

THE EDITOR SPEAKS DEPT. HELLO EVERYONE! I HOPE YOU'RE ALL READY FOR ANOTHER ONE OF MY "EPISTLES", SO HERE GOES. WE HAVE THREE IMPORTANT ITEMS TO DISCUSS THIS ISSUE, AND I HOPE YOU WILL ALL TAKE NOTICE OF THEM, HERE THEY ARE:

- (1) MERGER WITH CORVAIR SOCIETY OF AMERICA
- (2) NEWSLETTER
- (3) CLUB OFFICERS

WE WILL START WITH NUMBER ONE, OUR PROPOSED "MERGER" WITH C.O.R.S.A.. TO DATE EVERYTHING IS UNOFFICIAL, BUT WE WILL BE ASSOCIATED WITH CORSA IN SOME MANNER. THERE ARE QUITE A FEW DETAILS TO BE WORKED OUT, PLUS OBTAINING FINAL APPROVAL FROM CORSA'S BOARD OF DIRECTORS. I CAN SAY THOUGH FOR SURE THAT WE WILL HAVE TO REMAIN FINANCIALLY INDEPENDENT, WHICH MEANS A MEMBERSHIP FEE WILL BE A NECESSITY, I WILL DISCUSS THIS IN GREATER DEPTH LATER IN THIS ISSUE. I DID CONTACT MARK ELLIS TO INQUIRE HOW HE OPERATES HIS GROUP OF LAKEWOOD OWNERS IN RELATIONSHIP TO CORSA, AND HE OFFERED QUITE A FEW TIPS.

NUMBER TWO ON THE LIST CONCERNS OUR NEWSLETTER. TO BEGIN WITH, UNLESS WE OBTAIN MORE LITERARY SUPPORT FROM THE MEMBERSHIP, WE WILL HAVE TO RELAGATE THE NEWSLETTER TO A BI-MONTHLY ISSUE. THIS IS BECAUSE I CANNOT LOCATE ITEMS OF INTEREST ALONE, ALTHOUGH I HAVE TRIED IN THE PAST ISSUES. ANYTHING OF INTEREST CAN BE SUBMITTED, STORYS ON CORVAIR VANS , GREENBR-IARS, TECH TIPS ETC.

NUMBER THREE IS CLUB OFFICERS. WE NEED THE FOLLOWING: PRESIDENT, SECRETARY, AND TECH ADVISOR. I WILL REMAIN AS EDITOR, AND HOWARD MAYHEW WILL BE OUR TREASURER(CONT.)

(CONT. From page 1) SO I WOULD LIKE TO REQUEST VOLUNTEERS. WE CANNOT BECOME ASSOCIATED WITH CORSA UNLESS WE HAVE A FULL COMPLEMENT OF OFFICERS!

ALL OF YOU WHO SENT ME CHECKS FOR THE MEMBERSHIP FEE GOOFED! THE FEE WASN'T REALLY DUE YET, AND BESIDES MOST OF THEM WERE MADE PAYABLE TO ME! ALL CHECKS SHOULD BE MADE PAYABLE TO CORVANATICS. OK? NOW I'LL MENTION THE MEMBERSHIP FEE IN GREATER DETAIL, EFFECTIVE JANUARY 1, 1973, A MEMBERSHIP FEE OF THREE DOLLARS PER PERSON/FAMILY WILL BE DUE. ANYONE NOT HAVING PAID BY THAT TIME WILL NO LONGER RECEIVE THE NEWSLETTER (NOTE: I WILL DEPOSIT THE CHECKS MADE OUT TO ME IN MY ACCOUNT, AND WILL SEND A CHECK TO MR. MAYHEW; AS SOON AS I GET THE OK FROM HIM)

THE FLYERS I MAILED OUT A FEW WEEKS AGO HIT PAY DIRT, ALL OF THEM WERE FAVORABLE, WITH THE EXCEPTION OF ONE! TO DATE WE HAVE THIRTY-TWO MEMBERS, GIVING US 18 GREENBRIARS, FIVE VANS, TWO RAMPSIDES, AND ONE LOADSIDE. I JUST HOPE WE KEEP HEARING FROM PEOPLE!

I PICKED UP A COPY OF THE NEW PUBLICATION "PICKUPS AND VANS" (PETERSON PUBLICATIONS, \$2.00) AND IT IS QUITE NICE, OFFERING IDEAS ON CUSTOMIZING AND WILD PAINT, ONLY ONE SMALL PHOTO OF A CORVAIR VAN WITH A SMALL BLOCK CHEVY V-8 IN IT! ALL IN ALL ITS A PRETTY NICE BOOK.

ONE OF OUR NEW MEMBERS IS NONE OTHER THAN ART HERSCHBERGER OF SOLAR AUTOMOTIVE IN PRINCETON, WISCONSIN. ART IS RESPONSIBLE FOR THE "CAVALIER", A COMPLETELY RESTORED CORVAIR('65-'69) HE ALSO MARKET SOME NIFTY CORVAIR ACCESSORIES AND PARTS. HIS CATALOG IS HIGHLY RECOMMENDED. IF YOU WANT ONE SEND A BUCK TO:

SOLAR AUTOMOTIVE
124B FULTON ST.
PRINCETON, WIS. 54968

I HAVE LOCATED A FEW GREENBRIARS AND VANS IN THE LOCAL WRECKING CONCERNS HERE, SO IF I CAN BE OF ASSISTANCE ON SOME PARTS LET ME KNOW. I WANT TO THANK ALL OF YOU WHO ANSWERED MY PLEA REQUESTING A 4-SPD. CROSSMEMBER AND A WIRING HARNESS, WHETHER YOU WERE ABLE TO HELP OR NOT, IT WAS STILL APPRECIATED.

RALPH SCHEIBLE (MILWAUKEE, WIS.) STOPPED BY THE OTHER DAY, HE AND HIS WIFE HAD BEEN ON VACATION IN KENTUCKY, AND THEY DECIDED TO DROP BY. WE SPENT A FEW MINUTES DISCUSSING PLANS FOR OUR VANS.

DOES ANYONE HAVE ANY CONNECTIONS WITH FIRMS THAT MANUFACTURE DECALS, PATCHES ETC? I AM THINKING ABOUT THE POSSIBILITY OF CLUB PATCHES, DECALS, AND MAYBE EVEN T-SHIRTS, DROP ME A LINE IF YOU DO.

THIS MONTHS TECH TOPIC IS FROM RUSS LONG OF FRESNO, CAL. IT WAS SENT TO ME VIA MARK ELLIS.

FOR SALE

1962 PICKUP WITH CAMPER SHELL, AUTOMATIC
TRANSMISSION....\$450 MR. WILLIAM RENNER
1131 SHELBY ST. INDIANAPOLIS, IND. 46203
1-317-631 8400

SEE YOU ALL LATER,

KEN WILHITE JR.
3825 NORTH MERIDIAN
INDIANAPOLIS, IND. 46208
1-317-924 2195

Van Suspension Modifications

Those of you who are or have been van owners know how much fun they are, and how well they ride for such a short wheelbase. And a lot of you I'm sure have wondered what can be done to make them handle just a little bit better. I wondered too, and here's what I did to my '64 camper:

First came tires--when I got my bus it has four different tires, all different sizes. I replaced them all with 205x14 Michelin X radials, mounted on 14x7 American 200 S mags. A word of caution about the mags is in order here: Watch carefully if you are going to mount mags, as a lot of manufactures offset the wheels so much that they won't fit without hacking up the wheel wells, as well as placing undo strain on wheelbearings. That's why I chose Americans--the offset is correct and they fit without resorting to a hammer and hacksaw. It's up to you. If you don't want mags, try using '66 GTO or SS 396 or any Chevy wagon wheels. They are 14x6 and fit perfectly, plus they're cheap. Tire pressures are 25 front and 35 rear. The Michelins are the single best improvement to the van's handling.

Next came shocks. I used Gabriel Adjustomatics #45433 front and rear. These have three settings--regular, firm and extra firm. I set mine on extra firm, as it really helps keep the inherent "bounce" down without making the ride unbearable. Fronts go right in, but the rears require spring removal to install. ??

While you've got the rear springs out to install the shocks, replace your springs with new ones from your Chevy store. They'll probably have to order them for you, so plan ahead. But, before you install the new springs, cut one turn from the coils. This will give you 0-1 degree of negative camber in back, which is what this buggy needs to make it handle. The springs are about \$11 each. Part number below.

I also replaced my front springs, but this is optional. I did because my front end needed work, so why not as long as you've got the front end apart? Front springs are around \$8 ea. Have the front end aligned, this is important for tire wear.

If your bus is due for brakes, install "Velvetouch" metallics. Be sure to install new springs and wheel cylinders too--eratic braking will result if you don't. These brakes don't fade--the harder you push the faster you stop--time after time.

Basically that's all I did to mine. The difference is like night and day. It handles very nicely now, although still no match for my '66 Corsa. But it will run circles around the other vans that are available. Poor souls. Anyway, Good Luck, and a greasy wrench to you!

Part numbers: HD front springs...#3781332

HD rear springs....#3848586