



Sportwagon  
Greenbrier



Pickups  
Rampside - Loadside

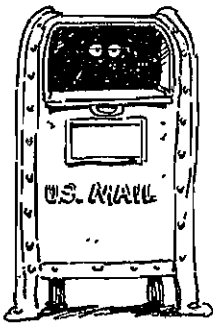


Van  
Corvan



Vol. 28, No. 1                      January-February, 2000

*A Chartered Chapter of CORSA - Corvair Society of America*



# Letter From The President!

'Twas a few days before Christmas and all through the month Jim here is still putting the article together for our newsletter. It doesn't rhyme because I'm still recovering from Thanksgiving. Speaking of Thanksgiving, that is when I normally think of salt, snow and ice. Luck has been with us here in the Chicagoland area. We have had little of each. I figure got more than thirty extra days of salt-free driving in before locking a few vehicles up for their winter nap. The guys driving the salt trucks in my neighborhood must be paid by how many pounds (*tons!-Ed.*) they put on the road!

There are a few items to talk about in this issue. The folks on Virtual Vairs alerted the group to a neat calendar that features a beautiful Rampside. It is put out by Hemmings. The Rampside is there for the month of February. I'm not sure who owns it. Maybe it is one of our fellow members and if the owner isn't a member, he should be!

On Virtual Vairs I brought up the question

regarding the last FC made and if anyone had any more info regarding the subject. I'm still getting replies through e-mail.

For all of our members who have a computer or for those who will get one for Christmas, Kent Sullivan has three great pages to look at [HTTP://www.corvairkid.com/62fchrome.htm](http://www.corvairkid.com/62fchrome.htm) the 62 FC homepage. [HTTP://www.corvairkid.com/64fcrome.htm](http://www.corvairkid.com/64fcrome.htm) the 64 FC homepage. [HTTP://www.corvairkid.com/65qbhome.htm](http://www.corvairkid.com/65qbhome.htm) the 65 Greenbrier homepage. It's time to give Kent's pages a few hits! If you own or know of someone who owns a '62 Loadside, a '64 Rampside, or a '65 Greenbrier, Kent would like to register your vehicle.

If any other member has a web page that promotes our FCs, send me a note at [corvan@corvairkid.com](mailto:corvan@corvairkid.com)  
continued on page 5.

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**FOR SALE: 1963 Greenbrier DeLuxe**, newly rebuilt 110 hp, 4 spd, 95% restored. Won trophies at last 3 car shows. Must sell, make offer over \$7,000, OBO. Ph. (323) 588-2555, pager (213) 205-0497. (CA)

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**FOR SALE: 1963 Corvan 6-door**, good body and glass, tires, brakes. No motor, trans. \$500 OBO. Ready for restoration. ph (323) 588-2555, pgr (213)205-0497. Dwyane A. McGowan, 16061/2 E. 88th St., L.A., CA 90002.

**FOR SALE: N.O.S. Parts:** 5 5952682 '61-'63 FC License lamp wire, \$16 ea.; 3 5954861 '61-'63 FC License lamp housing, \$15 ea.; 5 3775631 '61-'63 FC Turn signal switch, \$15 ea.; 7 5950683 '60-'62 FC LH Park lens, 4.50 ea.; 7 5950684 '60-'62 FC RH Park lens, 4.50 ea.; 3 5954443, '63-'65 FC LH Park lens (amber), 6.50 ea.; 6 5954444, '63-'65 FC RH Park lens (amber), 6.50 ea.; 1 1998717, '65 FC w/PG Control safety & Back-up lamp switch, \$45; 5 6255644, '61-'65 Head lamp bezel; \$65 ea. **USED Parts:** 2 excellent '61-'65 6255644 Head lamp bezels, \$75 pr. **CARS:** '68 500 coupe, 3 spd, 24K miles. Have original papers & window sticker, \$2100; '62 Monza 4-dr with A/C 50K, \$1900; '63 Spyder, \$600. John M. Mavity, 2177 Madison Ave., Indianapolis, IN 46225-1864. (No phone submitted)

**WANTED: Racing Champions**, '60 Chevy Corvair diecasts, any of eight issues of 1998-99, single units or in quantity. Ed Thompson, Milwaukee, (414) 277-5231, any time, or ext@quarles.com. (WI)

**FOR SALE: 2 Chrome Bumpers**, \$160; 1 pr. new Bumper Guards (painted) for \$55. All for FC; all plus shipping. Also a station wagon driver's door, no trim (in poor condition) free for the shipping. I need a front seat for my station wagon and have 2 bucket seats that I would trade, they're from a Corsa coupe or sport sedan. (423) 376-5421 or cmjhtn@esper.com. J.H. Tulley, 348 Edgelake Dr., Kingston, TN 37763.

## CORVAIR RANCH

by Norm Helmkey  
 (Published in Old Autos, December 19, 1994)

The name "Corvair Ranch" at Gettysburg, Pennsylvania may suggest to some that it's the Eastern counter-part of the infamous Mustang Ranch (a legal brothel) in Nevada. Nothing could be further from the truth. The only thing the two places have in common is the "Ranch" part of the name.

I don't know of any other spot in North America (except perhaps at a Corvair Society of America (CORSA) International Convention) where you can see 400 Corvairs of every description in one place. That's right, at last count there were 400 Corvairs at the Corvair Ranch.

This unique recycling yard is nestled just east of some of the most historic places in America, next to the battlefields of Gettysburg. What an opportunity for the Corvair nut. A chance to take the family to see the place where a decisive Civil War battle was fought and get to tour the Corvair Ranch, in the same trip.

It is easy to find, exit west off Interstate 83 to US 30 at York and head west. Just past New Oxford, turn south on Bon-Ox Road. The Corvair Ranch address is 1079 Bon-Ox Road. You can also reach it from Gettysburg, east on Hwy. 116 to Bonneauville, a bit over two miles east of US route 15. Turn north at the big church.

John Goulden, now retired, began the Corvair Ranch as a hobby, accumulating 80 Corvairs while he owned it. John also has Ultra Van #258, an early Corvair-powered motor home of which only 373 were made from 1960 to 1973.

The real driving force to bring the Corvair Ranch into a thriving business is Jeff Stonesifer, owner and president of the recently incorporated Corvair Ranch. He is a young man with a passion for Corvairs and experience second to none. It's great to see a person pursuing his dream.

Two other Ultra Vans (#351 and 246) at the Ranch, both owned by Jeff are waiting their turn for renovation.

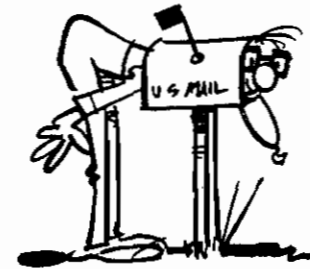
Jeff's home is on the property and he is usually available for personal guided tours of his facility, unless of course he is out scouring the land to save more Corvairs from the crusher. To make sure, call ahead (717-624-2805).

Almost every Corvair part is available and it is likely already on the shelf. You might even decide to buy a low-mileage Forward Control (Jeff's specialty), Greenbrier or early Lakewood wagon. Also, he has a large inventory of new old stock and reproduction parts at competitive prices. Shipments via UPS are made every day and the Corvair Ranch accepts both Visa and Master Card.

Another facet of the Corvair Ranch operation is maintenance, repairs and complete restorations. Waiting for TLC were vehicles from Alabama, Georgia, New York and New Jersey. The upholstery, body and mechanical work is done on-site. Extensive machine shop services are done locally to Jeff's high standards.

There are two repair buildings, one of which is huge, large enough to be a warehouse. This building was designed as a bus washing facility, but has been

Continued on page 5.



OUR CLUB  
 IS WHAT WE  
 MAKE IT!!!

## Letters to the Editor

LET'S KEEP  
 ALL OF THOSE  
 GREAT  
 ARTICLES AND STORIES  
 COMING IN!!!

Dear CORSA Club Members:

I am a 1963 Chevy Corvair Van, 350 super turbo engine, looking for a good home. I am blue and white. Some of my parts are updated. For example: brakes, tires, gasket, battery, etc. I am rust-free, and my upholstery is original in superb condition. I have spent most of my life in Colorado Springs, CO. My owner cannot afford to keep up with my maintenance and does not even have a garage to keep me in. She has owned me for five years and loves me, but wants me to have a better home (possibly a collector's). If interested, please write or call: Nancy L. Jacoby, 606 I Street, Salida, CO 81201. (719) 539-3733. I come with original owner's manual, title and Clark's Parts Books.



## Happiness is a Corvair FC in the Rear

Enclosed is a picture of me in my Greenbrier behind a chemical truck. I was headed south on the 405 freeway at Ventura Boulevard in Van Nuys, CA (Los Angeles area).

As you can see traffic was inching along, which gave me the time and space (really close to the truck) to take this photo.

Happy Holidays,  
 Christy Barden

**CORVAIR RANCH** continued from page 2  
 converted for Jeff's purpose. It has an enormous vertical door and repair bay big enough to handle an Ultra Van with plenty of room to spare. The other building has recently been enlarged providing a total of six bays for Corvair work.

Several other weather-tight buildings hold many examples of the forward control type of Corvairs like: Corvans, Corvairs, Loadsides, Rampsides, 6- and 8-door Greenbrier Wagons and just about any regular car model you would wish to see. A really neat 1963 sedan had under 10,000 miles and still has the original tires.

One specific area is used to disassemble Corvairs for parts. These parts are then stored in six huge highway trailers without wheels. There are rows and rows of complete engines on end, lined up like soldiers on parade. Racks above the engines have transmissions, differentials, torque converters, front-ends, etc. Where possible, each item is tagged with the year and mileage so you have an idea of exactly what you are buying. Jeff has plans to computerize his operation in the future.

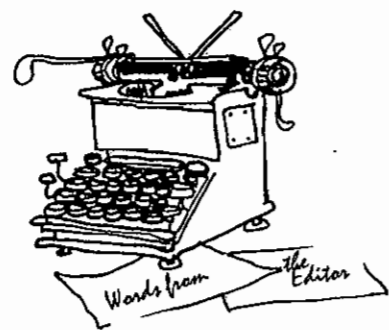
Another trailer has rare goodies like 140 hp heads, factory air conditioning parts, telescoping steering columns, etc. The loft in one building stores hundreds of Corvair seats of every description.

Likely the most impressive of all, is to climb on top of a building in the center and look at the hundreds and hundreds of Corvairs lined up in rows, all around the property. If they were new, it would take you back to the shipping yard at Willow Run in the mid-'60s.

We, who look on the Corvair as a very significant collectable, are lucky to have someone with John's foresight and Jeff's dream, so the parts needed to keep Corvairs running into the 21st century will be available.

The Corvair Ranch may also someday be an historic place to visit, as is the revered area around it today.





## Words from the Editor

As I sit here writing this it is Christmas day at about 6:30 in the evening. Now before you get to feeling too sorry for me, I must also relate that Bonnie and I spent most of the rest of the day with all her children and families at the home of her daughter gorging ourselves and opening many beautiful Christmas gifts. And we spent Thursday evening past with two of my children and their families opening gifts and sharing good company. My daughter, whom I have not seen for several years, lives in Nevada. She will be visiting me in a week or two along with her daughter, my granddaughter, whom I have never seen. So I have much to be thankful for and I consider myself to be truly blessed.

We still have no snow. In fact I still drove my Rampside to work one day last work without any fear of incurring the wrath of that insidious road salt. But now it is

over for the year and I will have to put my "toys" away for the winter.

I must apologize if any of you had sent me anything to go into this issue. My e-mail was kaput for some weeks and I could not receive any of my mail. If you submitted anything that does not appear here please re-submit it and I'll get it in next time.

We don't really have a lot of goodies for you this time, but there are some really interesting pieces and they should give you some joy and even myrth. (Give me a break, it is the Christmas season, you know.)

Our membership of the last issue was up to 325. That is great. I hope you all enjoy the efforts of your fellow-members in submitting the chronicles of the events Corvaire in their lives. Now how about you! Yes, I mean you. You must have some interesting events surrounding the activities of you and your favorite toy. How about sharing it with your fellow members. Don't worry if you are not the literary type. You'd be surprised at how some of these stories have come to me. We'll just doctor it up a bit; a tuck here and a little added there and--voila, fun reading. Seriously, we really do depend upon each other for what comes out in this newsletter. If everyone sits on their hands, then you will begin to see a series of blank pages. We all need and appreciate your participation.

Merry Christmas and Good 'Varin'  
a Happy New Year! David A. Hartmann, Editor

## The Passing of Donna

Donna Donor has given up the ghost. She was a rare gal, a '65 8-door Greenbrier and boy was she hot complete with gas heater, screens and curtains. I had really hoped she could have been revived, but she just wasn't up to the trip from Tennessee to Florida. She even made donations along the way.

Down about Albany, Georgia she gave up her right front rocker panel. While in Albany James Law was able to remove her dash without hurting her. Lawton LeSeuer came by to see if he could use any of her--he said it was the worst case he had ever seen. The rest of her still-good organs will be removed soon. She will be remembered for a long life and having given her heart to her older brother a '64 Rampside named ...? What would be a good name for him?

Will Elliott  
P.O. Box 1671  
Wewahitchka, FL 32465



## President's Message continued from page 1

Corvanatic@aol.com. We will try to get it in future issues.

In the FC parts department, the folks at "The Source" inform me of a few projects that they have with us in mind. Spoilers for the front is one; boomerangs being re-manufactured is another. More info is to follow. If anyone else has anything in the works, let me know and I'll pass it on.

And for the last item, the furniture for the oval office here hasn't arrived yet! Hey Ray Mitchell, what van line did you say you sent it with?

So, for 1999 its adios, and for 2000 its welcome. Out with the old and in with the new. I'm not sure about getting rid of the old. All I can say is that my Rampside runs a whole lot better than my Macintosh does right now!

Happy Motoring All,

Jim MacDonald, President

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## LIFE IN THE 1500s

Baths equalled a big tub filled with hot water. The man of the house had the privilege of the nice clean water, then all the other sons and men, then the women and finally the children. Last of all the babies. By then the water was so dirty that you could actually lose someone in it. Hence the saying, "Don't throw the baby out with the bath water."

-o-

Many people got married in June because they took their yearly bath in May and were still smelling pretty good by June. However, they were starting to smell, so brides carried a bouquet of flowers to hide the b.o.

-o-

Houses had thatched roofs. Thick straw, piled high, with no wood underneath. It was the only place for animals to get warm, so all the pets...dogs, cats and other small animals, mice, rats, bugs lived in the roof. When it rained it became slippery and sometimes the animals would slip and fall off the roof. Hence the saying, "It's raining cats and dogs."

-o-

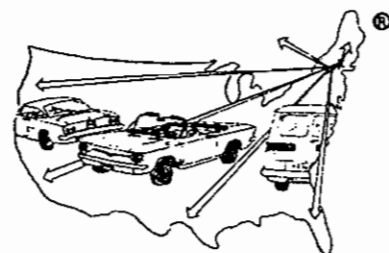
They cooked in the kitchen in a big kettle that always hung over the fire. Every day they lit the fire and added things to the pot. They mostly ate vegetables and didn't get much meat. They would eat the stew for dinner leaving leftovers in the pot to get cold overnight and then start over the next day. Sometimes the stew had food in it that had been in there for a month. Hence the rhyme, "peas porridge hot, peas porridge cold, peas porridge in the pot nine days old."

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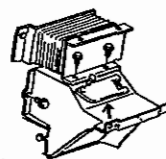
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# Tech Topics



## Monthly Production Numbers

Mike McGowan

The Vehicle Identification Number of every Corvair car and truck ends with a serial number which is unique to that vehicle for that year and that production plant. The numbers are assigned serially (of course!), beginning with 100001. You might think they would start with 000001, but it is industry practice to begin with a high number so that production numbers look larger and are hard to interpret. One exception to this General Motors procedure is that 1969 Corvairs begin with number 700001.

Chevrolet's Central Office kept accurate records of which numbers were assigned when, and published annual summaries of the last number used in each month at each plant during the production year. This information was restricted to Zone Service Managers and engineering executives, and was not revealed to dealers or customers. Published here is a summary of those reports for all Corvair car and truck plants in the United States. Canadian data was not available to me; perhaps someone else can find the totals for the Oshawa, Ontario plant. The numbers represent the last serial number built at that plant in that month.

What can you learn from this? If you know the VIN of your Corvair, then you know what model year it is (the first digit of the VIN for early models and trucks, or the number before the letter on late models). The lone letter in the middle of all VINs stands for the plant of manufacture; match this letter with the letter in parenthesis after the plants listed here. Now find the column below which

matches your year and plant, and see where your serial number fits in between the end of month numbers. This will tell you exactly what month of the year your Corvair was built. You can guess as to when during that month it was built by looking at whether your number is nearer to the beginning or ending number, but don't put too much faith in your

guess. Production was sometimes irregular, being slowed for demand layoffs or stopped for strikes or parts shortages.

So what?, you say. Well, some Corvair owners want to know everything they can about their cars. Engineering and production changes were sometimes made during the year, and these dates are documented, so you can see if they apply to

Willow Run (W)		1961	1962	1963	1964	1965	1966	1967	1968	1969
Aug.	1960					101953				
Sep.		108662	107244		117009	116264	106041	103659	102773	701081
Oct.	141471	125425	138772	138316	138675	120744	116361	107970	103643	702194
Nov.	146628	143782	157260	157235	158607	143935	128399	112147	105243	702403
Dec.	163018	158644	174612	174822	179364	167038	138526	115250	106806	702897
Jan.	185102	173926	196776	196469	197468	190118	149091	118480	108575	703494
Feb.	205183	191265	215450	215332	212973	208500	158752	119937	110024	703922
Mar.	222252	209084	235249	235081	230679	230662	169867	121467	111093	704478
Apr.	235919	229996	255180	253802	248412	250977	177575	123078	111617	705324
May	249585	251266	275430	272303	264509	270467	185276	124776	112982	706000
June	257616	272438	295161	289351	282201	291663	189740	126539	114235	
July	269143	290383	314819	310900	291435	306663		127157	115399	
Aug.	274564		321920	314470						

Kansas City (K)		1961	1962	1963	1964
Sep.	1960				
Oct.	104429	100995	103810		
Nov.	105921	106857	109694		
Dec.	109694	109488	111984		
Jan.	115184	111984	119371		
Feb.	119371	114978	123452		
Mar.	123452	118948	122420		
Apr.	123452	122420	124359		
May	124359	126076	127550		
June	127550	129965	129965		
July	129098	133250			
Aug.	129972				

Oakland (O)		1961	1962	1963	1964
Aug.	1960				
Sep.		101236	102856	105505	101889
Oct.	104185	105118	112965	104251	
Nov.	104464	109406	120966	106427	
Dec.	106477	114084	127352	108402	
Jan.	111372	119225	135117	110646	
Feb.	118562	126276	139684	112706	
Mar.	125090	132448	145914	114915	
Apr.	130231	137940	151741	117243	
May	133663	145476	156607	119676	
June	136358	153531	161254	121629	
July	140403	155470	165731	122403	
Aug.	140887		168811		

Los Angeles (L)		1965	1966	1967
Aug.	1963			
Sep.	101514	100231	102133	100747
Oct.	104399	102489	102489	102831
Nov.	107400	106219	105060	
Dec.	110352	110222	107213	
Jan.	112867	114063	109186	
Feb.	115176	117546	110993	
Mar.	116157	120235	113086	
Apr.	117239	122122	114003	
May		123943		
June		125935		
July		127839		
Aug.		128865		

Flint FC (F)		1962	1963	1964
Aug.	1961			
Sep.	100344	101113	101225	100808
Oct.	101474	103374	102700	101904
Nov.	102938	105057	104100	102865
Dec.	104545	106519	105359	103344
Jan.	106188	108051	106794	
Feb.	107867	109385	108249	
Mar.	109496	110857	109650	
Apr.	111121	112264	111123	
May	112788	113738	112591	
June	114393	115140	113927	
July	115185	116470	115210	
Aug.		116652	115211	

St. Louis FC (S)		1962	1963	1964	1965
Aug.	1961				
Sep.	100666	101399	101336	100972	100192
Oct.	103725	103754	102893	102076	100747
Nov.	107938	105229	103785	103036	101259
Dec.	112638	106931	105121	103995	101528
Jan.	117603	108831	106528	105243	
Feb.	121425	110429	107920	106395	
Mar.	124288	112189	109456	107626	
Apr.	126580	113860	110861	108925	
May	128768	115617	112267	109933	
June	130843	117285	113547	110989	
July	132385	118960	114898	111855	
Aug.		119317			

your car. Also, many assemblies and parts on the car have date codes showing when they were manufactured, including the Fisher body, engine, transaxle, speedometer, and even the ignition wires (if you still have the original set!). All of these items must be dated before the time the car rolled out of the plant, obviously. If you find a part which is dated later than the assembly of the car, you can be sure it's not original. As time goes by, date codes

and originality will probably become more important to the collectibility and value of our Corvairs.

I would like to thank John Amgwert of the National Corvette Restorers Society for providing us with the Chevrolet documents used to compile this article.

This article was swiped from the July 1997 issue of CORSA Communique. I give Mike and Harry full credit for their research, but hope they'll not mind as this information is of interest to all Corvair and FC owners alike. Ed.

## TECH TOPICS



Dear Tech Editor Jim,

I am writing to ask you if anybody has done or attempted to install taillights on an FC from a mid-70s or 80s GMC or Chevy truck? I haven't seen any and would like to know if it can be done. These taillights are wrap-around so they light up the sides and also have backup lights in them. The light area is also bigger so these would be ideal. If you know of anybody that has done this I would appreciate the information. Thank you and Happy Holidays.

JW

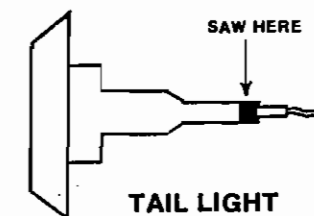
Tech Editor responds:

Since there was no name or address on the post card other than "JW" I am unable to respond directly, but since this is a question that may be of general interest, my response would be as follows:

I have never heard of anyone adapting the '73-91 Chev/GMC C-K-R-V tail lights to the FC. There may be room for the lamps in the lower section of the quarter, but I doubt that the outside radius is close enough.

I prefer to see tail lamps that replace the rear door/gate deluxe reflectors. I know this has been done, but the lamps are custom-made as I know of none that are close replacements.

Jim Jimenez, Tech Editor



TAIL LIGHT

## Wax Those Keys

To keep your car or FC keys working smoothly, take a candle and wax them down. Then work the key into the locks. Do this especially with little-used keys like the grove compartment and trunk keys. This will act as a lubricant and also help keep moisture out of the locks.



Love is grand; divorce is a hundred grand.

-O-  
Conscience is what hurts when everything else feels so good.

-O-  
Even if you are on the right track, you'll get run over if you just sit there.

-O-  
A day without sunshine is like night.

-O-  
I have kleptomania, but when it gets bad, I take something for it.

"Many men stumble across the truth, but most manage to pick themselves up and continue as if nothing had happened." - Winston Churchill



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Membership in Corvanatics is open to any CORSA member with an interest in Forward Control Corvairs. Membership applications are available from the Secretary/Treasurer, Diane Galli, 5000 Cascabel Road, Atascadero, CA 93422-2302.

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