



# CORVAN ANTICS

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MARCH & APRIL 1993



RAMP/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

Illustration: Chevrolet Motor Division



1962 LOADSIDE OWNED BY HOWARD LAKE OF DETROIT AREA CORVAIR CLUB AND CORVANATICS. PHOTO TAKEN ON A DACC TOUR, OCT 1992

# The Steering Column

By Bob Marlow

Ah, the safety zealots.

As I write this, the news is full of bulletins about General Motors' "saddle mounted" fuel tanks in the pickup trucks, and NBC television's rigging of one of them to explode on cue.

I don't wish to belittle the tragedy of the loss of life that has taken place in crashes involving these trucks, nor do I wish to dismiss those who work for the cause of automobile safety. But when the powerful images of TV are used to dupe the public in the pursuit of proving a predetermined conclusion instead of providing the facts, I get very upset.

If the courts have found that the GM tank placement was inherently dangerous, that's one thing. Frankly, given that the previous tank location was in the cab, right behind the seat, I thought placing the tank alongside the frame was an improvement. It was further improved when the tank was moved inside the frame. But NBC's footage depicted a truck bursting into flame upon impact. Since no disclaimer was provided, the conclusion reached by the viewer and expressed by the broadcaster was that all you had to do was hit one of these things and they blew up.

(In case you missed all this, shortly after GM was found liable for a fatality involving a fuel tank fire, it was revealed that NBC's footage of a truck being hit and exploding was faked. NBC rigged the truck with ignition devices, but presented the footage as if no such rigging was employed.)

Did such fraudulent footage affect the court case? I don't know. But don't think for a moment that such irresponsible behavior on the part of a nationwide television network is not fraudulent and is not a duping of the public.

And that's why I call them safety zealots. In their zeal to "convict" GM on the air, they omitted a simple and effort-less step that would have strengthened their case, not weakened it. That step was the provision of an uncomplicated disclaimer with the footage that said that a pickup fire would likely look like this staged one, and that X-number out of Y-number of collisions have resulted in such fires.

Safety zealots are not new. They have been around since Ralph Nader gave birth to the auto safety movement in 1965, and despite my personal admiration for Ralph Nader's commitment and sincerity, he too has acted zealously. Nader once used some movie footage staged by the Ford Motor Company to bolster his position on the Corvair, but this footage was clearly demonstrated to be rigged in favor of the Ford products shown. His zeal hurt him on that one.

And when Ralph Nader covered the 1991 CORSA Convention for the "Hard Copy" television show, he damaged an otherwise good-humored and even-handed presentation by citing the autocross antics of a 1960 Corvair as representative of a Corvair's highway behavior. If you drive your Corvair on the highway the way many of us autocross them, you are the hazard, not your car.

Now, I consider myself to be a safety-conscious motorist. I drive defensively and in a manner so socially responsible that there is not a single blemish on my license. I always wear seat belts and maintain my vehicles well. I drive Corvairs in full recognition of their strengths and faults. And (here's where I get thrown out of Corvanatics) one of those faults is the placement of the driver's feet and legs in our beloved FC models.

I do not wish to be involved in a front-end collision with one of my Greenbriers. My feet, and the feet of any front seat passengers, are mere inches behind the front bumper. So I exercise an even greater driving awareness when in an FC, and, as I get older, I drive them less.

Corvair 95s were designed in the late 1950s, and the designers were looking carefully at the VW bus as they drew up Chevy's version. The resultant product was dramatically stronger than the German vehicle. But Chevrolet's own training film on how to perform front end collision repairs shows a Greenbrier with significant damage to the footwell area. So, Chevy knew of this possibility.

Just as GM's pickups were not the only vehicles with saddle-mounted fuel tanks, so were Corvair 95s not the only forward-control small vans. So I ask: If my feet are irreparably crushed in a Greenbrier accident, should a jury give me \$100 million of GM's money?

## From The Editor's

### Glovebox



Hello CORVANATICS! We've managed to put together another interesting issue for you and we hope you'll enjoy it. But that is it for material - as in nothing for next time. PLEASE sit down now and write!!!

We are looking for topics of discussion for the '93 Annual Meeting. Bob will have more on this in the APRIL/MAY issue, so let's have your ideas and input for this issue.

Our financial report is in this issue - just a little late. Caroline gave me the report in Atlanta. I then slipped it into a book I was reading on the plane and didn't pull it back out until I was down with a cold and finally got the book out to read...

# Greenbrier Sightseeing Anyone?

So you like to take off in your Greenbrier for a little weekend drive? Well, thirty years ago, in the hey-day off our FC's, a lot of people saw a lot of country in Greenbriers.

I received a photocopy of a Santa Fe Railroad tour brochure for a wonderful weekend tour through the magnificent high country north of Taos, New Mexico from Larry Claypool. The tour left Chicago Friday at 7:30 PM in the "streamliner El Capitan" and arrived at Raton, NM Saturday morning at 11:00 AM. The brochure stresses the luxurious and first class accommodations for the entire tour.



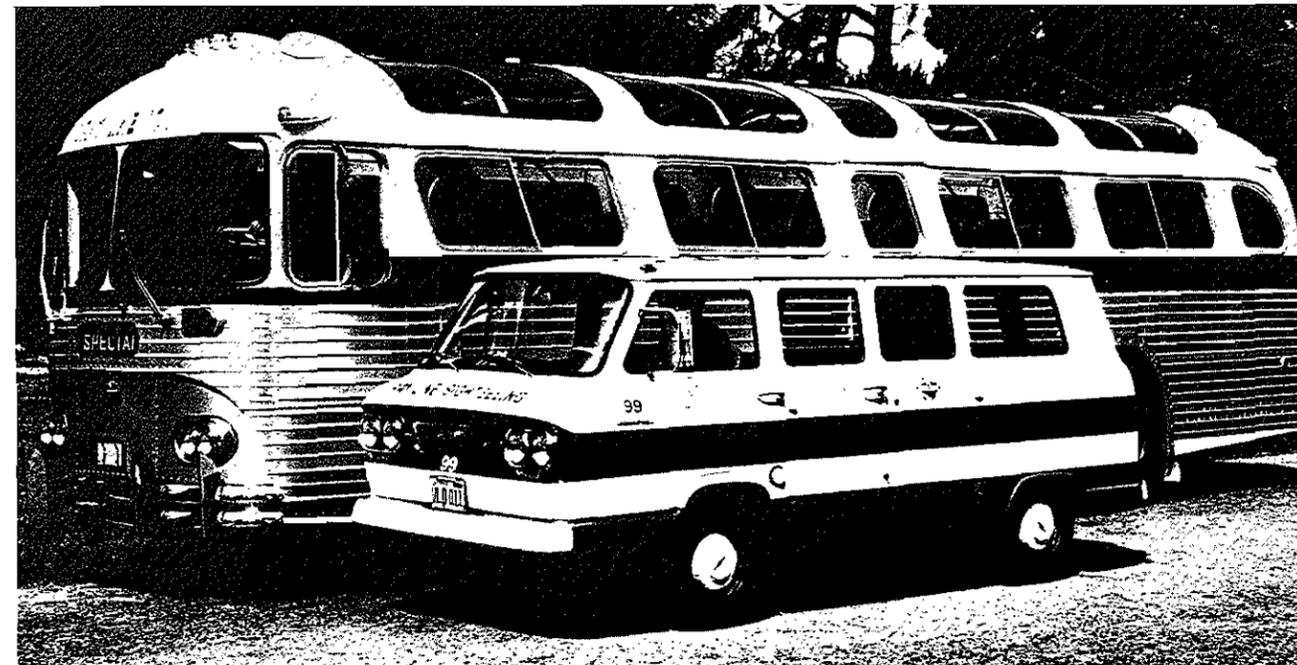
The tour was a 2000 mile length, including 200 miles of "motor transportation". And what do you suppose supplied that "motor transportation"? I will quote from the tour brochure once again: "Arrive Raton, NM - Saturday - 11:30 AM Mountain Time. Special Greenbrier station wagons with driver-guides will meet us at trainside."

How do you like that? The luxury of a "high-level streamliner" and the luxury of a Greenbrier, all for only \$89.95, including all meals, hotels, the Greenbrier, tax, tips, everything! Sounds wonderful!

But oh that fleet of 'Briers must have been groaning up at 10,000 feet elevation. My own very overloaded Corvan made the exact trip during the Red River Rendezvous several years back. I was down in 1st gear at about 18 MPH as I crested Red River Pass at 9852 feet. Didn't know if I would make the top. But then slow is good when you're trying to take in all of that spectacular scenery. There was no mention of how the 'Briers were equipped, but we will assume they were 8-door, 9-passenger models. Thanks to Larry for the brochure.

The photo below was sent to Joe Darinsig by Dave Newell, who passed it on to CORVANATICS. The quality isn't the best since he sent a photocopy, but the great art deco bus is labeled "Gray Line Tours" and the Greenbrier is labeled "Gray Line Sightseeing". Does anybody have any more information on Gray Line Tours that used Greenbriers?

ed.



PLEASE ADD THE FOLLOWING NEW MEMBERS TO YOUR ROSTER:

Ray C. Hatchell R.R. 1, Box 282A Bealeton, VA 22712 (703)439-1920	Gordon Bailey Box 1354 Estes Park, CO 80517	Cyril Bogen 5500 N. Rome Ave #2 Tampa, FL 33603	Phil Ballantyne 9290 Melbourne Allen Park, MI 48101 (313)928-7362	Lewis W. Young 1280 Michaeltin Ct Manteca, CA 95336 (209)823-6293
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PLEASE MAKE THE FOLLOWING CHANGES OF ADDRESS TO YOUR ROSTER:

William Meglen P.O. Box 846 Hoboken, NJ 07030 (was VA)	Walter Clark 502 S. 17th St Leavenworth, KS 66048	Duane Gest zip should be 53714 (608)246-0851
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## Dropped Spindles and Disc Brakes

Today I started looking through the CORSA Tech guide and CORVAN ANTICS back issues for information and tips on engine rebuilding. As usual, I got sidetracked by other interesting information.

One question that has bothered me since I got my van relates to lowering the front end. The 1961 Shop Manual states in the general description that the suspension is similar to the "1000 Series Car". I haven't talked to anyone who was sure if it was the full-size Chevy or Chevelle or Nova. I finally found some answers.

In the Summer 1980 issue of CORVAN ANTICS, Alex C. Mair, in describing the FC suspension design, states "The upper and lower control arms, the ball joints, the steering knuckle and the pivot shaft bushings are taken directly from the large Chevrolet car". Some other potentially useful information is that the spring rate at the wheel is 175 psi.

Then, in the JULY/AUG 1981 issue, in an answer by Tom Silvey about putting disc brakes on an FC, I found "since ball joints on FC's are the same as 1963-78 Vettes and 1958-70 full-size Chevies, the logical place to look for a front disc brake setup is from a 1965-78 Vette or a 1967-70 full-size Chevy".

Armed with this information I went back through the Winter 1992 issue of Rodder's Digest magazine and found the ad for Fat Man Fabricators. Because of the growing popularity of custom cars from the '50's and '60's, it is now possible to buy dropped spindles for a variety of cars, including 1958-70 Chevies. Dropped spindles can lower a car (or FC) two to three inches without losing suspension travel. Fat Man Fabricators is in Charlotte, NC (704)545-0369. The ad also mentions disc brake kits.

I called Fat Man Fabricators to get their catalog and was told they are a dealer for Western Chassis, who manufacture the spindles. I looked through some car magazines and found an ad for Western Chassis and called them. Their number is (in CA) (209) 625-1248 or 800-328-3767 (outside CA).

The dropped spindles for 1958-70 Chevies are new forgings, not rewelded oldies, and are made to used with disc brakes only. A pair of spindles costs \$355.00. The spindles with the disc brake kit with everything except the master cylinder, proportioning valve and brake lines costs about \$800. Some money might be saved by using rebuilt Monte Carlo brakes. A late year Corvair master cylinder might work.

This whole conversion looks rather expensive but one would have a lowered FC without losing suspension travel over bumps or losing stopping power in the rain. I vividly remem-

ber the first time I went through a deep puddle in my van, then tried the brakes. I was suddenly very aware of my seating position in front of the front wheels. Driving an old vehicle is definitely more fun without white knuckles and clinched teeth. Especially when your not even exceeding the speed limit. I hope this info can help someone keep their FC on the road and safe.

Craig Nelson  
S. Pasadena, CA

## Jaws Goes On Vacation

Jaws trip to the North Woods and Minnesota Convention started on Sunday June 19, with a stop at Circus World in Baraboo and then onto Glenwood City to visit a relative. A short way past Eau Claire, Jaws almost had to swim along I-94. His teeth wore real bad in the storm. We ended up putting new teeth on Saturday morning before the Slalom. We all slept in Jaws that first night very nicely with all the seats folded down.

Monday we headed for the Apple River Float. After approximately three hours in an inner tube in the burning sun and a problem getting off we were very badly burned. That set the pace for the rest of the trip. No more camping out, just moteling it.

At the convention Jaws finished in a tie for first place on the Rally. Jaws, with his fresh set of teeth, wallowed around the Slalom course for a 2nd finish behind George Johnston's beautiful blue and white Rampside. It sure felt like Jaws was going to roll over a few times. After two runs he had lost too much transmissions fluid to be competitive, so he had to just sit and watch the rest of those marvelous Corvairs go around. Besides, Jaws had another job to do: get his master and family home safely.

He didn't do too bad, bringing back a 1st and 2nd place trophy, even though 2nd place was also last place in class.

Richard Lyons

### FINANCIAL STATEMENT by Caroline Silvey

June 30, 1991 to June 30, 1992

Balance as of June 30, 1991 \$2299.80

Receipts:  
Dues, decals, patches, stationary, newsletters, paint index, tech index, and misc. \$1669.50

Disbursements:  
Newsletters \$335.19  
PIP 279.83  
Postage 317.12  
Supplies 22.02  
954.16  
Balance as of June 30, 1992 \$3015.14

## Unbreakable License Plate Lights

The plastic "Jackin-the-pulpit" license plate lights on FC's and station wagons seems a little out of place when you consider the strength of the body panels. They often crack or break from even the mildest impact.

I've found installing a 1960 Corvair car glass license light lens in the pulpit does help by lending the plastic case some support. It also helps weatherproof the bulb and socket.

Then last Christmas our antique auto parts friend gave me a pair of steel "Corvair jack-in-the-pulpits". I knew immediately they weren't Corvair, but they were very close in appearance. They're slightly taller and the base is flared out a bit more. The housing is made up of two pieces with the top, held on by two screws, coming off for access to the bulb and glass lens. I said to my friend, "these look like the license plate lights off my father's Chevy when I was a kid". The word "guide" was also stamped near the base. He then instructed me to remove the cover and read him the number on the bottom of the glass lens. According to his I.D. catalog, they were for 1949-50 Chevies and Pontiacs. He also recollects seeing them on some other old GM trucks.

Now the next step was to see if I could mount them on my engine access door. The door has three holes for mounting the original on each side of the license plate. One large center hole and two smaller holes, one on each side for the two original mounting studs.

The steel pulpit has one mounting stud in the middle of it's base and a mounting tab on the other side of the base. There are a couple of ways these holes, stud and tab can be placed together. My choice was to cut a slot on the inner side of the large hole for the mounting stud and allow the tab to find it's home in the former outer stud hole. This method places the pulpit in the exact spot of the original. Also, no original holes are left uncovered and none are drilled which may be exposed if converted back to original.

After routing and connecting the wires into the electrical system the only changes made were the light bulbs, since the originals were for a 6 volt system.

Ron Yaskovic  
Yonkers, NY

## Brand X Seats

I replaced my front bench seat with 1970's Toyota car bucket seats. On the inside of each seat frame I drilled and bolted on an aluminum load channel (14" long X 1 3/4" wide X 2 3/4" high). To bolt and level the outside I dimpled (hammered) the fender wells until the seat sat level. I then drilled holes in the fenderwells and floor hump to match the seat frame holes. Just the seat bolts were used on the outside and nuts and bolts for the inner side to secure it in place.

The seats are lighter, body formed, low and fold back. They do not adjust but who cares? It's my van! It is adjusted to me and so far no one else

has complained. These seats are even better in Corvair cars since their rail widths are the same. Mounting them on Corvair bases only requires the drilling of two new holes on the rails; bolt hole distances are different.

Ron Yaskovic

## Got Her Kicks

From the December 17, 1992 issue of "Old Cars News & Marketplace" we learn from John Chevedden:

"The recently completed Historic Route 66 Anniversary Shield Relay proved that almost 2000 miles of the route's original 2448 miles are still left. The eight Historic Route 66 State Associations got the word out that you can still travel Route 66 and see rural America."

"The Relay left Chicago on October 11 and arrived in Santa Monica, California on November 11, the 66th anniversary of the designation of Route 66. It was led by Dan Harlow, president of the California Historic Route 66 Association."

"Three cars made the entire trip: a 1964 Ford Custom, 1963 Corvair 95 Rampside and Harlow's 1992 Ford Mustang...."

"Alberta Smith, who made the entire trip in the Corvair 95 Rampside said the weather 'was right' during the relay. Most rain fell at night. She said the number of participants swelled at night."

(The proceeding and also the following article were swiped from the Detroit Area Corvair Club's Newsletter The Aircooler. Thx, ed.)

## Chevrolet - Best for Work or Play

Recently I lost a three year argument with my wife Shelly. She found a used swimming pool at a good price. I find pools to be both expensive and a chore to keep clean. Two things I don't need more of. But I lost anyway. Shelly agreed to do all the maintenance if I would do all installation.

After removing enough sod to accommodate the pool, it was next necessary to bring in sand. The local nursery gets \$13 a ton for sand and \$45 to deliver it. Since the nursery is only four blocks away I decided to haul it with my 1961 Rampside, aka Rump Rump. When the front end loader dropped a bucket of sand into the truck it didn't look like much and the wheels were still square to the ground so I added more. After three feet of driving I realized what I had done. The nursery charged \$18.50 for the sand. When I asked what happened to \$13 a ton I was informed I had 2700 pounds of sand.

The people at the nursery thought I was nuts and probably slowly shook their heads when the muffler fell off as I pulled out of the drive.

The short drive home was uneventful. Noisy, but uneventful. After unloading the sand I parked Rump Rump to the side of the yard. The kids do enjoy the pool and after another muffler patching all is well. Yet I still need to haul some decorative rock for the pool's outer edge.

Don Weir

# Tech Topics

## REAR AXLE SHAFT BEARINGS - REVISITED

Reference JAN & FEB 1993 CORVAN ANTICS issue, page 7. As soon as I read the wheel bearing article I sent a note to Homer giving some reason why a caution note should be included in the next issue.

A number of years ago past-president Tom Silvey and I discussed numerous times what alternatives we FC owners had when the day came that axle shaft bearings were gone. One thing we discussed was "turning down" the shaft to press on a smaller diameter (I.D.) Corvair bearing. We agreed this was not to be a recommendation. You see, the shaft is induction hardened for its length, then given additional heat treatment. I won't go into details of hardness, depth and grain structure of the hardened "shell" because it would mean something only to a metallurgist. Be it sufficient to say that when the shaft is simply "turned down" the heat treatment is essentially removed, leaving the shaft not as strong as a Corvair shaft, and with fatigue life less than a Corvair shaft. One of our local chapter members could tell you of a quick failure of such a reworked shaft on his dune buggy back in the 1970's.

Well, back to alternatives. NOS bearings are still to be found and you don't have to pay \$200 and more. Watch the ads and place one of your own. Think in terms of \$150 or so, not from a Corvair parts dealer. Or maybe go ahead and buy from the catalog. There are good used bearings out there. If a bearing really feels smooth, then regrease it and use it. There are ads for "rebuilt" bearings and the sources claim success. I have no experience with them, but would tend to believe them to be variable. Whatever you use - the one in your vehicle, a NOS part, a used part or a rebuilt part - please try to be sensitive to any noise that develops "back there". I expect there should be a growl or rough sound before a failure. Many of us carry an extra shaft and bearing as insurance. Easy to change one, but not easy to find one, while "on the road".

I thank Homer for wanting to do something rather than letting an FC die. We engineer types may want everything to be more pure than will get by in the real world. Therefore I feel a word of caution is warranted on this item.

Bob Kirkman

(ed. note: another point addressed by Homer was a way to put bearings on "easily" and "not forced on". This concerns me, as the bearings fit with an interference fit, and putting them on easily may not hold them in place. One of my friends was nearly killed in a 1962 Monza when the factory installed bearing worked off the shaft on a mountain road. It wasn't pretty... If you would like to submit your idea to Bob Kirkman we will be glad to publish your findings. CORVANATICS always welcomes your Tech articles and ideas, but please submit them directly to Bob Kirkman for review rather than sending them to me.)

## BROKEN DOOR LOCKS AND DROOPY HANDLES

This is a story about Greenbrier and Corvan side in-

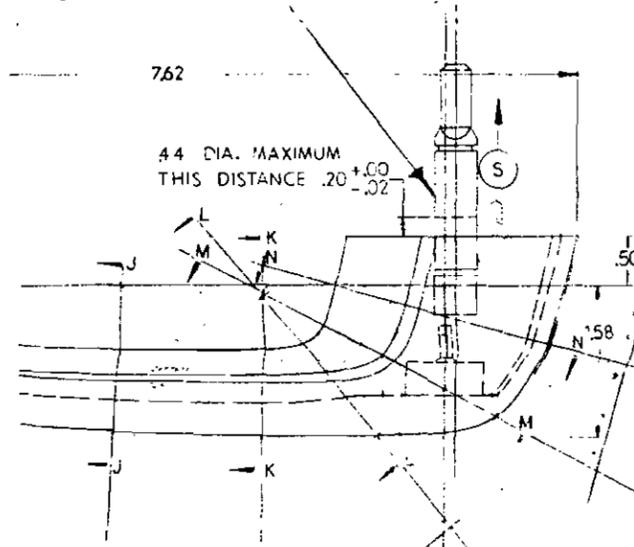
termediate door locks. It's a story because I cannot find Engineering Drawings to confirm what popped out of my memory bank, Oh well.

Some early locks in the side intermediate door could be forced open with a big grunt on the outside handle. I'm talking about when it was supposed to be locked. There are several levers inside that are blanked out in a die. You know, punched out. Edges were not flat and so one lever could not butt solidly against another. They could be wedged past each other. Compounding the problem were the shouldered rivets on which the levers pivoted. Sloppy! Staff Engineer Bud Olender had a few choice words about the lock manufacturer. I can't even spell those words. So, the source fixed things in their production and I believe Engineering had to make some drawing changes to tighten tolerances. Engineering wasn't totally "clean" either.

Memory goes into fog-mode again. I believe there were cases where you could grunt the handle enough to break the lock. It seemed reasonable that the handle should "give" before the lock. A handle is not too difficult to change. Again, I believe that Chevrolet Bay City was the handle source. They made many appearance die castings for the Chevrolet side of the assembly plant; not Fisher Body parts. Bay City also made carburetors to Rochester drawings and specs. Don't know if they made any Corvair carburetors. So the handle drawing has a specification that the shaft in the handle is to give up the ghost at 450 to 650 inch pound torque. Also, further twisting of the handle is not to seize it again. Ever see any droopy handles?

SHAFT MUST SHEAR OUT OF HANDLE AT 450 TO 650 IN LBS TORQUE LOAD & THIS LOAD MUST NOT BE EXCEEDED DURING SUBSEQUENT ROTATION OF HANDLE

SHAFT MUST WITHSTAND A PULL OF 250 LBS. IN DIRECTION OF ARROWS



What does the shaft look like inside the handle so that it will let go at 450-650 inch pound torque? We can all look at the engineering drawing and conclude: "beats me!". There is a torque spec but no shaft details inside the handle. The source had to experiment and do whatever it took to meet the spec. A performance spec. Believe in the modern automotive world that is a common way to do business. Say what you want something to do or not to do, and let the source do the engineering work to make it happen. See, the FC was ahead of the times!

## SHOCK ABSORBERS

You may recall (from CA JAN-AUG 1992, Vol. 20, #1-4) that I requested input on what CORVANATICS members had found to be good (or bad) front shocks for the FC. I'm pleased to report that I had one more reply, from member Bob Kirkman. Says he went to the counter-man at an auto store and asked for a catalog search for 1 3/8 inch diameter piston shocks with appropriate FC length, having bayonet top and bow tie bottom. Closest match was Gabriel G63488. A pair was purchased and installed on his Rampside. They controlled the front nicely, getting rid of the stock swing/bounce. There was no harshness. The bow tie is about a third-of-a-hole short, but they will bolt up securely. I would not hesitate to recommend them.

## MYSTERY 4-SPEED FC TRANSMISSIONS?

If you read the right literature, you know the FC started 1961 production with a 4-speed 1st gear ratio of 4.35 when used with a 3.27 rear axle. That was dropped, and a 3.65 1st gear ratio was used, same as the Corvair car.

Then in 1964, the Corvair car 1st gear ratio was changed to 3.20, while the FC remained 3.65.

The change in transmission design for 1964 was more involved than just ratio business. The earlier 4-speeds were prone to weakness in synchronizers. My 1961 Greenbrier wanted to often "crunch" going from 1st to 2nd gear. All of the earlier transmissions had a 7 degree cone angle on the gear and brass synchronizer rings. For 1964, this angle was changed to 6 degrees, which is more aggressive in the synchronizer ring grabbing onto the brass gears to match speed; synchronize. This meant new gears with a 6 degree cone angle, new brass rings with a 6 degree cone angle, and in the case of the Corvair car, new counter gear and 1st gear teeth to get a 3.20 ratio.

Now you can't see the difference in parts between 7 degrees and 6 degrees. You can feel if there is a mismatch of parts if you try to wring the brass onto the gear cone. Mismatched parts will "rock" on each other. The new 6 degree brass rings were (and re-press still are) identified by one small groove machined all the way around. No groove = 7 degree; groove = 6 degree.

I have assembly drawings for various year transmissions, and picked off the following part numbers from 1964 assemblies:

FC		Corvair
#3852244	1st gear	3852243
3837300	2nd gear	3837302
3837298	3rd gear	3837298
3851508	4th (clutch) gear	3851508

All these gears have a 6 degree cone angle specified, and the 4th (clutch) gear is for the large diameter long drive shaft (from the clutch).

Now we come to the mystery!

I have disassembled and rebuilt many 1964-65 Corvair car and FC transmissions. I cannot remember ever finding an FC with 6 degree cones on the 1st and 2nd gears. Take them apart and you find 6 degree cones and proper brass on 3rd and 4th and 7 degree cones and proper brass on 1st and 2nd. Hybrids!

It appears 1964-65 FC were made using 1961-63 parts for 1st and 2nd gears. Maybe not all 1964-65 FC's, but all that I have worked on.

I find nothing in blueprints or engineering releases for production to indicate such a half-breed transmission. Dave Newell located information concerning the basic 1964 redesign, but nothing concerning this hybrid.

Well, so what? What does this mean to you FC owners? Well, two things:

1. FC's with these transmissions did not profit via the 6 degree brass on 1st and 2nd gears.
2. When you open up a 1964-65 transmission for rebuild, don't look in the catalog and order brass rings according to year. Look at what you have and order similar. You may have to, as I have, order 1964-65 brass for 3rd and 4th and 1961-63 brass for 1st and 2nd.

Would be interested to know what other mechanic types have found. Oh, I will have to correct myself. There were so few 1965 FC's that probably all I have worked on were 1964's.

## ANY QUESTIONS???

Doesn't anyone out there in CORVANATICS land have a burning tech question that appears to be unanswered? My memory is going so blank that there may be nothing to write about next issue unless someone gives me something to chew on.

## F. C. Classifieds

FOR SALE: 1965 Greenbrier. 8-door, 110hp/PG, gas heater, front and middle seat. \$975. J.H. Tulley, R 1, Box 73AA, Kingston, TN, 37763

PARTS FOR SALE: NOS rear van wheel bearing \$185. NOS or excellent large shifter boot \$20. NOS right side cargo door handle (outside) will trade for NOS or excellent driver or rear door handle. Ron Yaskovic, 522 Saw Mill River Road, Yonkers, NY, 10701. (914)375-1785 afternoons, (914)285-1186 (6:00 PM to 12:00 AM).

PARTS FOR SALE: One matched pair of original rear seats for a 1963 deluxe Greenbrier, in excellent condition. Gold brocade-like seating surfaces, fawn beige trim, really in great shape. \$100 for the pair. Bob Marlow, (201)444-1859, New Jersey.

PARTS WANTED: Rampside ramp and windshield. Charles Frazier, 6902 NE Halbrook LN, Ankeny, IA 50021. (515)289-2325.

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CORVAN ANTICS is the bi-monthly newsletter of Corvanatics, a Chartered Chapter of the Corvair Society of America. Established September, 1972, and dedicated to preserving and enjoying America's original and most innovative small vans and light trucks, the Chevrolet Corvair 95 series.

Membership on Corvanatics is open to any CORSA member with an interest in Forward Control Corvairs. Dues are \$6.00 annually, and should be sent to Secretary/Treasurer Caroline Silvey, Box 68, McCordsville, IN 46055.

Stories, articles, photos or anything of interest to Corvanatics members should be sent to Editor Ken Krol, 17433 N. 16th Lane, Phoenix, AZ 85023. Classified-style advertising is free to Corvanatics members, and should be sent to the same address. Commercial advertising is also available, please inquire.

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**FIRST CLASS**



**CORVANATICS**

**THE FORWARD CONTROL CORVAIR PEOPLE**