



Sportwagon
Greenbrier



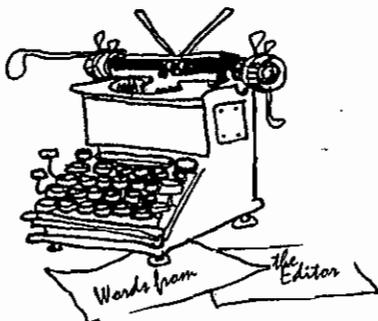
Pickups
Rampside - Loadside



Van
Corvan

Vol. 28, No. 3 May-June, 2000

A Chartered Chapter of CORSA - Corvair Society of America



Words from the Editor

Wow, "what a difference a day makes". Suddenly we have something approaching what spring should be. Actually we don't have spring in Wisconsin--it just goes from warmer winter to cooler summer over a period of two excruciating months. But at least it gave us the chance to work in the yard on Saturday--and get sun burned a bit.

Well enough of that. Our newsletter this month is a little different. No pictures, but a couple of interesting articles by Kent Sullivan on some widely differing topics--a listing of historic *CorvanAntics* publications, and a very in-depth study of what is stock for '64 FC seat belts, speedometers and steering wheels. In time this will be the Bible of those restoring any '64 FC. Thanks to Kent for a very complete study of the subject.

Again I didn't receive an article from President Jim MacDonald so this article is taking his space. Another how-to-do-it article from Ben Stiles and another "spoo" by Dave Palmer on his "Valveta" round out the articles included. Hope you enjoy the reading.

Our membership is holding at a little over 300 members which is good. Remember if you have changes of address etc. to send them to Secretary Diane Gali, as sending them to the editor only delays it and could keep you from getting your newsletter timely.

On another matter; more and more I am getting messages via e-mail. This is fine with one drawback. E-mail is not all that reliable and the sender has no way of knowing if I actually receive your message. I found a couple of stray messages that came floating into my mailbox really late. I will always try to acknowledge any message I receive from the membership, so if you do not receive one after sending me a message you can be pretty sure that I did not receive it and you can re-send it. Just a note of precaution! I guess that's it for now. Happy summer
Vairin.

David A. Hartmann, Editor

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FOR SALE: STRUCTO toy Rampside, exceptional shape. \$85 plus \$5 shipping. buttle@usmo.com, Bill Tuttle, 501 Cherry, Warrenton, Mo 63383. 636-456-3738. (I question whether the e-mail should be "btuttle" but this is what he had on the copy- Ed.)

FOR SALE: FC Rear Axle bearing, 100% inspected, no defects. \$45 plus postage. Toss in another 100% inspected. One defect. One scuffed roller needs to be replaced by another .2523+/- .0001 dia. Perhaps you could locate a good one. **FOR SALE:** Interior roof rail, custom trim white plastic tube. 3 pcs, quite clean. \$5 plus postage. 4 shorter pieces totaling 7 ft. tossed in too. Robert Kirkman, 1820 Moffat Rd., Leonard, MI 48367.

FOR SALE: 1963 Greenbrier DeLuxe, newly rebuilt 110 hp, 4 spd. Needs finishing. Body straight, ready for paint and upholstery. New tires & wheels, runs great. Must sell! \$1,800 OBO. Ph (323) 588-2555, pgr. (213)205-0497. (CA)

SELL, SELL, SELL: CORVAIR PARTS! '62 80 hp auto, low mile car engine. \$150. '62 auto., car transaxle, low miles, \$100. '64 trans. from FC., '65 car transaxle 3.27 or 3.55 ratio, one '64 car transaxle, '60 80 hp auto. \$75. '64 and '65 blocks, some with crank, '64 95 FC block and parts. '64 & '66 110 hp cylinder heads. Front suspension for '63 & '64 FC. Also FC clutch cables and all glass for Greenbrier and van, '64 FC suspension. '65 and '66 car rear windows, 2- and 4-door models. '65 blue doors for coupe. **ALSO, WANTED:** good FC panel van or GB van, '63 or '64, auto or manual. Must have good body and glass. Need not run. Will you help me bring to Iowa? Craig Wilson, 2105 Fairview Dr., Cedar Falls, IA 50613, (319)266-6343 (V+ttyTDD) (IA)

PARTS WANTED: Antenna for 1961 Rampside. Left and right outside mirrors. Triangular housing mount with 2 3/16 between top studs and 2 5/16 between those and the bottom stud. Hugh Fowler, (863)420-0218 or HugPeg2@juno.com. (FL)

FOR SALE: FC Door Latch Repair. Finally a repair for FC front door latch assemblies. A special-size spring and clip for the tumbler assembly - makes the front doors pop open just like new. Tested in my daily driver Greenbrier for a year and still works great. Price: \$20 each plus shipping and exchange. Dave Palmer, 1364 Cottonwood Lane, Fillmore, CA 93015, (805) 524-5096.

FOR SALE: Seven #204 green Racing Champions; four #221 black Racing Champions; one #189 red Racing Champions - all \$13 each. Two sets of Micro Machines #46 Body Shop (includes a 1965 Corvair in primer) - \$10 each. Five copies of the 45 rpm record "Corvair Baby" by Paul Revere and The Raiders - these were dealer promos given out to prospective Corvair buyers in the early sixties. Getting harder to find - \$30 each. Contact Ben Stiles (717) 391-2985, or by e-mail at bastiles@paonline.com.

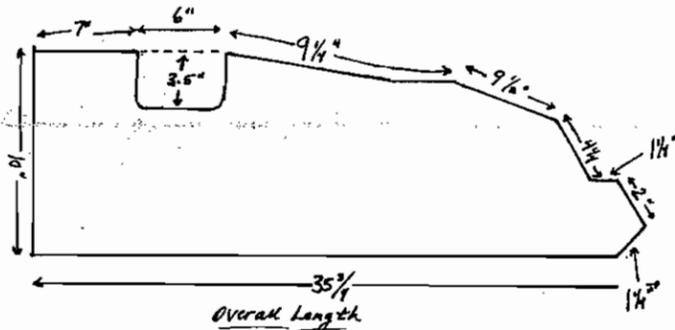
Tech Topics



Under Dash Parcel Shelf

In my columns, I talk an awfully lot about the Volkswagen bus. The reason is that these German transporters have provided inspiration for many of the modifications I have made to my van. It is easy to realize why these vans had better advancements and more options available through the years. As compared to our Corvair trucks production range of five years, Volkswagen is celebrating fifty years of bus production. This tech tip is based on one such Volkswagen accessory that Chevrolet never made for Corvair FCs.

Even before we got married, Lynn had her opinions. One of her stronger ones was her dislike of the "stuff" which always seemed to collect on top of my dash. She found it distracting. Arguing worked for a while, then we decided upon a solution. A below dash parcel shelf! This was perfect: it let me keep my "stuff", but it was out of sight. Construction is easy. Follow the approximate dimensions on the accompanying drawing. This shelf has



Drawing not to scale. Under dash parcel shelf basic shape and approximate dimensions.

a lot of strange shapes, due to the intrusion of the heater ducts and other imperfections in the below-dash area. Mine was built using 1/4 in luan plywood glued and screwed to 1" x 4" pine sub-framing. This was done before final shaping was completed. Once the basic shelf is glued onto the pine, cut the back to shape. Remember, dimensions on my drawing are a close approximation. Some trial and error will produce fantastic results! I included a one-inch lip on the front of the shelf to keep things in place. This was also constructed from luan. The shelf is attached with an angle bracket inside the passenger door, one on the front was behind the radio box, and a strap attached to the right mounting screw of the forced air heater controls. The shelf makes a nice-looking and useful addition to my Greenbrier.

Ben Stiles
 1595 Wabank Road, # 1
 Lancaster, PA 17603
 (717) 391-2985

Notes on '64 FC Seat Belts, Speedometers & Steering Wheels

I own a '64 Rampside. I was curious as to how many components on the truck were factory original items, how many were probably dealer-installed, and how many were something else. Eventually I plan to restore the truck to stock condition, so knowing the status of various items is important.

To answer my questions, I dug through the 1964 Corvair FC Assembly Manual, the 1964 Chevrolet Accessory Installation Reference Manual, and the 1964 Corvair FC Standard Equipment, Tires, Options, Prices, and Colors Information. I also looked through various *Stock Is* . . . articles written by Larry Claypool. Not all of my questions were answered though so I discussed details with Larry, Bob Marlow, and Jody Anderson (owner of an Impala restoration shop in Minnesota). This article summarizes the information I found regarding seat belts, speedometers, and steering wheels.

SEAT BELTS

The seat belt story is fairly complicated for 1964. The information is divided below into factory and dealer installations.

Factory Installation

1964 was a transition year for factory-installed front seat belts for passenger vehicles, including the Greenbrier. Larry Claypool stated, "Front belts (driver/passenger) did not become standard equipment until January 1, 1964. Greenbriers (and cars) built from start of 1964 production to about the first of October had only the deluxe style belts available as extra-cost (RPO A37 or A49) or as dealer-installed. (See below.)

On about October 1, 1963, Chevrolet announced availability of RPO A20, a lower-cost belt. This had a plain plastic buckle with no emblem. There is no boot on the ends--it's just your basic belt. It was available in black, blue, red, and fawn, with a note that colors were expected to be available for 30-60 days, then only black would be supplied. This more or less coincided with the cheaper belts becoming the standard equipment belt on January 1. RPO A37 and A49 continued to be available as extra-cost options."

RPO A37 provided Custom DeLuxe front left and right seat belts for Greenbriers while RPO A49 provided the same belts as A37 plus retractors for Greenbriers. The Custom DeLuxe belt was black with a textured buckle. The buckle featured a circular emblem with a Chevy bow tie. This same belt was available from the dealer for all FCs (see next section).

Finally, RPO A62 deleted front left and right seat belts in Greenbriers once they became standards equipment.

No belts were factory-installed in 1964 for the Greenbrier front center passenger, Greenbrier rear seats, or trucks (Rampside and Loadsides). Below is a summary of factory-installed front left and right seat belts for Greenbriers:

Time Period	Standard	DeLuxe	Deleted
Before 10-1-63	N/A	RPO A37 or A49	N/A
10-1-63-12-31-63	RPO A20	RPO A37 or A49	N/A
Beginning 1-1-64	Standard Equip	RPO A37 or A49	RPO A62

Dealer Installation

All Corvan and Rampside seat belts were dealer installed. Front center belts and rear belts in Greenbriers were too. The dealer-installed belt for all seat locations was a black belt with a textured buckle. The buckle featured a circular emblem with a Chevy bow tie. This belt was somewhat fancier than the standard belt available from the factory for the Greenbrier but was identical to the deluxe factory Greenbrier belt (RPO A37/A49). Below is a summary of dealer-installed seat belt part number applications:

Model	Front Left or Right	Front Center	Rear
Corvan	985842	985835 if RPO A54 installed	985842
Greenbrier	985835	985842	985842
Rampside	985842	985835	N/A

Notes:

- The part numbers for the dealer-installed units were for complete kits (included mounting hardware). The only differences between the various dealer-installed belts were the length (fixed or adjustable) and presence/absence of boots. Continued on page 4

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Notes on '64 FC Belts, etc. continued from page 3

2. Kit 985835 included boots to cover the mounting brackets. Kit 985842 did not, because the belt was of adjustable length. A boot would have interfered with the extra belt length gathered at the bracket. Both kits differed substantially from those offered in 1963. The boots on 985835 were quite short as compared to those used in 1963, and the mounting hardware used for both kits utilized brackets and bolts instead of scissor clasps and eye bolts as seen in 1963.
3. Each part number provided a belt for one person. The maximum number of belts was nine, found in a Greenbrier equipped with the optional third seat (RPO A59). (RPO A59 was not available for Corvans.)
4. With all front seat belt installations, four (not six) mounting holes were used. When the center belt was installed, it shared the inboard holes for the left and right belts. In all rear seat belt applications, six mounting holes were used.
5. For front seat belts in Corvans and Rampsides (and Greenbriers with RPO A62), the factory prepared the inboard belt mounting locations because they were inaccessible once the vehicle left the factory. The factory drilled holes, installed captive nuts, and inserted rubber plugs to keep water out. The outboard mounting locations were dimpled but not drilled.

6. The standard front seat for Corvans was a bucket seat for the driver only. Corvans equipped with a full-width front seat (RPO A54) could have a front center seat belt installed by the dealer.

SPEEDOMETERS

Two significant changes were made to Corvaire FC speedometers in 1964:

1. A 100 mph speedometer was used in all Greenbriers (except during a period of weeks at the beginning of production; the exact changeover date is not known). This was identical to the 1964 car speedometer.
2. The 80 mph speedometer, found in Corvans and Rampsides, no longer had shift points (1-2-3) painted on the speedometer face.

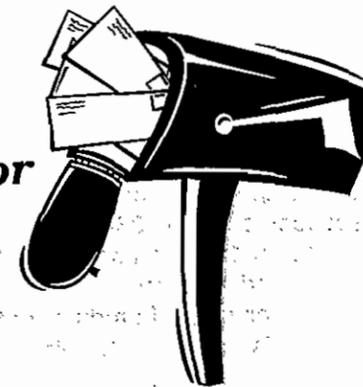
In previous years, all FCs used the 80 mph with shift points (even on those equipped with RPO M35, PowerGlide transmission).

STEERING WHEELS

The standard steering wheel for all 1964 Corvaire FCs was 17" in diameter, had a shallow "dish", and was painted a solid white color. The steering wheel found in rigs equipped with RPO Z60 (DeLuxe Body Equipment) varied depending upon the model:

1. Corvan and Rampside: Exactly the same wheel as standard except painted two-tone (always white and fawn). continued on page 5

Letters to the Editor



Dear Editor,

Thanks to President Jim MacDonald for publicizing the FC information on my web site in his *CorvanAntics* Vol. 28, No. 1 column. However, it looks like a spelling checker did a little too good of a job "correcting" two of the three addresses. It's probably best for folks to go to my site's home page, <http://www.corvairekid.com/> and then click on the item of interest under the "Features" heading. There is a '62 FC area (with a '62 Loadside registry), and '64 FC area (with a '64 Rampside registry), and a '65 Greenbrier area (with registry). Each of the three areas also includes information on standard equipment, regular production options (RPOs), and paint codes for that year's FCs.

I encourage anyone with knowledge of a '62 Loadside, '64 Rampside, or '65 Greenbrier to contact me so that it can be added to the registry. The registries have been in existence long enough that we may have most of the running vehicles listed (but please check and send info on any not listed). Non-running vehicles, vehicles in salvage yards, and even vehicles that no longer exist are also welcome (as long as at least the VIN is known).

Finally, to round out my "last year of" FC registry collection, I could start a '64 Corvan registry. Please contact me if you are interested in seeing one created.

Thanks,

Kent Sullivan
kentsu@corvairekid.com

Notes on FC Stuff continued from page 4

2. Greenbrier: 16" diameter, deep dish, two-tone (color-keyed to interior: white/red, white/green, white/turquoise, or white/fawn) and featured chrome accent bands.

The 1964 Greenbrier deluxe wheel was the same as a 1960-63 Monza steering wheel and used the 1963 Monza horn ring and button. Due to the deeper dish, this wheel sat closer to the driver. Larry Claypool said this wheel "made the driver feel like Ralph Cramden". (Jackie Gleason's character on the old TV show *The Honeymooners* was a bus driver.) Bob Marlow commented, "I much prefer this wheel's size and location! It's the bigger, flatter wheel that makes me feel like a bus driver." One thing's for sure: One of the two wheels for the Greenbrier is pretty much bound to make you feel like a transit system employee!

CorvanAntics Publication History

By Kent Sullivan, 3-25-00

Vol No.	Month	Year
1 1	September	1972
1 2	November	1972
1 3	November	1972
1 4	December	1972
1 5	January	1973
1 6	February & March	1973
2 1	July and August	1973
2 2	February	1974
2 3	June	1974
2 4	September	1974
2 5	December	1974
3 1	Spring	1975
3 2	Summer	1975
3 3	Fall	1975
3 4	Winter	1975
4 1	Spring	1976
4 2	Summer	1976
4 3	Fall	1976
4 4	Winter	1976
5 1	Spring	1977
5 2	Summer	1977
5 3	Fall	1977 This was combined with the next issue as one newsletter.
5 4	Winter	1977
6 1	Spring	1978
6 2	Summer	1978
6 3	Fall	1978
6 4	Winter	1978
7 1	Spring	1979
7 2	Summer	1979
7 3	Fall	1979
7 4	Winter	1979
8 1	Spring	1980
8 2	Summer	1980
8 3	Fall	1980
8 4	Winter	1980 Mis-named as Vol 9
9 1	January & February	1981
9 2	March & April	1981
9 3	May & June	1981
9 4	July & August	1981
9 5	September & October	1981

Continued on page 6.

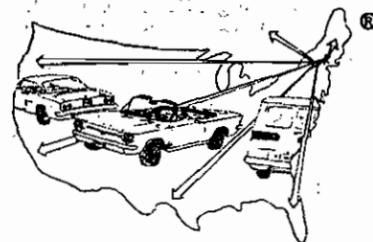
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Vol No.	Month	Year
9 6	November & December	1981
10 1	January & February	1982
10 2	March & April	1982
10 3	May & June	1982
10 4	July & August	1982
10 5	September & October	1982
10 6	November & December	1982
11 1	January & February	1983
11 2	March & April	1983
11 3	May & June	1983
11 4	July & August	1983
11 5	September & October	1983 Mis-named No. 4
11 6	November & December	1983
12 1	January & February	1984
12 2	March & April	1984
12 3	May & June	1984
12 4	July & August	1984
12 5	September & October	1984
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13 5	September & October	1985
13 6	November & December	1985
14 1	January & February	1986
14 2	March & April	1986
14 3	May & June	1986
14 4	July & August	1986 This was combined with the next issue as one newsletter, mis-named Vol. 12.
14 5	September & October	1986
14 6	November & December	1986
15 1	January & February	1987 Mis-named Vol. 13
15 2	March & April	1987
15 3	May & June	1987
15 4	July & August	1987 This was combined with the next issue as one newsletter.
15 5	September & October	1987
15 6	November & December	1987
16 1	January & February	1988
16 2	March & April	1988
16 3	May & June	1988
16 4	July & August	1988
16 5	September & October	1988
16 6	November & December	1988 This was combined with the next issue as one newsletter.
17 1	January & February	1989
17 2	March & April	1989
17 3	May & June	1989
17 4	July & August	1989
17 5	September & October	1989
17 6	November & December	1989
18 1	January & February	1990
18 2	March & April	1990
18 3	May & June	1990
18 4	July & August	1990
18 5	September & October	1990
18 6	November & December	1990

Vol No.	Month	Year
19 1	January & February	1991
19 2	March & April	1991
19 3	May & June	1991 Volume and number information are missing from the cover; written in by hand.
19 4	July & August	1991 Issue not produced.
19 5	September & October	1991 This issue was combined with the next issue as one newsletter.
19 6	November & December	1991
20 1	January & February	1992 This issue was combined with the next three issues as one newsletter.
20 2	March & April	1992 See above note
20 3	May & June	1992 See above note
20 4	July & August	1992 See above note
20 5	September & October	1992
20 6	November & December	1992
21 1	January & February	1993
21 2	March & April	1993
21 3	May & June	1993
21 4	July & August	1993
21 5	September & October	1993
21 6	November & December	1993
22 1	January & February	1994
22 2	March & April	1994 No issue; no editor.
22 3	May & June	1994 No issue; no editor.
22 4	July & August	1994 No issue; no editor.
22 5	September & October	1994 No issue; no editor.
22 6	November & December	1994 No issue; no editor.
23 1	January & February	1995
23 2	March - June	1995
23 3	November & December	1995
24 1	January & February	1996
24 2	March & April	1996
24 3	May & June	1996 Mis-named as no. 2 & March & April.
24 4	July & August	1996
24 5	September & October	1996
24 6	November & December	1996
25 1	January & February	1997
25 2	March & April	1997
25 3	May & June	1997
25 4	July & August	1997
25 5	September & October	1997 Mis-named no. 4.
25 6	November & December	1997
26 1	January & February	1998
26 2	March & April	1998
26 3	May & June	1998
26 4	July & August	1998
26 5	September & October	1998
26 6	November & December	1998
27 1	January & February	1999
27 2	March & April	1999
27 3	May & June	1999
27 4	July & August	1999
27 5	September & October	1999
27 6	November & December	1999
28 1	January & February	2000
28 2	March & April	2000

Kent Sullivan

Valveta Rides Again

One advantage of owning an FC is the adventures that present themselves, even close to home. Such is with my '64 Brier Deluxe, around town and the open road.

Being a true Forward Control, I sometimes have fun with passengers in the front seat. What I'm referring to is how close and quickly you can pull up to a stop sign behind a semi-truck or a block wall in a parking lot, still leaving a couple feet of clearance, but giving your front seat passenger one heck of a thrill. Without the proverbial front hood sticking out there, our guests get quite a start.

Parades are fun too. With the 95-inch wheel base, the FC can zip around in a O turn where few vehicles of this size can. Also, rocking the van left to right is fun too and really looks wierd to the spectators. This maneuver requires total, well-timed participation of all passengers on board.

One of the greatest FC advantages is visibility. I always lead or bring up the rear of a car tour. All those little cars can see Valveta from a long distance and know where they are in the pack. With the wide ribs of my roof rack, I can climb up on the roof to wave and holler at the people who got lost on the way too.

One time I was involved with a local Antique Car Club show and Bar-B-Q. The show was on the grounds of the local convalescent care center and the Bar-B-Q was a few blocks away. Valveta went into service as a shuttle van for participants and guests. So . . . Taking full advantage of the situation, I fabricated some window signs advertising the Ralph Nader Corvair Shuttle Van Service. "We Roll Over to Serve You" complete with his picture stolen from an old magazine.

It's still amazing how many people don't relate our FCs with Corvairs. "You mean they made Corvair Vans and Trucks?"

An then there was the horse trailer. Not just any horse trailer, but an extra large thoroughbred, two-horse trailer . . . extended version! You see, we had to transport a sick horse about thirty miles to a special vet clinic. Oh ya! I got a stout hitch on the van, anchored to the box frame of the engine. But it sure looked funny! But hauled okay. Even with the trailer almost twice as large as the van. But then again there is that story out of the San Francisco area of a dude who-hauled his 1960 sedan show car to events behind his Honda Goldwing motorcycle!!! You see . . . I'm not too crazy after all.

Then there is crossing streams in back country roads . . .

Just how deep will it go? Pulling stumps, helping friends move, and racing out in front of a tour group, just to place Berma-Shave signs on the road, are just a few more things Valveta and I have done.

Oh, yes, let's not forget several years ago on a fishing trip up in the mountains. And prior to a scheduled paint job . . . Well, lets just say that we helped widen the old quarry road just a bit of over-grown brush on the way to a favorite fishing hole. You know, if you get the speed up just right, then bushes just snap off nice as can be, and it makes the return trip to camp a heap less obstructed!

And finally, back on the farm, I found that leaving those old empty pop cans in the driveway, the van flattens them out quite nicely for recycling.

Owning an FC is definitely an adventure! Did I tell you about the time we were abducted by aliens? . . .

Dave Palmer Fillmore, CA

Ever Want to Contact TV Networks?

Have you ever watched a TV program and wanted to contact the network with your views? Many say that the networks are full of nothing but violence, sex, and domestic violence. You also may have seen a program that is very good and you wish to commend the network for that choice. Believe it or not the networks do pay attention when their viewers respond. Here's your chance to contact the networks and convey your view to their programming departments.

Here are the addresses and websites:

ABC Television Network Patricia Fili-Krushel Programming President 77 West 66th Street New York NY 10023 www.abc.com	CBS Television Network Leslie Moonves Programming President 524 West 57th Street New York, NY 10019 www.cbs.com
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FOX Broadcasting Co. Chet Collier Programming V.P. 1211 Ave. of the Americas New York, NY 10036 www.fox.com	NBC Television Network John Eck Operations President 30 Rockefeller Plaza New York, NY 10112 www.nbc.com
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CORVANATICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (CORSAs). Established September, 1972, Corvanatics is dedicated to preserving and enjoying America's original and most innovative small vans and light trucks, the Chevrolet Corvair 95 Series.

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

Dues are \$6.00 per year and must be sent to Diane Galli. Sending them to another address will only slow your renewal and possibly cause you to miss an issue. Club Window Stickers are \$1.00 each and Jacket Patches are \$2.15. Club Stationery is 5¢ each sheet, rosters are \$2.00. These are available from Diane Galli only, as are Membership Applications.

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

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