bearing. Drive anywhere - delivery available. As is: \$3000. With '64 FC block, sheet metal, turned crank, new cam and Wall's engine 'B' kit including pistons, rings, bearing, seals, cylinders, etc. \$3500. Call Larry Schmuhl 973-423-5288, LSchmuhl@juno.com. Truck is located near Dallas, TX.

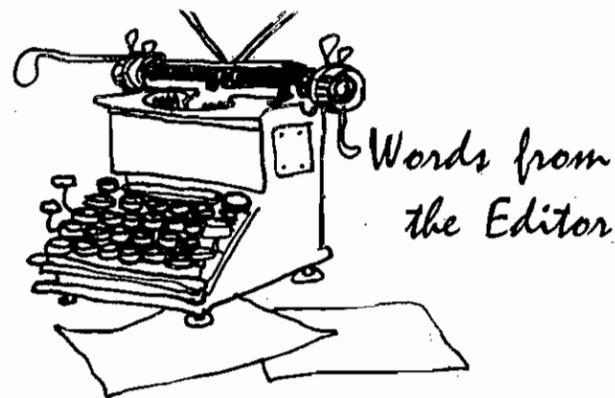
**FOR SALE:** Greenbriers & Vans (7), Rampside (4), early Coupes (8), '62 8-door Greenbrier with engine (early car), '64 8-door Corvan, no engine, straight body, very restorable, '65 4-door complete, powerglide, 110 engine core. Most are good, rust-free bodies, some complete with drive train, '62 Monza Station Wagon, stick, trans there, but no engine. All inside in two barns. Also many engines and parts. Recent serious back surgery prevents me from continuing restoration work. Am very anxious to sell the above. Herb Martin, P.O. Box 148, Crabtree, OR 97335. Call 541-967-9013, 10:00-10:00. Will accept collect. (OR)

**WANTED:** Any year Rampside in fair to good condition. A running engine is not as important as a fair to good body. I have been searching for about two years, now it is time to get serious. Rampside located in the Northeastern part of the U.S. (PA, NJ, DE, NY, MD, OH) would be best. Please contact me if you know of a Rampside for sale. Ben Stiles (717) 687-7558 or bens-bus@worldnet.att.net (PA)

**President's Letter** continued from page 1

So it looks like I'll save on airfare this year and drive to St. Charles. Since it's only an hour from home. The last time a convention was held in Chicago I missed it. I didn't own a Corvair. This year I wouldn't miss it for the world! Happy Motoring Everyone!

Jim Mac Donald



Convention is in the air! Do you feel it? I finally sent in my application this morning, so it's official--Bonnie and I will definitely be at the convention, even tho it won't be full time. So now I expect that maybe I can meet some of you people who have been so faithful in submitting articles, ads, etc. for the *CorvanAntics* newsletter. I hope to make some comments at the Corvanatics meeting as well. Much of that will be a plug to try to interest someone in taking over the editorship of *CorvanAntics* beginning January 2002. Maybe you! Have you considered that? I have never really tried to time the amount of time I spend in getting an issue out. I imagine it is somewhere around fifteen hours. That includes folding, applying labels and postage as well. If that is the only reason you wouldn't want to accept the job, perhaps those details could be worked out with Sec/Treas Diane Galli. I know when I began the job, the previous secretary was doing all that. But getting back to the time--I'm an old letterpress printer (not a computer geek) so I do it the old fashioned way. I just set the type on my computer in "galley" form, then paste it all up and do most of the printing on my excellent copier at work. Pictures are another story. Someone who has good computer skills could maybe do it more efficiently and thereby faster.

Notice in the classified ads one from Herb Martin. I had a nice conversation with Herb last Saturday. Really nice guy, who has had some serious back surgery. Please take a look at the vehicles he has for sale. There are some really rare and some nice, restorable vehicles available from him. For example, you young guys who are looking for a restoration project, how about a '64 8-door van. It has no engine, but that is the least of it. How often will you find a nice straight '64 van that is that restorable. Or a '62 8-door Greenbrier? Or a '62 Monza wagon? These are all rather scarce. And these are not rust buckets. They have been stored in a barn with wooden floors, no cement floors with its moisture emissions, for many years. Why not check out the ad and give Herb a call. He's anxious to work with you.

I finally made delivery of my Rampside that was sold last Christmas. Larry picked it up in March. I also traded my '68 Monza for a '61 Lakewood station wagon plus some cash. So now I have a summer project too. Looking forward to it. It is a north Texas/Arkansas vehicle with NO Wisconsin rust. I love it! I've already located a lot of stuff for its restoration. And I've begun on it. The windshield

Continued on page 4

**1961 Greenbrier on Display**

We acquired our 1961 Corvair Greenbrier van at the car corral at the 1998 St. Louis CORSA International Convention. It quickly became apparent, driving it home to Cleveland, Ohio, that the van causes most people who see it to automatically smile and usually give a "thumbs up" as they pass. It's an unusual sight to see the bright red antique bouncing down the highway. We nick-named it the "Happy Van" with little hesitation, after seeing its universal appeal.

Last month the van was on display at an old car show, hosted by The American Cruisers, in the lower level of the Cleveland International Exposition (IX) Center's 2001 New Car Show. The show lasted 10 days and drew thousands of people. We were also able to display our 1965 blue Corsa.

My husband, Bob Zimmer, and me (Thurma) would enjoy sitting near our displayed cars and talking with people about their Corvair memories. The most fun though was standing back to watch people of all ages react to the Greenbrier! The most common response was, "Awesome!" Other phrases overheard daily were, "Look at this!", "Cool", "Oh, my gosh!", "Wow", "I want one of these", etc. It was definitely a hit with the spectators.

The van is especially unusual with a table in the back, with facing seats, to resemble the booth of an old diner. Bob restored an authentic juke box to sit on the table



Bob & Thurma Zimmer's Greenbrier in American Legion Parade.

and rigged it to play our 8-tracks. Our grandkids sometimes call it the Scooby van, so a large Scooby Doo now sits on the seat. It creates a wonderful, nostalgic feeling that everyone seems to enjoy.

Thurma Zimmer  
 Brooklyn, Ohio

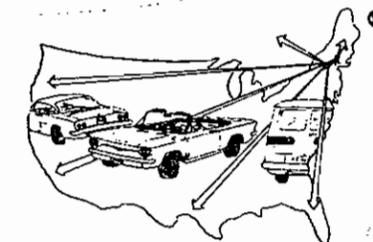
*Editor's note:*  
 Bob and Thurma are members of "Friends of Corvair" in Northern Ohio.

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**Words from the Editor** continued from page 2 and rear window have been removed and the seats and carpeting have been removed. I want to get at the interior so I can repaint that before tackling the exterior.

Have you ever had an idea of building your own camper for your Rampside? In this issue there is an old article from a December 1970 *Mechanix Illustrated* that gives complete drawings, details and directions for doing just that. For somebody, that's got to be exciting. Enjoy!

I'm including the Membership Application in this issue. Copy it and see how many new members you can sign up at the convention.

See you all at the convention. Now I've got to get going and get this issue "to bed".

David A. Hartmann  
Editor

## Build Your FC Camper

If you can't buy it, build it! This was my decision when I couldn't find a camper body that would meet my particular needs and pickup. If you have a similar problem you might do as I did and follow this procedure to suit your own pickup. Though the dimensions of your truck will be different, the method is relatively universal.



My first step was to visit dealers in stock campers to decide on the equipment I could use. Next, I measured and laid out on paper the dimensions of the pickup box. My truck is a Corvair 95 Rampside, which made possible an interesting side entrance door. Your pickup no doubt will require a rear entry, but the general building approach is the same, no matter the pickup. I drew a set of plans for building the camper with a scale of 1/8 inch to the foot. I decided on this scale because it would best show the details of framing members--vertical and horizontal stringers--that make up the wall and roof sections. The drawings showed windows and door locations and the best placement of such interior appointments as stove and refrigerator, kitchen and dining areas. At the outset I wanted to cut the weight of the camper and so I carefully selected appointments, appliances and construction materials to keep the finished weight of the camper as low as possible.

I selected redwood for the framing material of the sides and top. On the floor and forward portion of the camper I used 3/4-in. fir plywood because of its strength and rigidity. I assembled the floor sections to the front wall of the camper, also using 3/4-in. plywood. This involved tailor-fitting the various cuts to the exact area size of the pickup box.

After completing the floor assembly I turned to the sides next. For this I selected 1x8x10-in. redwood boards. I had these boards milled to an exact 3.4-in. thickness at a lumber mill. This was an important operation because I wanted to use a 3/4-in. router blade to cut the half-lap joints. Therefore, it was imperative that the material thickness be an exact 3/4-in. to assure a tight-fitting lap joint. These boards were then ripped to 1 1/2 in. width on a table saw for use as the vertical studs and horizontal stringers for the sides and top of the body. I referred to my plans to find the exact locations where these members would cross one another. At these marked locations the

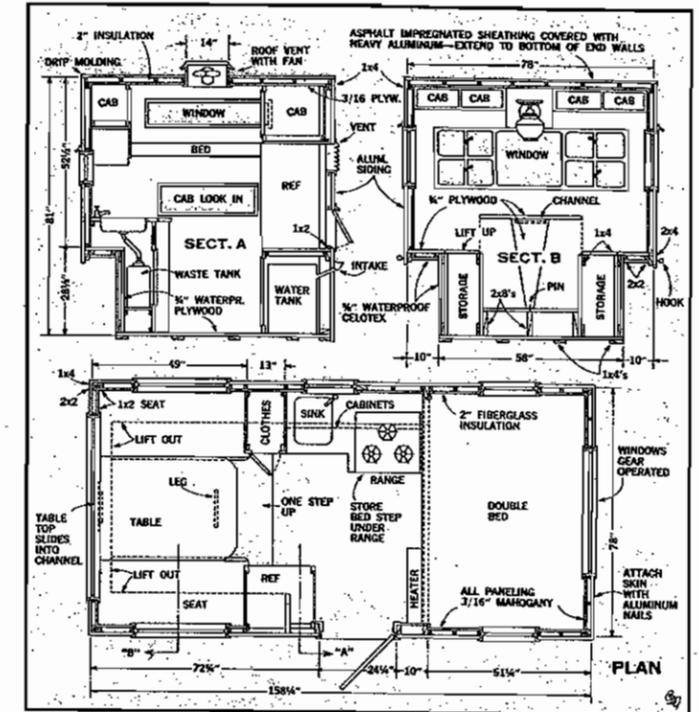
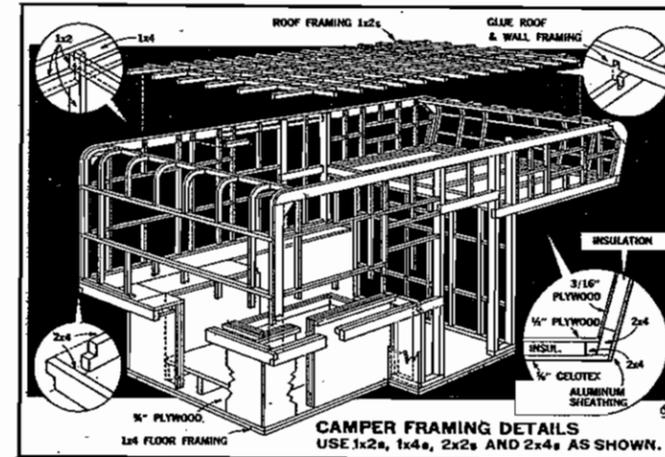
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## Build Your Camper

continued from page 4  
router was used to cut 3/4x3/4-in. rabbets. This made a perfect fitting lap joint.

Next, the verticals were attached to the assembled floor section and the horizontal stringers were glued and clamped to the verticals. At points where I believed there would be stress, I further secured the lap joints with a counter-sunk 1 1/2-in. flathead wood screw. Consideration and attention were given to the location of windows and doors when fabricating these side members so lap joints would not fall in a position that might interfere with the installation of the windows, doors, and vents.

This type of construction results in a honeycomb or cellular configuration which makes it easy to place the 1 1/2-in. fiberglass insulation in each of the cells. The top of the camper was assembled in exactly the same manner



trailer siding. This was provided in exact lengths and widths to meet my specifications. The aluminum was fastened to the skeleton framework with 3/4-in. hex-head aluminum screws. After the skin on the sides and top there remained only the roof rail, outside window garnish and drip caps for the windows and door.

Continued on page 6.

as the sides and the two were attached. The front and rear of the top were rounded where they met the front and back.

The superstructure of the camper now was complete and ready for the interior plywood. The interior was paneled with 1/4-in. mahogany panel board. This was secured to the interior skeleton with contact cement applied between the stringers and the back face of the panels. In areas where I thought there would be greater stress I fastened the panels to the frame with 3/4-in. flathead brass screws countersunk into the panels. After the paneling was in place I set all the windows and the door. I finished these off with aluminum mouldings.

The next step was to lay out the electrical circuits for the interior lights, tail lights, stop and clearance lights. At the same time I installed the wiring cable for the intercom system for communication between body and truck cab. After the wiring I installed the fiberglass insulation in the cells formed by the stringers. The fiberglass is best cut to size with a sharp knife. Any other means of cutting and handling this material can be hazardous. (Broken glass fibers can penetrate the skin and cause irritation.) With the insulation in place, the following step was to install the exterior aluminum skin to finish the body.

The aluminum covering which I used for the camper was the regular grade and weight of prefinished white

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**Build Your Camper** continued from page 5

This is a good place to mention the source for the appliances and building materials that were used in this project. An excellent supplier can be found at practically any mobile-home sales and service center. Most of these are affiliated with some large trailer supply dealer. Throughout the planning and building of this custom camper an attempt was made to keep everything as light as possible but at the same time functional.

Modern appliances and materials that would require minimum maintenance were chosen. These appliances can be repaired by most mobile home dealers and parts are readily available.

With the interior of the camper coach completed there remained only the placement and fastening of the gas stove, refrigerator, space heater and kitchen sink. The cabinet doors and drawers were made of 3/4" birch plywood sanded and varnished to match the interior paneling. The floor was covered with 9-in.-square vinyl tile, except for the dinette area, which was covered with nylon carpeting.

The cost of all materials, including appliances, was about \$850 (*Please remember that this is a 1970 article. Ed.*) and the project required about 200 spare-time hours in building. The resulting camper fitted perfectly into the pickup box. The completed weight of the coach is 1,030 lbs., well within the weight limit I had estimated and set.

In use this camper has turned out to be a good performer. It handles well and the weight is evenly distributed for cornering and roadability. When the pickup must be used without the camper, a sling can be attached to four eyebolts at the corners of the camper and the whole thing can be hoisted out.

For living in, she lives up to our expectations also. There is plenty of storage space, the body is cool in summer and warm on chilly nights. Interior appointments are both functional and comfortable with all conveniences.

I was proud of the finished job and had lived up to my promise that if I couldn't buy it, I'd build it.

Robert Wovries  
Reprinted from *Mechanix Illustrated*  
February, 1970

Thanks to Bob "Captain Corvaire" Ehrenreich of Sheboygan, WI for the article. Ed.

-0-

I always wanted to be a procrastinator, but I never got around to it.



Zimmer's grandchildren enjoying the back of the '61 Greenbrier.



Ben Stiles "Ben's Bus" at work camping. Note roof racks.



# CORVANATICS

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## Membership Application

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We publish a newsletter bi-monthly called *CorvanAntics*, which is comprised of stories, technical information and other material of interest to Corvaire 95 owners, including a free "For Sale" and "Wanted" section for members. Additionally, we have decals (for inside application) - \$1.00; Jacket Patches - \$2.15; and Club Stationery - 5¢ each.

It is a requirement of CORVANATICS to be a member in good standing of CORSA, Inc.

Simply fill out the form below and mail to our secretary-treasurer.

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Application

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

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.

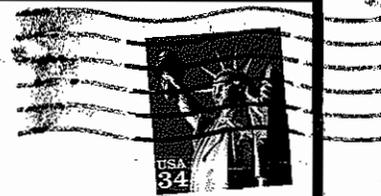
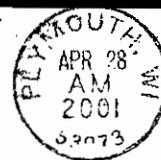
Stories, articles, photos or anything of interest to Corvanatics Members should be sent to the editor: David A. Hartmann, 1111 Evergreen Road, Plymouth, WI 53073-4110. Technical material should be sent to the Technical Editor.

Classified ads are free to Corvanatics members and should be sent to the Editor. Display advertising is also available at the following rates: Full page: \$25; Half page: \$15; Quarter page: \$10; Business Card (2x3.5) \$5. Please submit print-ready or typed copy and pre-payment to the editor. Photos for ads (black & white, if possible) are \$6 each. Authorization and payment must be received for each issue. Deadline for publication is the 15th of February, April, June, August, October or December.

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