

CORVAN ANTICS

Sep-Oct 2021, Vol. 49, Issue 5



<https://www.corvair.org/chapters/corvanatics>



An in-depth article and pictures of Ben's Bus built by long-time Corvanatics member, Ben Stiles.

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Ben's Bus at a recent tractor show

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Corvan Antics is published for the benefit of the members of Corvanatics. We're the largest chapter of the Corvair Society of America and are **supported solely by membership dues**. If you are not a Corvanatics member, please consider joining us. Membership information can be found at <https://www.corvair.org/chapters/corvanatics/membership.php>.

From the Secretary & Newsletter Editor

BY MOLLY BACON

Hi all,

I just returned from another great Corvair Homecoming put on by the Detroit Area Corvair Club (DACC). The new location was very accommodating and spacious. If only Mother Nature would have been kinder with the heat and humidity. I guess you can't have everything. I plan to write about the event in the next newsletter, so look forward to seeing it in the November's edition. Before November you can view photos of the FCs that were there via the website's Gallery, [here](#),

Since the last newsletter :

307 members

9 new members

27 members renewed their dues

2 members dropped

Editor



WELCOME !! to our new members

| | | | | | |
|-----------------------|------------------|-----------------|---------------------|----|-----------------|
| Richard Warren | IL | 1961 Rampside | Randy Renick | CA | 1961 Greenbrier |
| Ron Durk | CA | 1962 Rampside | Scott Saint | AL | 1964 Greenbrier |
| Lars Lindahl | Sweden | 1962 Greenbrier | Amblewagon | | |
| Don Proctor | British Columbia | | | | |

WELCOME BACK !! to our returning members

| | | | |
|-----------------------|----|-------------------------------------|----------------------------------|
| Matthew Dixon | FL | 1963 Corvan | returning from 2016 |
| Patrick Skiver | OH | 1961 Greenbrier—Hearst Van | returning from earlier this year |
| Greg Walthour | VA | 1962 Rampside, | returning from 2008 |
| | | 1963 Greenbrier—former fire vehicle | |

Dues Are Due!! Pay now so your name goes away from the list

You will NOT be penalized for paying early. Your due month stays the same.

Remember that your due date is on your membership card!!

Due in September

| | |
|-----------------|------------------|
| John Ackerman | John Amen |
| JC Ash | Dick Dean |
| Norbert Laubach | Lillian Law |
| Ruben Marquina | Nicholas Richter |
| James Speas | |

Due in October

| | |
|----------------|-----------------|
| Gary Baxter | Benny Bonaminio |
| Greg Cole | Eldon Dahl |
| Mark Gibson | Larry Hickerson |
| Bill Prichard | Jon Robere |
| Larry Sherwood | Craig Wilson |

Due in November

| | |
|----------------|-----------------|
| Gary Greenwood | George Hicks |
| Endrik Meyer | John Policella |
| Eddie Stephens | Jeff Stonesifer |
| Joe VonDerHaar | William West |

Due in December

| | |
|-------------------------|-----------------|
| Ron Bloom | Ted Brown |
| Miner Fleming | Tony Gerhold |
| Alan Gonick | Stig Holm |
| David Newell | Vincent Rohr |
| Doug Rojas | Michael Simmons |
| Darrell Woofter | Eva McGuire |
| Jean-François BROUSSAUD | DEFAUX |

The Winner Is

Larry Bush, Jr.

\$10 Clark's Gift Certificate

Remember, you can only win if your dues are current!

Central Coast CORSA's Vairfest, Arroyo Grande, CA 6/25/2021—6/26/2021

photos by Steve Brown



'61 Rampside with blown mid-engine Nate Fearonce - note Nate is 89 years young built this vehicle in 1972



'63 Rampside Hal Rupert



'63 Corvan Jim Pennell



'64 Greenbrier Deluxe Dave Palmer



'63 Rampside Brent Norris



'63 Greenbrier Bill Ingraham



'61 Rampside—Michael King

Corvan Antics—thru the years

by Steve Spilatro—Historian

September issues often feature stories from the annual CORSA convention, as we see here.

40 years ago - Corvan Antics Volume 9-5, Sep-Oct 1981

This issue featured pictures of 9 FCs from the 1981 National Convention in Denver. On the cover was Paul Henrich's '64 Greenbrier which made the 3800-mile round trip from Holgate, OH.

Editor Dave Anderson shared his list of "Did you ever . . ." A few of my favorites:

Did you ever spend 15 minutes trying to mount a bracket with only your fingertips reaching the screws and then to find out it was mounted upside down?

Did you ever pull on your emergency brake and have it come to the stop with no resistance?

Did you ever skin a knuckle and as you raise up to yell remember that you were under your FC?

30 years ago - Corvan Antics Volume 19-5 was combined with 19-6 in 1991

20 years ago - Corvan Antics Volume 29-4, Sep-Oct 2001

We find in this issue reports from Ben Stiles (then Director-at-Large) on preparation of Ben's Bus for a trip to that year's convention in St. Charles, IL, and from Dave Palmer about his Greenbrier Valveeta's trip to the annual Coyote Corvair Club's Pre-Spring Fling.

I found this quote, printed in this issue, to be an interesting piece of history worth revisiting:

I find it difficult to believe that the seat belt can afford driver any great amount of protection over and above that which is available to him through the medium of the safety-type steering wheel if he has his hands on the wheel and grips the rim sufficiently tight to take advantage of its energy absorption properties and also takes advantage of the shock-absorbing action which can be achieved by correct positioning of the feet and legs. - Vehicle safety engineer for General Motors, 1954.

Anyone know what was meant by a "safety-type" steering wheel?

10 years ago - Corvan Antics Volume 39-4, Sep-Oct 2011

More reports in this issue from the Convention, which had returned to Denver. Gary Moore described the autocross, in which he, John Nichol, and Phillip Raker ran their FCs. Gary noted the excitement of elevating wheels off the ground.

On the tech side, Eric Taylor described installation of a toolbox built into the bed side wall of a Rampside (see picture), and Fran Schmit described removing the slop from the shift shaft coupling.



"Andy Griffith Show" lost scenes...



Barney: "Holy cow, Ang, that truck didn't have a front end on it. I'm going after 'em, I bet they're criminals breaking the law!"

Andy: "Oh, relax Barn. That's just one of those new-fangled Chevy Corvair Pickup Trucks. They call it Forward Control because the driver sits over the front axle."

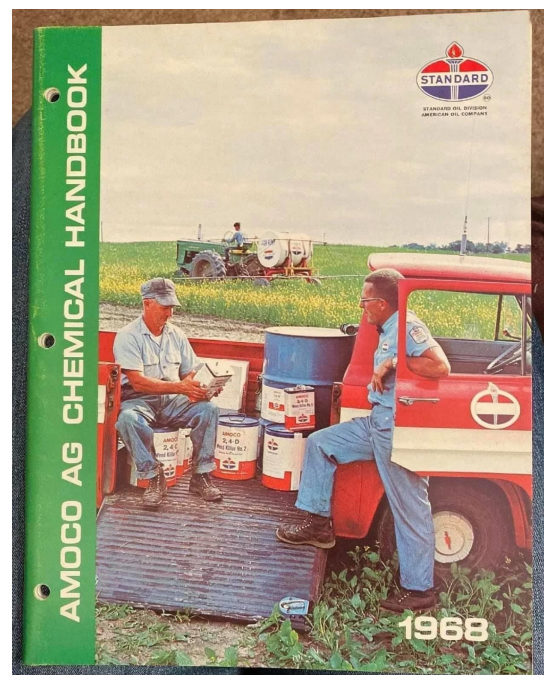
Barney: "Sounds to me like if they bump into somethin', they'll be the first ones there. And besides, our show's sponsored by Ford."

Andy: "Yeah, you might be onto something there."

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"CPF FOUNDATION & MUSEUM" / "MUSEUM MEMBERSHIPS"



Have you missed having CORSA Conventions? Well, get ready for 2022 CORSA Convention



Make plans now for the Corvair Society of America (CORSA) International Convention to be held in Peachtree City, Georgia, July 12th-16th 2022.

Corvair Atlanta, Heart of Georgia, Queen City, Corsa SC, and Vulcan Corvair clubs are celebrating the 60th anniversary of the 1962 Corvair and will be your hosts for this premier Corvair event of 2022.

Many of you are familiar with these five Southeast Corvair clubs 'Springfest' shows held during the last weekend of April in Helen, Georgia for the past 40 years. The host clubs are anxious to get things underway and have a very enjoyable time planned for everyone who attends. We intend to show y'all true southern hospitality during your stay in Peachtree City which is an award-winning master planned community located just south of Atlanta where the 1992 Corvair International Convention was held 30 years ago.



The host hotel will be the spectacular Crowne Plaza Atlanta SW Peachtree City Hotel and Conference Center.

Convention rates are \$119 per night, plus taxes and state of GA fee. This rate will be honored July 10th-17th.

To make reservations contact IHG Reservations at 1-877-227-6963 and provide them with your specific dates and the following information:

GROUP NAME: CORSA
GROUP CODE: TUS



The convention committee is working on a schedule of events which will allow you to participate in all the planned activity and social gatherings. These will include the Southern Hollywood Film Tour, Commemorative Air Force Dixie Wing Museum, and the World of Coca-Cola Museum, to name a few. Additional activities will be announced in the coming months. There will be plenty of fun, good food, and surprises in store for you. The final schedule will be published in the Communique and posted to the CORSA website as well as social media. Now is the time to make your plans and get your Corvairs ready for this gala event. Make your reservations early, as the Southeast Corvair clubs are enthusiastically awaiting your arrival to display their southern hospitality.

Riding with the President—Dale Dewald

I write this as the first *Letter from the President* that I will have the pleasure of composing for our newsletters.

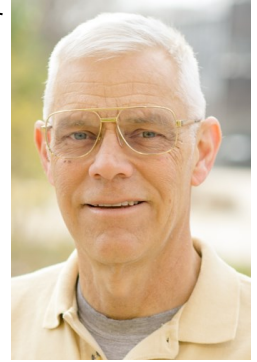
I think I mentioned in my last written piece that the greatest asset our club has to offer is information concerning our FC's. This would include all of the historical data, descriptions of what "stock is...", methods for restoring our FC's and details for making modifications and improvements. I think it would be very useful to assemble the latter several items into a *Tech Topics* type publication perhaps exclusively devoted to the FC line. This may or may not be a good idea, but I will throw it out to our members for comment. We will also need to discuss this with CORSA, especially if we want to include the collection of articles currently published in the *Tech Topics*.

Keeping with this theme, I ask that all of us members who do their own maintenance and/or modifications take a few moments while wrenching or fabricating to try and document the process. Please take photos, video or even handwritten notes of the steps, procedures, parts used, tools needed (whether makeshift or not) and challenges overcome. These can be sent to our newsletter editor who will forward it to the appropriate technical gurus (if needed) to make into useful documents for publishing in *Corvan Antics* or perhaps in our own FC technical publication.

In keeping with this I will be making at least two topic publications in the next several months; 1) "How to Deal with Rodent Activity" will cover the work needed to put our '65 Greenbrier on the road again after being in storage since Oct 2019 and finding that rodent activity is affecting engine operation, and 2) "Construction of a Stiffer Front Stabilizer Bar for the FC."

Until then, please keep driving your FC's.

Dale



Continuing saga of stripping the paint and body filler off my van

by Dale Young

I was talking to a friend at work who buys old cars for resell, about the fun I was having stripping the paint and thick body filler off my van. He told me about a trick he uses.

He uses a heat gun. Heating the paint until it blisters then he can take a putty knife and scrape it off.

I have found once you get the paint peeling all you need to do is keep the heat applied in front of the putty knife and paint will peel off in long strips. In areas with body filler you need to keep heating it until it starts blistering then you can scrap it off in large pieces. I have found this method will remove all the old paint filler down to the factory primer coat or bare metal under filler. With four coats of paint and the filler laid on thick in places this trick has saved a lot of time over sanding, and it is a lot cleaner no sanding dust. (It took less than 5 minutes to strip the area shown in the photos.) It also should cost less in the long run not having to run my air compressor as much, or use as much sandpaper. The tools I used were not expensive. The heat gun is an old Harbor Freight special, and the putty knife is an old one that I rounded off the corners so I don't scratch the metal. In grooves and areas I can't get to with the putty knife I use a stiff wire brush after blistering the paint.

A few words of caution. Wear a good pair of gloves as the metal can get quite hot and use care around any plastic or rubber as it can and will melt it. In the photos I've over heated the paint so you can see the blisters. You don't need to heat them this much, just enough to start the paint blistering. This method also gives off fumes, so work outdoors or in a well-ventilated area.



Before



Heat Gun



After heating



Started scraping



Paint peel



After scraping

“Greetings from Ben’s Bus...”

That is how I started my column in nearly every issue of *CorvanAntics* from January-February 1996-March-April 2010. Through those years, I told the story of my daily interaction with my old van, and occasionally with my 1961 Rampside as well... but my true vehicular love has always been Ben’s Bus. Previously, my Greenbrier has been discussed in dozens of issues of *CorvanAntics*; it made the cover of the October 2010 *CORSA Communique* along with a wonderfully presented article on our 2010 CORSA convention trip; and was featured in Volume 6, No. 4, Issue 32 of *Vintage Camper Trailers* magazine’s Cool Camper Vans edition. In this script, I have been asked to tell the gritty details of the conversion of Ben’s Bus from a very humble passenger van to a very capable camper van. Molly Bacon, our endeared editor, recently asked me to do this write-up after I posted a collection of my camper’s interior photos on the Corvanatics Facebook page. I suspect Ms. Bacon will have a lot of editing to do (for length) as I have included a ton of details here. You see, wherever Ben’s Bus goes, there always seems to be someone interested in the camper van interior, and it’s about time the complete story gets told. It’s been a 29-year journey, so how did we get here?



Those of you whom have been around for some time have read the chronicles of Ben’s Bus. It all began in the early 1990s when I spotted a Corvair Greenbrier van for sale in a trucks/vans-for-sale magazine. I talked to Dad about it, and he told me about the one he had once owned and of his adventures traveling and camping in it. His Corvair FC story ended with one too many air-cooled vapor lock frustrations, but mine was just beginning. On a tip from a dear high school friend, whose father owned a very nice 1963 Monza Coupe, my family visited the Corvair Ranch (Gettysburg, PA) on the way home to York, PA over Easter weekend, 1993. Greenbriers were real to me now, and not just a black and white picture in a magazine. The van I inevitably bought is a standard 1962 Greenbrier. I purchased it from the original owner of the Corvair Ranch, and it was not my only choice, but it was the one I could most comfortably afford. I often think about the also-available maroon/white 1965 8-door Greenbrier or the very nice 1961 light blue/white deluxe Greenbrier, either of which I might jump at today with the reflection of 29 years of Corvair FC ownership and involvement. My van wasn’t then and still isn’t anything fancy. When purchased, it had one front and one rear stock bench seat with non-original upholstery and ratty gray carpet glued to the walls with a nasty yellow adhesive. I enjoyed my dream-come-true, but it didn’t take long for a transformation to begin.

You see, for nearly as long as I could remember, I had wanted a camper van. Of course, I was drawn to the obvious: old VW buses. I had studied their interior layouts and dreamed of owning one. Gladly, the Greenbrier came my way, and I intended to make it a serviceable camper. I even had the chance to purchase an original late-style GM camper kit for my van. My work manager’s husband was a CORSA member, and saw an ad in the April 1994 *CORSA Communique*. He passed it on to me, and written...as in hand-written letters stuffed in stamped envelopes...correspondence between the seller and myself began. He was in Wisconsin, near Milwaukee, and I was in Pennsylvania. A family trip to Milwaukee that summer had already been planned before I ever saw the ad or made first contact. My parents, and specifically my Dad, selflessly agreed to make a side trip to the seller’s home to investigate and possibly purchase the kit. The logistics of how we would transport the thing home in the old Suburban and Airstream trailer hadn’t really been finalized, but we were on an adventure. We took our road trip to the seller’s home only to find an incomplete GM camper kit. Though the seller did not believe yours truly, then a 17-year-old kid, that pieces were missing, I knew what was supposed to be there and that it was incomplete. I knew this because Jeff Stonesifer, the always-generous proprietor of the Corvair Ranch, had involved me more than once in assembling original GM kits that arrived at the Ranch in jumbled messes in old Greenbriers. I owe Jeff more than I can say for fostering my love of all things FC, and especially for encouraging me to pursue the camper van I dreamed of. As for Milwaukee, I left disheartened, and without the kit. Reflecting on a fun side note, I found a letter (again, in a stamped envelope) upon our return home. The camper kit seller had found the missing pieces and was I still interested? Also upon our return, I took the \$200 I had earmarked to purchase the Milwaukee-based GM kit and went to the lumber yard to purchase lumber, thin plywood, and hardware to start building my own.

(Continued on page 8)

(Continued from page 7)

The camper kit that exists in Ben's Bus today is the culmination of about 15 years' worth of trial, error, and extensive modification and improvement between 1994 and the mid-2000s. As Lynn and I camped in the van, we learned what worked and what did not. There was almost never a trip (including several weeks-long CORSA Convention trips... Carlisle 2003; Lexington 2004; Buffalo 2006; Cedar Rapids 2010) that I was not working feverishly to get the van ready to depart the night before we left. But through all of that practical testing and improving, we landed on a very functional, comfortable, and apparently endearingly classic camper van interior that draws attention wherever it goes. So, let's take a tour, starting from the front to the rear.

The main distinction of the driver/passenger seating area is the use of Corvair FC split bench ("bucket") seats.



FC split bench seats

(Info on FC Bucket Seats can be found in the [May-June 1997 issue of CorvanAntics](#)). Purchasing a set from the Corvair Ranch in my very early years of FC ownership was a positive step toward the practicality of the eventual interior layout. Reupholstering these seats took several years as funds for Lynn and I when we were newly married were necessarily allocated elsewhere. We got them done and installed in time to drive all the way to the Chicago CORSA convention in 2001. The passenger seat is installed further outboard than originally designed. I reversed an installation bracket and had to drill a few new holes in the seat frame and the van's bulkhead in order to do this. From the dealer, the passenger seat was installed further inboard so it could be somersault-flipped into the floorboard with the passenger door closed. Because the arm rest is in the way, my passenger door has to be open to flip the seat. The trade-off is that Lynn is able to get to the rear camper area without getting out of the van... handy when it is lunch time, but the nearest rest area is 63 miles ahead. The other notable distinction of the cockpit area is the under-dash parcel shelf. This piece was hand made and modeled after the venerable VW Bug/Bus parcel shelves of the 1950s and 1960s. The parcel shelf was described in more detail in the [May-June 2000 issue of CorvanAntics](#).



Split seats allow passenger access to the rear cabin even during travel



Folding the somewhat rare folding passenger seat into the foot well creates a perfect space to store the cooler inside the van for easy access day or night

Moving back to the camper area, behind the driver's seat is a jump seat (Cabinet A). (See page 9 for cabinet diagram.) The depth was determined such that the jump seat and accompanying cabinets could be removed, and a stock FC bench seat installed if/as needed. The jump seat, along with two cabinets (one basically a step in the middle (Cabinet B) and the other a taller, but shallow cabinet (Cabinet C) that houses all of the cutlery, cups, plates, some cooking utensils) sit where the kitchen cabinet/counter sits in a late (1963-1965) GM dealer-installed camper kit. The improvement, for me, is that the shallow step and utensil cabinets take up less floor space. This is a convenience for everything from changing clothes to making the bed to accessing the rear compartment from the cockpit, but searching my memory, the main reason I built Cabinets B and C so shallow in depth was to allow one to enter the rear compartment door. The rear angles/shapes



Cabinets A—Jump Seat, B, & C



Cabinet A—Storage here and also the spot where the porta potty resides

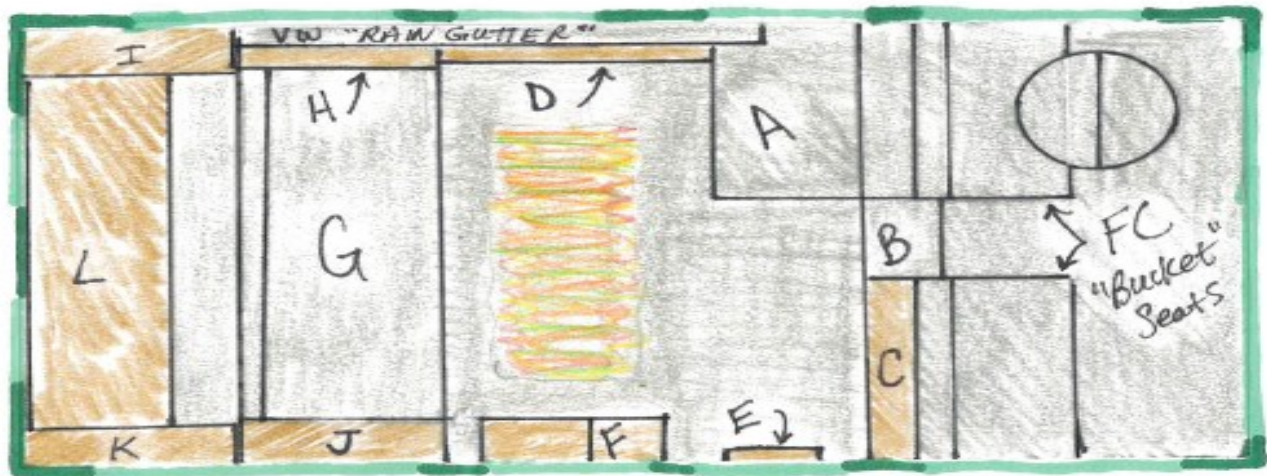


Cabinet C—Inside the main utensil cabinet. Everything in its place...

by only opening the front side were cut on these cabinets to match the wheel well/bulkhead shape. Of special note, all three of three cabinets were removed in 2014 to make way for the installation of a Chrysler Town & Country minivan rear seat with seatbelts suitable for strapping in car seats for Emma and Cora. Some details on the seat's install can be found in the [September-October 2014 issue of CorvanAntics](#).

(Continued on page 10)

| | Cabinet Purpose | Width | Height | Depth |
|------------------|--|-----------------------------|--|--|
| Cabinet A | Jump Seat | 27" | 30" | 26.5" (bottom) 34.25" (middle) 6.75" (top) |
| Cabinet B | Step | 13" | 14.75" | 6" (bottom) 11.25" (top) |
| Cabinet C | Utensil | 20.5" | 30.5" | 6" (bottom) 12" (middle) 6" (top) |
| Cabinet D | Table | 25.5" | 30.5" | 7.25" |
| Cabinet E | Door-mounted table | 10.5" | 11" | |
| Cabinet F | What-Not | 20.5" | 25"/15.75" (top) | 6" |
| Cabinet G | Folding Seat | 43.5" | 12 1/8" support leg 18.25 with folding seat back extended | 19.5" |
| Cabinet H | Driver's Side Over Wheel Well (Front) | 23.25" | 15.25" | 6.75" (bottom) 4.5" (top) |
| Cabinet I | Driver's Side Over Wheel Well (Rear) | 24" (bottom) 17.5" (top) | 22.5" | 6.75" (bottom) 4.5" (top) |
| Cabinet J | Passenger's Side Over Wheel Well (Front) | 29" | 19" | 6.75" (bottom) 4.5" (top) |
| Cabinet K | Passenger's Side Over Wheel Well (Rear) | 24" (bottom) 17.5" (top) | 22.5" | 6.75" (bottom) 4.5" (top) |
| Cabinet L | Center Over Bed | 43.5" | 5" | 17.25" |



(Continued from page 8)

Moving to the middle, along the driver's side wall, is a folding table/cabinet (Cabinet D). The actual table is hinged along the top, and there are storage shelves behind it. We used to keep our minimalist folding chairs in the cabinet behind the folding table. Over the years, shelves were added instead to store all sorts of smaller items, and the top of the table cabinet (resembling a small tray) was modified to be removable so we could access the stored items when the bed was folded out and the table could not be put up. A basic RV folding table leg was used. Otherwise, the table/cabinet was hand-built and designed to fit the space.

(Continued on page 10)



Cabinet D - Table
folded down - this
area is now the
living room



Folding table
dining area



Another view of the table

(Continued from page 9)

Across the way, on the intermediate doors, are some details that create storage and a place to set a cold drink.

On the forward door, I have installed a small drop-down table (Cabinet E) utilizing a 1960s VW Westfalia table leg and a piece of plywood cut to 10.5" x 11". The table is sized such that the door can be closed with the table in the raised or lowered position. On the rear intermediate door, I built a small cabinet (Cabinet F) to store everyday things. It is a great storage compartment and incredibly versatile since it can be accessed from outside when the doors are open as well as from inside when the doors are closed. This cabinet has a higher and a lower portion to allow space for operation of the window crank.



**Cabinet E—
Folding table
support from a
1960s VW
Westfalia
conversion**



**Cabinet F— Rear side
door mounted what-
not cabinets**

Moving back, the next major component (and it is an important one!) is the folding sofa/bed (Cabinet G). I always thought the

folding seat design
in the GM kit was



**Cabinet G—Sofa bed
as a sofa.**



**Seat back folded
down - time to flip**



**The bed extension
in place - all that's
left to do is pull the
top bed cushion
forward**

cumbersome and

clunky. I also never understood where one was supposed to stand while setting up the bed, hence my shallower mid-cabinets allowing for more floor/standing space with the bed extended and in seat position. Unlike the GM bed unit, mine was designed to rest flush with the first step-up of the engine/transaxle compartment in the van (this is the face that houses the forced air heater outlet). I ripped a 2 x 6 to the proper height to raise that step to exactly match the step that is the engine cover. Behind this 2 x 6 riser, and under the folding seat and a hinged lid, I created a storage space for mechanical items like spare fan belts, distributor caps, tools, etc. On top of the riser and the storage area, I built and installed the folding seat with some heavy-duty piano hinges. The seat frame is made from 3/4" plywood and some scrap 2 x 4 and is quite sturdy. Note that it has a folding part that creates the high back for the seat, but when that is folded down, the lower back of the seat...which becomes the support for the flipped-out bed, is built to the same height as the above-mentioned first step plus the cut 2 x 6 riser. When the seat is somersaulted into bed position, it creates a flat platform over 6' long by elongating the engine compartment lid and storage area cover. Then, to make the bed, the top bed cushion, stored above the engine compartment, is pulled forward. It is quick and easy.



Another bed view

There is one small storage compartment on each side of the seat cabinet: each an extension of the wheel well. These are a great place to store small items like card games, etc., but are hard to describe.

While the bed cushions only span the width of the engine compartment (and not that width plus the width of one wheel well, like the GM kit), the usable bed area is actually wider. This is because one can additionally stretch out over both wheel wells (which are carpet padded and carpeted). This means the bed is as wide as the entire interior width of the Greenbrier in practice. With the GM kit, there is only one rear cabinet which resides on the street/driver's side wheel well and goes all the way from the ceiling to (and covering) the wheel well on that

side. My upper cabinets (H, I, J, K) do not extend all the way to the wheel wells but are attached to allow vertical space from the wheel well to the bottom of the cabinets. This creates plenty of storage but allows for the bigger bed. These upper cabinets, when Ben's Bus was in full-camper mode, were home to food items, first aid supplies, paper towels, toiletries, and clothing. These cabinets were built with 1/2" and 1/4" plywood.



**Cabinets H, I (Drop-down
Cabinet L visible top right)**



**Cabinets J, K (Drop-down
Cabinet L visible top left)**

(Continued on page 11)

(Continued from page 10)

Rounding out the interior appointments are two upper-level storage areas. The first (Cabinet L) is a large drop-down compartment (like a large shallow drawer hinged at the rear and held up with clasps at the front. We used this drop-down compartment to store sweatshirts, jackets, and other bulky clothing items. This drop-down cabinet is very much akin to the GM blanket rack, installed in about the same place, on the '64-'65 kit. The final storage area is reminiscent of a rain gutter on a house. We had heard about this gutter-like piece from our VW friends. Turns out up along the ceiling on the driver's side of Vanagon-era Westfalia camper vans was this long, thin, shallow storage compartment. When I found a Vanagon camper in a junkyard, I pulled the "rain gutter" and figured out how to install it in Ben's Bus. It rests in the rear on top of Cabinet H and extends over table Cabinet D and even a bit over jumpseat Cabinet A. It is a great place to put all kinds of odd things like rolls of aluminum foil for cooking, hot dog forks, etc. It is also steel, so magnetic car show dash plaques can be placed on it creating a quirky art gallery!

Just a few detail notes on the interior. I used a lot of different hinges, clasps, magnets, and other specialty hardware. I didn't have an instruction manual, and made this thing up, piece by piece, as I went. I encourage you to do the same! It is fun! Also, I wanted to keep the cabinet pulls simple. Therefore, in place of hardware, I simply used spade drill bits (Forstners would be better) to drill 1" holes to reach a finger in and open the doors. This created a clean detail that we really like. I looked back and found some basic information, previously reported, on the details of Ben's Bus's interior in the [January-February 1996](#) and [July-August 1997](#) issues of *CorvanAntics*.

The extendable/collapsible camper top is a Travel Top manufactured by Travel Equipment Corporation, Elkhart, Indiana. It is serial #542 which is quite early. I entirely rebuilt it using plastic lumber and stainless steel "everything" hardware replacing the wood and steel from the manufacture after purchasing it and removing it from a '61 Greenbrier at the Corvair Ranch. (Details on Ben's Bus's TEC camper top can be found in the [March-April](#), [May-June](#), [November-December 1996](#); [March-April](#), [November-December 1997](#); and [May-June 1999](#) issues of *CorvanAntics*). Interestingly, I have been told that Larry Claypool's (The Vair Shop) 1961 Vista Cruiser Greenbrier once had a TEC camper top, but it leaked incessantly, so Larry decided to take it off and graft on the Vista Cruiser roof. Larry's Vista Cruiser Greenbrier is also home to the only 1961-62 (early) GM dealer installed camper kit I have ever seen in person.



Travel Equipment Corporation Travel Top #542 folded-down



TEC top popped up allowing more than 6' of headroom

Attached to the side of the TEC Travel Top is an A & E Transawn awning which I removed from a 1980's Toyota FC camper van found in a junkyard right around the corner from the Corvair Ranch. I found it just in time (before installation of the camper



A&E awning ready for deployment. This awning was a great early junkyard find costing \$100. It was removed from a 1980s Toyota FC campervan.



"Attic" storage above bed accessible when the TEC top is erected

top commenced) as additional brackets needed to be added to the camper top framework to support the awning and welding them on once it had been installed would have been nearly impossible. It is self-supporting; the awning fabric is 77" wide and turns any parking space-and-a-half into a shaded campsite.



Cot from a Westfalia

As the shape(s), steps, and protrusions of the interior of a Greenbrier are many and varied, it took a lot of trial and error to get the cabinets to fit just right; time and patience and a lot of creativity prevail here. The interior drawing and cabinet dimensions are only included as an initial guide.



An interesting view not usually able to be captured in a stock FC

See you down the road...Ben Stiles, Ed.D.

Reminder:

With the newsletter only being published bi-monthly, it is not practical to publish advertisements of vehicles or parts for sale. Too often they sell before publication date, frustrating potential buyers. With so much online, the best bet for selling is either eBay, Facebook, or the ever-popular Corvair forums, Corvair Center and Corvair Forum.

Thanks for your understanding.

CPF WINDOW CLINGS

NOW AVAILABLE FOR THE FIRST TIME!



**The Corvair Preservation Foundation is pleased to release our all-new
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A CPF window cling doesn't just look great in your Corvair. It shows that you care enough to support our 501c3 non-profit efforts to preserve and promote the rich history of the Chevy Corvair and the operation of the CPF's Corvair Museum along historic Route 66 near Springfield, IL. Your donation also supports other ongoing CPF initiatives including the CPF Scholarship Fund, Corvair restorations, traveling display vehicles & exhibits, and much, much more.

Becoming a CPF Museum Member is easy! Just visit corvairmuseum.com www.corvairmuseum.com, click "CPF FOUNDATION AND MUSEUM" in the left column menu, then click "MUSEUM MEMBERSHIPS" in the next menu box to find our Membership Page. All members receive a CPF Membership Card and our official year-stamped CPF Window Cling. Members also enjoy FREE ADMISSION to the CPF Corvair Museum throughout their membership year!

Join our CPF family and/or renew your 12-mo Museum Membership by November 30, 2021 and get your 2022 CPF Window Cling in time for the entire 2022 driving season.

Help us continue our mission. Thank You for supporting the Corvair Preservation Foundation.
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AND DON'T FORGET A CPF MUSEUM MEMBERSHIP MAKES A GREAT GIFT TO GIVE AND/OR RECEIVE!
Contact Executive Secretary Paul Bergstrom @ 630-403-5010 for details.

Found on Facebook

Pictures of our members/their vehicles randomly found posted on Facebook

Visit the [Corvanatics—Corvair Trucks & Vans](#) Facebook group



New member Lars Lindahl
Amblewagon
[Link](#) to Lars' video



Gary Zeller at the
Unsafe Motors car show



Jean-François BROUSSAUD DEFAUX
New tent (see it [here](#))

Mike Slotwinski & Ben Stiles
First State Corvair Club Show



Mike Slotwinski 1962 Rampside



Emma Stiles—1st place trophy

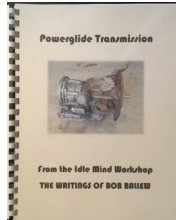
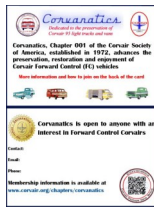


Cool car show display stuff

Ron Mann



Corvanatics Merchandise



See more items, details, pictures and how to purchase::

<https://www.corvair.org/chapters/corvanatics/merchandise.php>

Corvanatics also has two online merchandise stores:

<https://www.cafepress.com/corvanatics> (US & intl shipping)

<https://www.zazzle.com/store/corvanatics> (US shipping only)



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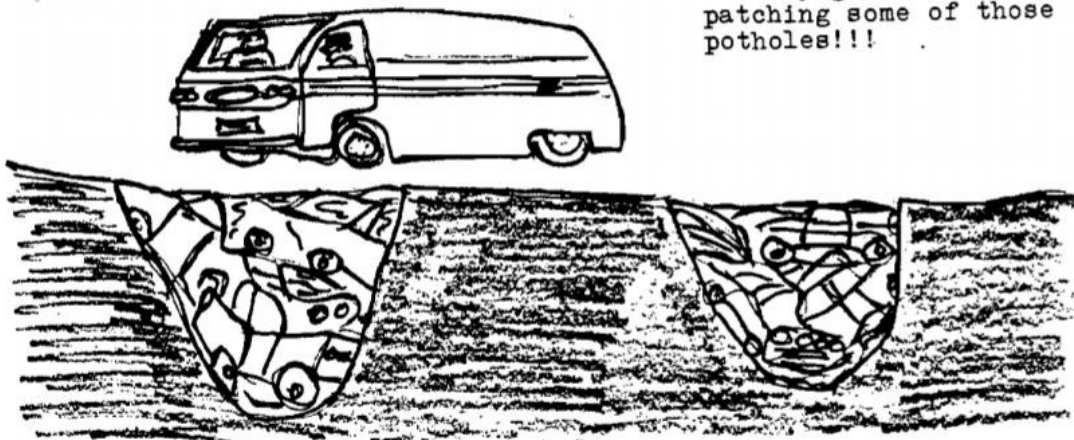
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Gene Brier
his buddy "FC"

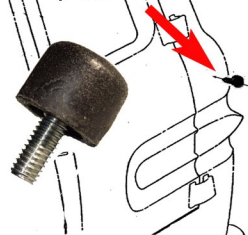
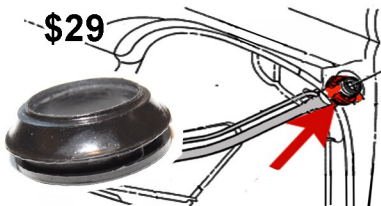
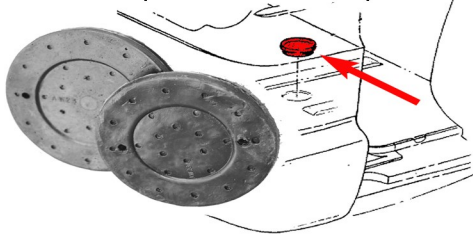
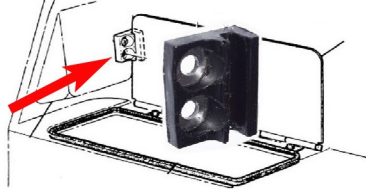
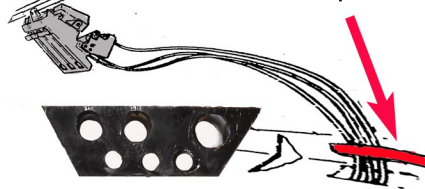
I'm so glad they
finally got around to
patching some of those
potholes!!!



Steve's FC Parts Mart

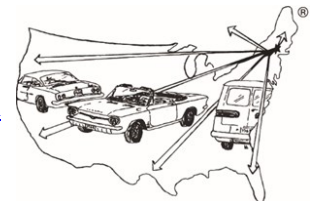
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CORVAN ANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (CORSA). Established September 1972, Corvanatics is dedicated to the preservation and enjoyment of America's most original and innovative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



Corvanatics is open to anyone with an interest in Forward Control Corvairs. Annual dues are \$10 for an emailed full color newsletter and \$15 for a mailed black and white newsletter. Application and payment is made to the Secretary/Treasurer either through the Corvanatics website at www.corvair.org/chapters/corvanatics/membership.php or by mail. If mailed, include a completed membership form. Forms can be printed from the website or obtained directly from the Secretary/Treasurer.

Stories, articles, photos, memorabilia, or any other item for publication should be sent to the editor. They can also be sent by email to CorvanAnticsNews@gmail.com. Authors are asked to submit at least a photograph of themselves for the article with any other photos.

Technical material received will be sent to the Technical Editor for review.

For advertising in the newsletter, please contact the Secretary/Treasurer. Members can have a free small ad in the newsletter. Display advertising is also available at the following rates:

- Full page \$25
- Half page: \$15
- Quarter page: \$10
- Business card (2" x 3.5"): \$5
- Photos for ads are \$6 each and can be color or black/white

Please submit print-ready or typed copy and pre-payment to the Secretary/Treasurer. Authorization and payment must be received prior to each issue. All ads must be Corvair-related.

Deadline for publication is the 15th of February, April, June, August, October or December.

Awards

Old Cars Golden Quill Compact Chapter Award - 2020

Tony Fiore Memorial CORSA Chapter Newsletter Award - 2020 1st place, 2019 2nd place, 2018 2nd place, & 2015 3rd place

Corvan Antics uses material from many sources and may not always give appropriate credit. If your material appears without acknowledgement, we thank you for your contribution. It was used in good faith to help preserve, maintain, drive and enjoy our Corvairs.



Founded in 1969, **CORSA** is a group of automobile enthusiasts working to satisfy the common needs of individuals interested in the preservation, restoration, and operation of the Corvair. CORSA's long range goal is to promote reproduction of parts and render technical assistance to increase your enjoyment of the Corvair, and to further the general public's appreciation of the car.

Corvanatics encourages membership in CORSA. Visit their website, www.corvair.org