



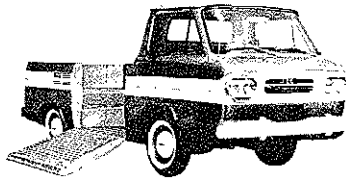
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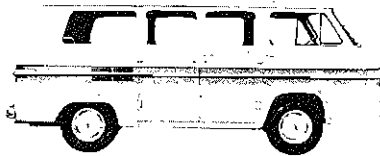
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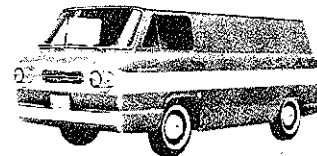
WINTER 1976



RAMPSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

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313B

THE CORVAIR 95 CHEVROLET'S SPACE AGE PANEL TRUCK BY ALEX C. MAIR

CHEVROLET MOTOR DIVISION
CHEVROLET ENGINEERING CENTER
WARREN, MICHIGAN

For presentation at the
1961 SAE INTERNATIONAL CONGRESS AND EXPOSITION OF AUTOMOTIVE ENGINEERING
Cobo Hall, Detroit, Michigan
January 9-13, 1961

Written discussion of this paper will be accepted by SAE until March 1, 1961
Three double-spaced copies are appreciated.

Discussion is printed if paper is published in SAE Transactions.

SOCIETY OF AUTOMOTIVE ENGINEERS, Inc., 485 Lexington Avenue, New York 17, N. Y.

NOW

SERIALIZED

IN

CORVAN ANTICS!

SEE

PAGE 28

AND ON

FOR PART II

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OFFICERS, STAFF AND STATISTICS...

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 Binder for 2 Volumes: \$2- each; order from Mark Ellis, 145 Ivywood, Radnor, PA 19087
 Dues & Applications: \$5-/year; mail to secretary-treasurer
 Checks & Money Orders: Payable to CORVANATICS; for memo pads, to The Drawing Board, Inc.

PRESIDENT'S CORNER by Ken Wilhite... I hope all of you managed to survive the rather long "siege" the weather has provided the past few months.

One of the problems confronting me lately has been continual encroachment upon the time I have to conduct myself as president of CORVANATICS. It is getting to the point where I have very little free time to "goof off" and it is going to worsen. So I may have to step down and let someone else take the job. I have felt pretty guilty being president at times as I no longer own a Corvair, and the only contact I have with Corvairs is assisting my father in the restoration of his.

I hope you will understand my position.

KEN

SECRETARY-TREASURER'S REPORT by Cecil Miller... Since the bitter, wintry weather has been keeping most of you folks inside and away from working on that favorite van or truck, some of you have been putting pen to paper in the form of letters and sending some much-needed ideas our way regarding the club's operation. Keep'em coming, gang!

New members joining our ranks are:

Jerome Becker, Chula Vista, CA	Charles Peck, Mississauga, Ont. Canada
Michael Dawson, Kansas City, MO	Wayne Reynolds, Kearney, NB
Will Elliott, Signal Mountain, TN	William Spates, Atlanta, GA
William Garmon, Cary, NC	James Tokar, San Diego, CA
Jim E. Hall, Davenport, IA	Ken Young, Granada Hills, CA
Jerry Hyde, Marietta, GA	

Thanks also to those "faithfuls" who renewed their dues and showed their continued interest and enthusiasm in our club. Many didn't, as you can see from the drop in membership over the previous quarter - despite the fact that we always show everybody's expiration date or reminder on the mailing labels of every newsletter.

We are making our plans for the National Convention in Minneapolis this summer and hope each one of you plans to attend with your "95". We would like to have a big CORVANATICS get-together at that time.

Attractive memo pads with CORVANATICS imprint and CORSA-blue "frame" may now be ordered direct from the supplier. Please note sample memo and order form on insert.

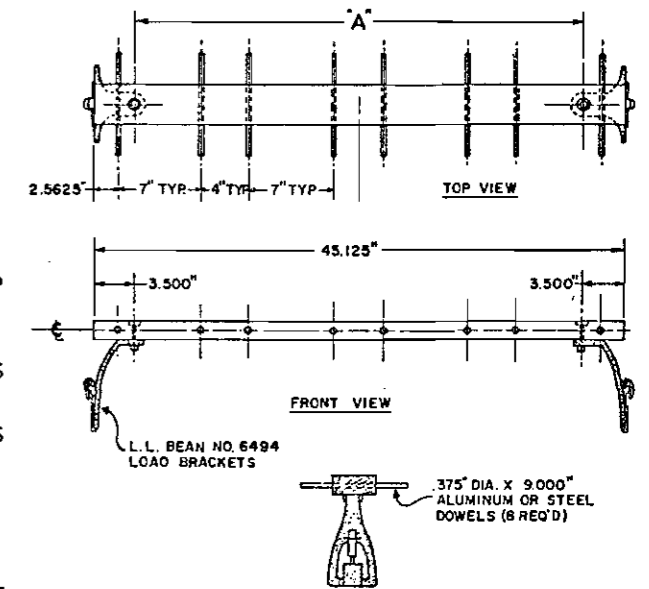
The 1 March 1977 treasury balance, after Fall C.A. expenses, was \$185.01. CECIL

TECH TOPICS by Ken Wilhite and Russ Long...

This is a drawing of the BICYCLE ROOF RACK which I recently fabricated for use on my 1967 NSU 1000 automobile, but it could be utilized on any other make by simply changing dimension "A" on the drawing to suit.

Parts required are: two 2x4's, 45 1/8" in length, 16 aluminum dowels, 3/8" dia. x 9" long, 4 load brackets (avail. from L.L.Bean, Inc., Freeport, MA 04032, part #6494, \$16.50/set of 4), four 3/8-16 x 2 1/2" long bolts w/flat washers and Esna locknuts.

Assembly is quite easy. Just drill the holes for the dowels (11/32" dia.) through the width of the 2x4, then drill the holes for the load brackets (3/8", countersinking the holes); tap the holes through till there is an even amount protruding on both sides. Install load bracket screws, using a flat washer under the head of the bolts. If you wish you can sand finish the wood, as this will add quite a bit of weather protection. You can cover the top of the rack with indoor/outdoor carpeting, cut to size and glued in place. All that remains is bolting the load brackets to the wood, securing with flat washer and locknuts. The bike rests by the seat and handlebars on the rack, and can be retained by straps from inner tubes or by some of the exotic quick-releases on the market. KEN



Look in the next C.A. for some exciting news on air cond'g COMPRESSOR AVAILABILITY!
 RUSS

BACKFIRE from Readers...

"If you happen to be passing through these areas and need assistance, I recommend:
 Harvey Hughes, Auto Beauty Shoppe | Sherwood Chevrolet
 929 W.10th Street, Anniston, AL | Maulding, SC
 Ph. 237-4261; nights - 238-8718 | Jerry B. Patterson
 Body shop, Corvair parts supplier | Expert Corvair mechanic" KURT GAIDA, CLEARWATER, FL

"Hope the club can afford patches, decals, etc. in the near future and that membership grows by leaps and bounds. Amazing how each person has more than just one FC. Please forward me some extra applications; I need more to send out. The newsletters are so interesting - just too far apart. The technical info really comes in handy."

Editor's note: Ed found FIVE new members in Jan. and Feb.! ED GRIDLEY, FRANKLIN, IN

"I will support CORSA constitution amendments necessary to recognize specialty groups such as CORVANATICS. I feel that Ken Wilhite's suggestion to go 100% CORSA is wise. I really enjoyed your newsletter. Also, if you happen to see a nice "Brier or Corvan body in our area for a reasonable price, drop me a note. I'd like one, but everything in Minnesota is rusty." BOB JOHNSTON, MIDWEST DIV'N CORSA DIRECTOR, COON RAPIDS, MN

"Keep up the good work. I hope to contribute something for inclusion in CORVAN ANTICS sometime in the future. Would you please announce our Hoosier Auto Show on September 16,17,18? It is the biggest show in the Midwest. We've been a sponsoring club (Circle City Corvairs) for 2 years now and last September we had the largest number of any kind of car shown. 60 Corvairs and Forward Controls! We hope to have at least 100 for this coming September. We'd like to see more Forward Control models entered. About 50 kinds of autos are entered. There are acres of swap meet. The meet is sponsored by about 50 Midwest auto clubs. We always end the Concours with two laps of all cars around the famous 500-Mile Race Track. That's a thrill for any Corvair owner!"

TOM SILVEY, MCCORDSVILLE, IN

BODY

One of the paramount aims in the Corvaire 95 design program was to provide a compact, lightweight, vehicle capable of carrying economically a 1600-1900 pound payload. Another important aim was to maintain relatively equal and constant weight distribution for good vehicle ride and handling. To meet these goals, a body having an integral frame and provisions for forward controls and a rear-mounted engine was selected. With this arrangement, the body could be proportioned to satisfy the requirements of compactness and large capacity, and with the driver

forward and the engine at the rear, the requirement of relatively equal and constant weight distribution could be met. Lightweight, another requirement, is obtained through the body-frame integral construction which eliminates a great part of the weight of a separate frame. The selection of body-frame integral construction also affords other important advantages: the entire body shell is made stronger and more rigid since the structural material is more efficiently utilized, and interior capacity is increased since the load compartment floor can be positioned closer

to the ground.

Except for pickup models, the bodies are comprised (Fig. 7) of five basic sub-structures: the underbody, left and right hand side panels, front end, and roof panel. A rear cab structure is used on the pickups. These major assemblies are bolted and welded together with various other supporting members to form a complete body which has extremely high torsion and beaming strength. For example, the complete panel body has a torsional rigidity rate between the wheels of 7721 pound-feet per degree and a center beaming of .010 inch deflection per 1000 pounds. This compares with a torsional rate of 6976 pound-feet per degree and a center beaming rate of .016 inch deflection per 1000 pounds for a well-known import equipped with a similar body type.

The Underbody Assembly

The underbody assembly is shown in perspective in Figure 8. The forward end of the underbody, or driver compartment, is comprised of a slightly crowned floor panel and a seat riser flanked with wheelhouses.

The center area consists of a large longitudinally corrugated drop center load floor. This configuration affords several features which are basic to the overall Corvaire 95 concept. With the incorporation of doors or ramps in the body side structures, convenient side loading at low heights is provided, supplementing that at the rear. Also, since the largest load area is at the center of the vehicle, weight distribution between the front and rear wheels remains relatively unchanged when the vehicle is loaded, permitting the design of components which

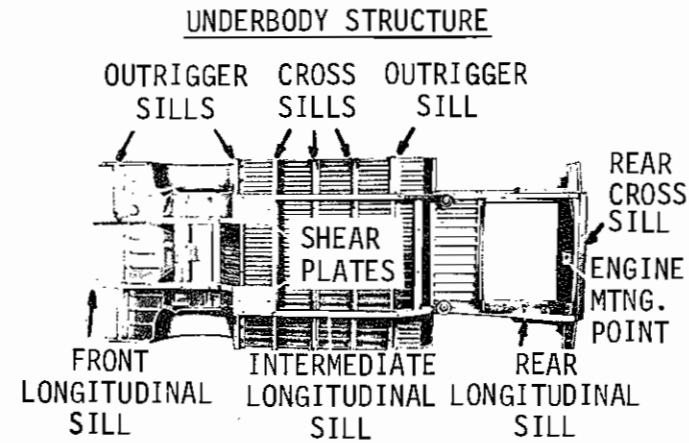


Figure 9

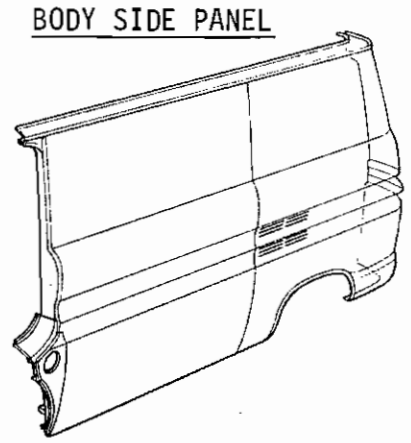


Figure 10

provide the best ride and handling characteristics.

The rear area is composed of a vertical wall and portions of the rear load floor. Provisions for mounting the power plant and rear suspension are also provided.

Torsional support is given the underbody structure (Fig. 9) with cross sills and outriggers of various section. Shear plates, welded to the full length underbody sills, are used to strengthen the underbody longitudinally.

For convenient vehicle jacking, left and right hand pads are provided on the foremost and rearmost outrigger sills. Provisions are also made on the sills for mounting chassis components. A total of seven mounting points are provided for the front and rear suspension,

transaxle, and engine assemblies.

Side Assemblies

The right and left hand side panel assemblies (Fig. 10) extend from the front door lock pillar to the rear of body. They are formed with integral rear quarter panels. Included in the assemblies are rear wheelhouses and an engine air induction system.

Side panels are reinforced with full-length welded-in vertical strainers and pillars, and rigidity is enhanced with the styling configurations of the outer lower panels (Fig. 11). The left hand upper body side panel is held rigid with a horizontal strainer and rubber friction pad assembly. An identical, but shorter right

hand assembly is used between the left hand side door hinge pillar and rearmost vertical strainer.

In the station wagon application, embossed inner panels are added to the left hand side panel, providing not only a finished interior appearance, but also contributing to the rigidity of the side panel structure. In addition, three glass windows are incorporated in the station wagon left hand side panel, two of the windows being of the roll-down type while the third, or rearmost, window is stationary. This is repeated on the right hand side, the two roll-down windows being part of the double side door structure.

In the areas where no side doors exist, the rocker sill is formed from inner and outer panels. Figure 12 shows a section through

MAJOR BODY SUB-ASSEMBLIES

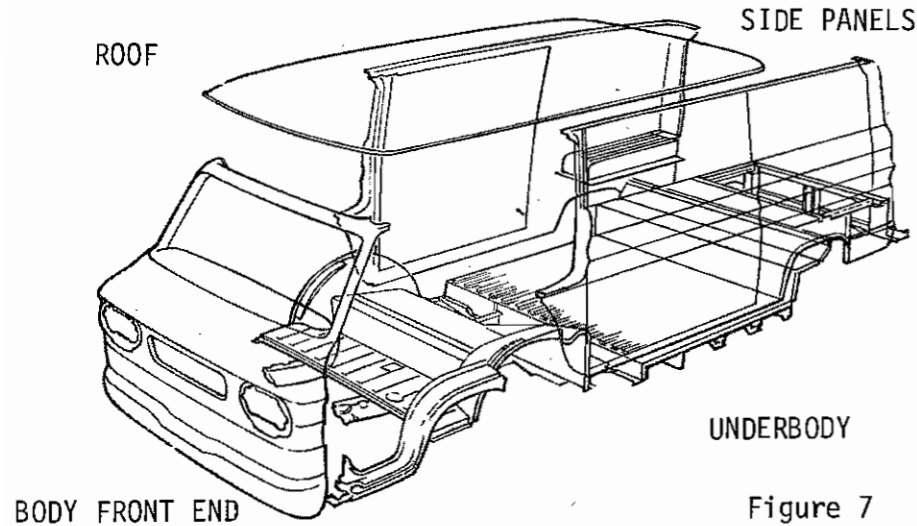


Figure 7

UNDERBODY ASSEMBLY

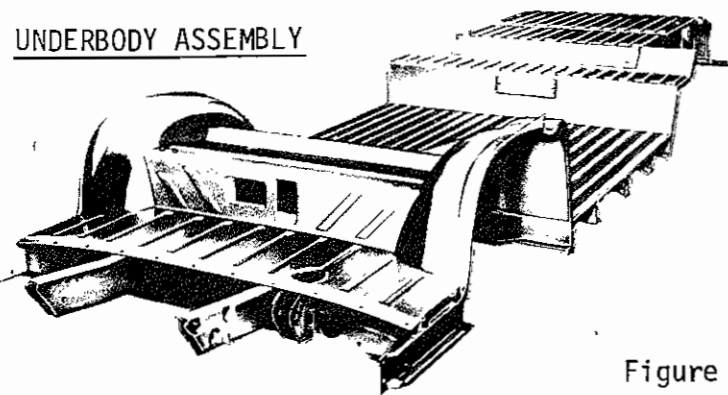


Figure 8

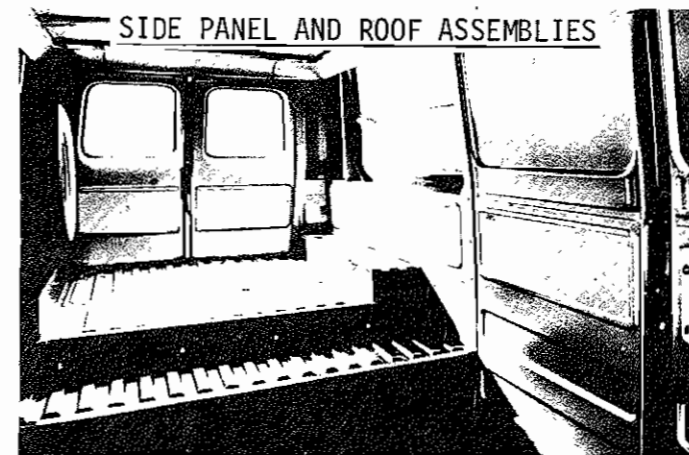


Figure 11

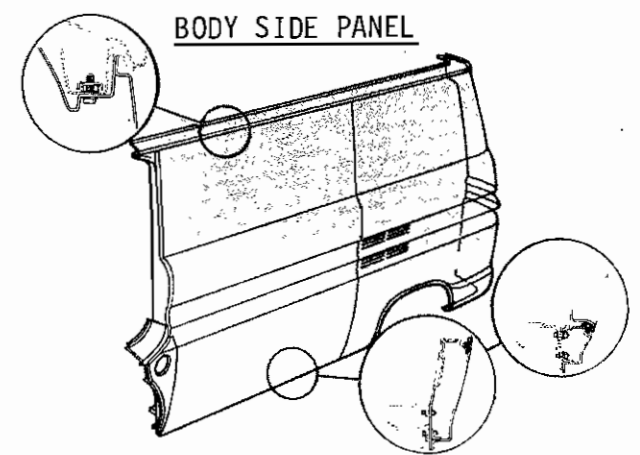


Figure 12

CORVAN ANTICS MEMBERSHIP ROSTER*

Name:	Address:	Unit(s)**:	Name:	Address:	Unit(s)**:
Alexander, Terry V.	1885 S. Michigan Way	CO 80219	Long, Russ	6798 North Maple	CA 93710
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Anderson, David N.	423 David Lane	OH 45040	Markey, Sgt. Gabby	PSC #1, Box 1462	WA 98742
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Bocier, Jerome A.	731 Alpine Avenue	CA 92010	McCullen, J. (Jack) F.	6420 Woodbine Avenue	CA 94521
Brack, Dave A.	767 Pelican Way	CA 92020	McIntosh, C. Vern	1814-B Wiltbrook Ct.	CA 94521
Bredan, Karl	33 E. Cleveland Street	MA 01301	McKee, Michael B.	23281 Rosewood	MI 48237
Brennan, Matty	1764 Camden Road	MA 01301	McKeown, Anthony F.	HSL-35, MS N. Island	CA 92713
Cami, Charles	511 West 2nd Street	IA 52247	McKee, Robert F.	Route #1, Box 134	VA 22103
Cassie, Alan G.	21 Winslow Road	PA 16301	Miller, Donald V.	2006 S. Hawthorne Road	NC 27103
Chittler, Maurice U.	3551 Carlisle Court	MA 01824	Miller, Cecil C. Jr.	Route #5, Box 332	PA 17022
Colin, Lyle D.	532 So. Boston Street	LA 70114	Murray, Frank H. Sr.	925 East 5th Avenue	CO 80501
Corbin, Mark	532 So. Boston Street	OH 44833	Murray, Thomas P.	32 Spring Street	NY 12508
Dawson, Michael R.	9022 Booth	MO 64134	Murphy, Thomas B.	90 Spring Street	PA 18055
Decker, Michael E. Jr.	3422 Veralta Drive	IA 50613	Murray, Frank H. Sr.	450 Willow Road	TX 48222
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Dexter, Harold G.	913 So. Mariposa Avenue	CA 90006	Newell, David	1481 Hamtek Lane	CA 92115
Dumwell, Howard LeRoy	N-7145, US #23	MI 48300	Niblett, M.A.	6354 Jeff Street	CA 92801
Dumwell, Len	16725 Las Palmas	CA 94245	Oertle, Thomas M.	920 North Hampton	MD 20601
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Ellis, Mark B.	5011 Anderson Pike	CA 02194	Peck, Charles	2494 Mississauga Road	OH 43025
Erin, James A.	145 Lywood Lane	TX 73717	Perry, Robert	1002 Jardin Court	ND 58016
Fertin, Dale R.	765 Rosewood Circle	PA 19087	Phist, Lloyd and Stella	9342 Gilbert Street	CA 92814
Fitzpatrick, Richard P.	5619 Burnfield	NY 13212	Provins, M. (Bill)	15251 Village Dr. #45	CA 92392
Fitzpatrick, Terry S.	4619 Burnfield	MD 48010	Rehling, Martin O.	3940 Willis Parkway	IN 46103
Fleener, Roger O.	564 Stevens Forest Rd	ND 58045	Rehling, William C.	1131 Shelby Street	OH 45226
Fleener, Roger O.	2280 Capehart Circle	CA 30560	Reynolds, Wayne E. Jr.	4503 Principio Avenue	OH 45226
Fleener, Roger O.	Route 1, Box 28A	IL 61102	Rice, Robert E.	Route 1, Box 137	MI 48247
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Garron, John B.	4223 Sanson Road	TX 77581	Roeschen, Walt G.	c/o H. Rahm, Lucon Rd.	PA 20904
Geraci, Jim L.	2607 Curpowder Lane	IN 46992	Sadek, Charles H.	15605 Pamela Drive	MD 20904
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Greig, William P.	3911 Pyka Drive	TX 75233	Stilvey, Thomas O.	Box 58	IN 46035
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Hall, Jim E.	RR #2, Box 158	IA 52908	Smith, Peter M.	3611 North Avers	NC 27104
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Jones, K. Mason	Box 457	GA 30060	Tirellia, Al	RD #2, Box 26	OH 45122
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Kellier, M. P.	9314 Livermots	TX 77055	White, Kenneth T. Jr.	3041 Luckie Street	CA 92717
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Kuzler, Dennis D.	1832 E. Cumberland	OH 45424	Wright, Ronald H.	205 N. Robinson, Box 22	OK 74112
Leece, James L.	2757 Cosner Drive	OH 45424	Young, K. (Ken) L.	205 N. Robinson, Box 22	UT 84003
Lienhard, Garry D.	4616 Birchfield	MI 48910		10837 Paso Robles Ave.	CA 91344
	P.O. Box 451	OR 97308			

* Current as of 3 March 1977. Expiration Dates Dec. '76 or Later. Pise. report discrepancies to Secy. - Treasurer.
 ** C=Corvan G=Greenbrier L=Loadside R=Rampside

this sill and illustrates how the entire side assembly is bolted to the underbody. Note the placement of the expanding type sealer. Also shown is the configuration of the rocker panel and its attachment to the underbody in the area of the side doors.

A section is also formed along the length of the side assembly to form a roof rail. The method for attaching this structure to the roof assembly is shown in the inset. Incidentally, the doors are assembled as part of the side assembly.

Front Assembly

Common to all models, the front end structure (Fig. 13) consists of an inner panel, toeboard, hinge pillars, and instrument panel attached to an outer panel assembly surmounted by windshield pillars and a windshield header panel. All components are welded together to form a very sturdy structure which contributes great-

ly to overall body rigidity. The header and pillar construction is shown in the insets.

A plenum chamber for the intake of fresh air is incorporated in the front end structure. Air is admitted through an elongated, louvered inlet located at the center of the outer panel. The forward location of the inlet permits air to enter the plenum with a ram effect which causes rapid discharge of air through the outlets. Left and right hand outlet doors are controlled in the conventional manner with pull-type knobs located on the instrument panel lower lip at the far left and right hand sides. The entire assembly is bolted and welded to the front underbody.

Roof Assembly

With the side assemblies and front assembly fastened to the underbody, the roof assembly (Fig. 14)

is added to complete the body structure. Because of its length and shallowness, extra-heavy gauge steel is used for the roof panel to prevent oil-canning. Added rigidity is afforded with six supporting roof bows which, before actual assembly of the roof panel, are slightly overcrowned so they butt tightly against the roof panel. Rubber friction pads are used between the roof bows and roof panel, and insulation from sound and temperature is afforded by cementing vinyl-coated trim pads to the roof panel.

A stamping shaped to form a roof rail and a drain gutter is welded to the outer panel. Weld and cage nuts inside the roof rail attach the roof to the rest of the body.

Integral with the roof panel in the areas over the front and rear doors are halo panels which when combined with similar panels integral with the body side panels and a bolt-on panel over the windshield give the effect of a continuous halo-type inner roof panel.

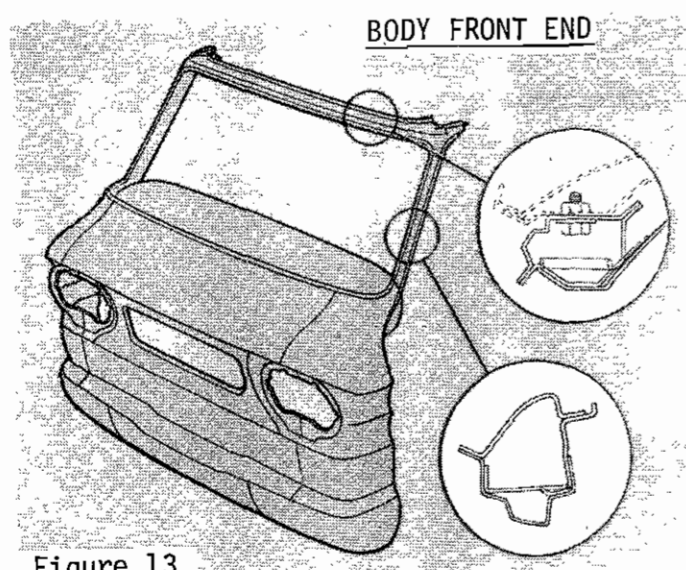


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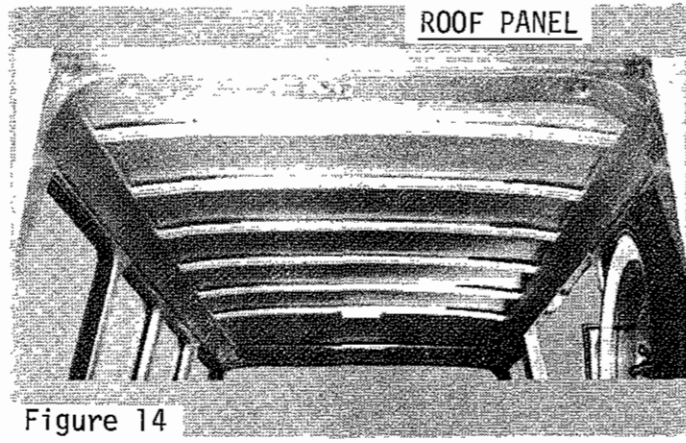


Figure 14

(Next edition: PART III - LOADSIDE AND RAMPSIDE BODIES)

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 Xerox copies of the entire report may be ordered (\$4.00) from S.A.E., 400 Commonwealth Drive, Warrendale, PA 15096.

FROM THE EDITOR'S DESK... We're delighted to report that Dave Anderson of Mason, Ohio, has agreed to do a cartoon, entitled "Gene Brier and his buddy "F.C." for our newsletter on a regular basis (both "95" heroes are invisible this time). Dave is editor of the Corvair Club of Cincinnati's newsletter **NEGATIVE CAMBER**, besides being its vice-president and an active Corvanatic. We're sure you agree that these creations can add a finishing touch to our publication; a little humor goes a long way.

Let's part this time on a note of caution: Only sending your dues when they're due Keeps getting you the news when it's new!

CLASSIFIED... Free to members; non-members: \$3-/5-line ad. Comm'l rates upon request.

FOR SALE: '64 GREENBRIER, 3-spd., 5 good tires, '61 engine, from Arizona - no rust. \$300-. Peggie Parkent, P.O.Box 266, Stewartstown, PA or call 717-993-2122.

FOR SALE: N.O.S. GASOLINE HEATER PARTS, almost all, incl. exhaust pipes, for F.C. & car. Must send SASE for list and prices.

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Gene Brier
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HAPPINESS IS A '65 GREENBRIER WITH AIR... AND A GAS HEATER.

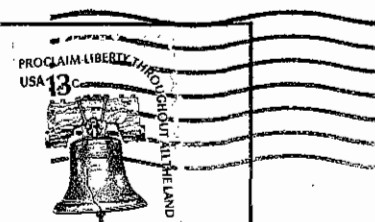
CORVAN ANTICS
Nico H. DeJong, editor
3422 Veralta Drive
Cedar Falls, IA 50613



CORVANATICS*

Formed in 1972
by and for those who still appreciate the Corvair Automobile,
particularly the Corvair "95" Series pickups, vans and wagons.

* a branch of the Corvair Society of America (CORSAs), Inc.



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