Larry Blais' hybrid Corvair sports extra pair of wheels.
PRESIDENT'S CORNER by Cecil Miller...

CORVANATICS' effort in 1978 will be to serve you and maintain your interest. With a new look and CORVANATICS' future, as a chapter of CORSA, we feel the Chapter Plan can supply the best protection and service to the membership, as opposed to a satellite club apart from CORSA.

Over the past four years, CORVANATICS has drawn 95% of its members from CORSA - so we feel that both of us will gain from this united bond.

Our efforts to realign officer and staff positions to best serve you are not enough - we need more help from you, the membership, who has a little time for his club and a talent the club needs. A good example is Dave Anderson, our cartoonist. He has a talent such as noted in his "95", and he came forward to make a significant contribution to our newsletter. We would like CORVANATICS to grow to be a club you want, but it will not unless you are willing to help in that effort.

I have appointed Ed Gridley of Franklin, Indiana, as our National Convention Committee Chairman. Ed is coordinating activities for our chapter and more on this will be printed in the Spring edition of CORVANATICS.

Wife Pat and I plan to be in San Diego for the National Convention and we hope you are making plans along that line also.

JERRY BLAIS' HYBRID CORVAIR (FRONT COVER).

For story on Jerry's impressive-looking tandem-axle V-8 Greenbrier - see page 26.

This is the second time Jerry is appearing in this quarterly. He was one of the contestants in the concours at the 1975 CORSA Convention in Seattle and a photo of the Blais clan and "Brier" entry was on page 21 of the Fall '75 CORVAN ANTICS.
This is my first chance to greet most of you in the new year - so I would like to thank all of you who wrote, for your correspondence and letters of encouragement. I always try to answer as soon as possible, but with a full-time job and three (3) "volunteer" jobs (all involving Corvairs), I occasionally just run out of spare time.

We are extremely pleased to be able now to offer you club stationery and window decals. A sample of our stationery is enclosed and we hope you like it. Sheets are $0.05 each and envelopes $0.05 each. Window decals (a 3-inch replica of logo design) are for inside applique and are $1 each.

Membership applications printed on our new stationery are now being processed and should be available in a couple of weeks. We hope to have jacket patches and membership cards available as soon as the budget will allow.

In the interest of economics, statements will not be sent when membership fees are due. Please note the date beside your name on your C.A. label. Your membership expires on the last day of that month end year. If your dues have already expired, I would appreciate a check or money order.

We'd like to welcome the following "95" enthusiasts to our group:

Russell Anderson, TX
John Bennett, Cincinnati, OH
Steven Bilycia, Santa Clara, CA
Larry Blais, Independence, OR
Ronald Brandon, Metairie, LA
Wesley Bridgle, Winston-Salem, NC
Barry Burkman, Spring Valley, IL
Angus Campbell, Simi Valley, CA
Jack Chrome, Phoenix, AZ
Harold Conrad, Winston-Salem, NC
Michael Dalton, Farmingville, NY
Charles Doerge, Jackson, NJ
Robert Ehrenreich, Sheboygan, WI
Herbert Fick, Luverne, MN
John Heeren, Roscoe, CA
Edwin Hoke, Edina, MN
Howard Hoxie, Sterling, CO
Curtis Kimball, Sterling, CO

We have '61 and '63 Greenbriers which are used for business, and one '61 Rampside pickup, in addition to eight Corvair cars. Soon, it's time for all wind up in our shop for rebuilding Corvairs with some 1500 new and used parts in stock.

Servicing audio-visual tape projects and TV tapes is our business and we live three miles from Shasta Dam, California, in beautiful surroundings with plenty of fishing, boating and many types of summer activity. We've also been a pilot and flying for thirty years, but now mostly involved in Corvairs, book collection, fishing and photography hobbies. I'll soon be busy preparing an end-of-the-year financial report and because all receipts and expenditures are not in this edition's treasury balance is not available. A complete financial report will be printed in the spring edition of C.A.

RETIR ED-PILOT'S WORKHORSE-ON-WHEELS by Kurt Gaida...

Our Greenbrier has turned over well with 1050 miles. Not 100 easy miles, as our Buicks do, but hard-driven, overloaded, and on roads that defy description. For we are old-line campers and prefer to go where the crowd is NOT! Which is very hard today, but even here in Florida there is the other Florida that is hardly known, as is South Carolina, North Carolina and the way to Northern Wisconsin and Upper Michigan - that's where we go, mostly, every year. I'm retired, 74 years old, or rather young, have my second pacemaker, will have third in about three months with a five-year money-back guarantee!

I have over 1500 well-paid hours in the air, and owned 14 airplanes, including an AT-6; instrument courses, advanced acrobatics, etc.; gave aviation ground school for five years during the war years. That is where I learned about power plants and air-cooled engines; that's how I got to love those Corvairs.

We're keeping the '63 Greenbrier as our camping vehicle; as you can see from the picture we carry a 14-foot LongStar aluminum frame on a West Bound roller on top, and a Apache Chief which loaded, weighed over 1000 pounds. Two outboard motors, also a extra Coleman tent, a 16x4 ft. heavy-duty awning, a 12x6 foot awning, a 12x6 foot cooking bag, air mattresses, fishing gear of all kinds and swim gear, clothing and shoes for all climates, including winter underwear (we Floridians are especially susceptible to colds and freeze anywhere if the temperature drops below sixty degrees!), medicines, books and magazines, medications and pest controls, sun oils, three Coleman stoves and stand, two portable tables, camera and gear, binoculars, saws, axes, two heavy tool chests, soft drinks and 10-15 cases of beer (don't tell anybody) plus two cans of hard liquor for various types of snake bites; they don't all go for the same kind! Two enormous ice boxes, filled to the rim and then the staples. What I forgot to mention would perhaps fill the average station wagon. We had the train weighed at a Florida State weighing station: 6640 pounds!

Now here in Florida a load like that does not present a problem because the roads here mostly like the land - flat. We are living at an elevation of 50 feet and Florida's highest point is less than 500 feet above sea level.

Why do we load so much? First, because we do go on long trips, and second, because the vehicle tends itself eagerly to overloading; it is so roomy.

Compare it with the largest station wagon! It turns on a dime and can be turned on almost any forest road or spur. My Buick Electra needs six lanes to...
CORVANICS MEMBERSHIP ROSTER (CONT'D)*

- Stephenson, Edward J. Black Rock Road, RD #2 Co 11 egevi 11 e PA 19426 63G
- Tirella, Al General Delivery High Falls NY 12440 63G, 63R
- Tetzloff, Rev. R. Route 2 Clear Lake MN 55319
- Thomas, Larry W. Box 4 Goshen OH 45122 61L
- Sutherland, Dave E. 5003 University Avenue Cedar Falls IA 50613 63R
- Strong, Jim W. 6618 Oliver Ave., South Minneapolis MN 55423 63R
- Wilford, Charles D. 65 Faul Drive San Rafael CA 94903 62R
- Wells, George E. 3041 Luckie Street Columbus GA 31903 63G
- Ulrich, David A. 18412 Alimos Street Northridge CA 90236 62L
- Wi lliams, Rob 535 Foam Street New Monterey CA 93940 63C
- Young, Ken

* Paid-up at least till 1 Sept.'77. ** C=Corvan, G=Greenbrier, L=Loadside, R=Rampside.

CORVANICS - 24 - 1977

Workhorse... (cont'd from page 21):

- turn! We acquired the '63 Greenbrier in '66 when it was almost three years old and had 29000 miles on it. We drove it over 71000 miles since.

- It came equipped as a camper - homebuilt with screens and curtains and a foam rubber bed that converts into a dinette. We bought it thinking we could sleep in it at rest stops or one person could sleep, while the other kept on driving on long trips. We slept in it all right once, when we got lost on back roads in the Withlacoochee State Forest, after hitting a three-foot hole and getting rear springs sagging - no surprise at all. I don't think our Greenbrier would carry that load - or something else. Will probably have a rear axle seal leak when we get it out. That hitch is a good thing to have.

- I had a complete set of instruments installed on the dash: cylinder temperature, oil pressure, oil temperature, vacuum gauge, etc. Costs a lot of money, but as an old pilot who knows air-cooled engines, I wouldn't want to be without them. We always have an oil temperature and oil pressure gauge, front- and two hitches; one also front-mounted to push our camper in tight spots or pull it out. These gauges are a good thing for a driver who always keeps the camper.

- The vehicle has never let us down and we get between 18 miles per gallon (vehicle and camper), and that's with this load. Have we had problems with this Greenbrier? Oh, yes. The engine is untouched and has been changed regularly. I use straight-wire ignition cables (how's your radio reception interference? - editor). Oil leaks are a constant nuisance but with a '63 Greenbrier you can help hope they don't happen. I haven't had much trouble with belts, except that mechanics have a tendency to overtighten them and that ruins the belt as well as the generator sometimes. An automatic belt tighter would be the answer. We ruined one rear axle bearing several times lately with a heavy load; very costly. These bearings cost then about ten years ago, $29.95 plus labor. Later at home we replaced the sealant, and now I have, among others perhaps, a rear engine seal leak. I have the seal, and it will be replaced. The PC valve return leaks and the carry-over of oil can be seen in the airfilter of the right carburetor. Maybe an improved engine baffle to permit a faster return of oil to the crankcase will solve that problem. We will rejuvenate it as much as our finances permit, to keep it running. There is another camping season coming and we hate to use the Buick to go into the woods.

KURT

BACKFIRE by Readers...

- "Are approved furnished 8x11-inch ad inserts free? That's a good idea, if you ask me." LON WALL
- "10-4, lon. "Approved" refers to content and space availability. - 13¢ postage (and that's not the cost of your page) for a 4-page newsletter. We'd need 200 copies. Can't wait till patches and decals are available. EDIBLE decals are here. Patches will be as soon as our treasury permits. I like the newsletter. CHARLES NANCE
- "I enjoyed all CORVANICS back issues I had ordered. Thank you very much." NORMAN YEE, DDS
- "Super Truck photos enclosed. Am planning some new axle conversion." LON WALL
- "Can't wait till patches and decals are available. EDIBLE decals are here. Patches will be as soon as our treasury permits. I like the newsletter. CHARLES NANCE
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"He's wheeling with new van innovation"

By JERRY SASS

Staff Writer, The Statesman

Larry Blais has a great set of wheels. Not only that, there are six wheels in the set.

He has made an unusual vehicle out of two old Corvair vans that he bought for about $10.

Basically, he cut the rear end off one van, put it on the other side, added a carpeting, small 4-v engine, an extra rear axle, and a lot of work.

Blais works now for Sassa Academy transportation garage. He plans to sell the van and donate money to a fund to help with the weight of a new garage. He plans to sell the van and donate money to a fund to help with the weight of a new garage.

For instance, he had some trouble getting the paint job right. "There's about 18 gallons of paint on this thing now," he said.

Blais said he may offer a set of plans for sale now that he has nearly perfected the operation. Interested people could purchase a manual that would outline each step of the process.

Larry Blais did it, he's done, and he's done it in a way that will serve in this demanding but very rewarding job. My successor will have the opportunity to be a part of our society and of our community.

Speaking of resigning, I too am stepping down. Almost four years ago, I accepted the editorship -- on a "temporary basis" -- from me who was Mr. CORSA and not Mr. CORSA, and I feel it would only be appropriate for the CORSA board of directors to award the many contributions he made by voting him as an honorary member of our society.

I wish there were some way in which our society could continue to benefit from his qualities and experience. Through the years he served, he had earned himself the reputation of a man who put all of his heart, enthusiasm, skills and probably many of his resources into CORSA. Someone said recently that he was almost Mr. CORSA but to me he was Mr. CORSA, and I feel it would only be appropriate for the CORSA board of directors to award the many contributions he made by voting him as an honorary member of our society.

He's wheeling with new van innovation

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CORNELL ANTICS
- 26 -
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CORVAN ANTICS
Nico H. DeJong, editor
3422 Veralta Drive
Cedar Falls, IA 50613

CORSAA CONVENTION
San Diego, July 20-23

CORVANANTICS* - THE FORWARD-CONTROL CORVAIR PEOPLE

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

* a chapter of the Corvair Society of America (CORSA), Inc.