



CORVAN ANTICS

VOLUME 18

NUMBER 5

SEPT & OCT 1990



RAMP/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

Illustration: Chevrolet Motor Division

SPECIAL 30TH ANNIVERSARY ISSUE!



CORVAIR 95'S, LIKE THE GREENBRIERS, FOUND GREATER ACCEPTANCE IN PRIVATE USE. THE SMOOTH RIDE AND EASY HANDLING MADE THEM IDEAL FOR FAMILY CAMPING.

CORVAN ANTICS

The official Bi-monthly publication of CORVANATICS,
a chartered chapter of CORSA. Established Sept. 1972.

Membership 300

Stories, articles, photos or anything of interest to CORVANATICS members may be submitted to the Editor. Deadline is the FIRST of each ODD numbered month.

Membership in CORVANATICS is open to any CORSA member with an interest in Forward Control Corvairs. Annual dues are \$6 (US) and should be sent to Caroline Silvey.

PLEASE SEND YOUR DUES AND CHANGES OF ADDRESS TO CAROLINE SILVEY AS SOON AS POSSIBLE. ADDRESS LISTED BELOW. SENDING TO ANY OTHER ADDRESS WILL SLOW DOWN YOUR RENEWAL AND POSSIBLY CAUSE YOU TO MISS AN ISSUE!!!

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On The Cover

One of the original GM photos accompanying our special 30th Anniversary Issue. Dave Newell has assembled a great article - enjoy it!

Club Boutique

CORVANATICS MERCHANDISE AVAILABLE THROUGH CAROLINE SILVEY

Window decals - \$1 each. Jacket patches - \$2.15 each. Club stationary & envelopes - 5¢ each. Back issues of CORVAN ANTICS: All volumes up to and including vol.2 #3 are 60¢ each. (9 issues) Vol.2 #4 through current issue are \$1 each. Complete set up to volume 17 #1 for only \$75 (a bargain!)

FC paint mfg. codes, paint combinations, prices and options (21pp.) \$4.50

FC Classified

FOR SALE: 1964 Rampside, 140HP, 4-speed, restored, runs and looks great. Moving, must sell, asking \$4000. (313)286-3215.

From The Editor's Glovebox



This issue commemorates a very special event: the 30th Anniversary of the introduction of the Forward Control Corvair line. To do it up in style we have an outstanding feature article by our Historian, Dave Newell. As you read through Dave's writings, glance over the rare factory brochures we have reprinted and marvel at the photos of GM's styling and development, take a moment and reflect on what these great little trucks have meant for you and all of us. All of the countless billions (127,000 FC's x a conservative 100,000 miles each equals 12.7 billion miles!) of miles of reliable service, frustration, fun and good times, businesses that grew because of their Corvair trucks, family camping trips, tons upon tons of cargo that was hauled - you get the idea. Each and every FC has it's own story and each and every one of the half-million people who have owned an FC have their own stories. Makes you kind of wonder how many people's lives would have been changed if GM hadn't made their decision to produce the new truck line that would change trucks forever. I know of at least 300 of us that would have been affected!

Also in this extra-size issue we have a brief report from our annual meeting in Anaheim, and, of course, some great tech stuff.

You may have noticed a missing column this time, the column that normally fills this first page. Let me give you a brief rundown of the chronology of events that occur from the time the deadline for each issue arrives until you receive your issue in the mail:

<u>TIME INVOLVED</u>	<u>USE OF TIME TO PRODUCE ISSUE</u>
7-10 days minimum	A week or so of evenings and a full weekend day (if I'm not up to my elbows in another car project or at a Club event) to type and layout and pasteup newsletter.
5-7 days	Time newsletter is at printer
10 days	Take newsletter to Post Office and shipping time to Caroline Silvey in Indiana.
How long, Caroline?	Long, time-consuming job of folding, stapling, attaching address labels and stamping 300 newsletters. Thanks SO MUCH Caroline, you're a life saver!!!
3-7 days	Mail newsletters and wait until Post Office hopefully gets issue to you.

As you can see, a minimum of 5-6 weeks is involved in the production of your CORVAN ANTICS each time it shows up in your mailbox. -39-

With the deadline clearly stated on the title page of the 1st of each odd numbered month, if everything arrives by the deadline, you will receive your issue with about two weeks until the end of the cover date. However, when weeks go by after the deadline, and critical material has still not arrived... you get the idea. Don't blame the Editor when your issue is late! I hope this explanation satisfies the member who wrote to me complaining about his newsletter "always being late!".

We, as always, need material! Feature articles, photos, reports on local FC activity, anything relating to FC's would make great reading for our members. You don't have to be a great writer, either. Just jot down your thoughts and we'll take it from there.

What have I been doing, FC-wise? The usual stuff: a trip to the Tri-state Meet up in Durango, Colorado, a week-long camping trip up to the mountains, hauling wood and concrete and fertilizer, an alternator conversion, just typical FC stuff.

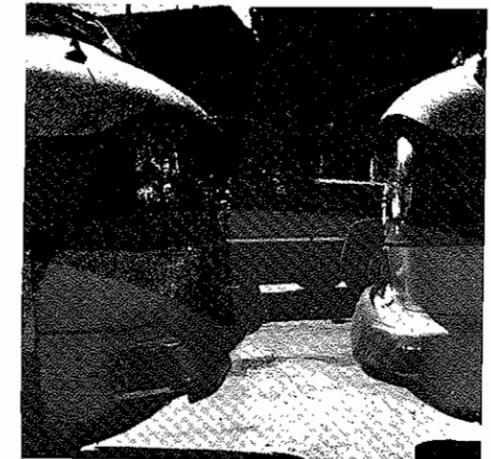
Hope you enjoy this special issue! Keep on enjoying those Corvair trucks! Can we hope for another 30 years?

Ken Krol

FC Classified Ads

FOR SALE: 1963 late 4-speed Greenbrier. Rebuilt 102 - 3.55 diff. \$1200. Parts: repro FC air intake scoops \$49.95. FC rear wheel bearings rebuilt \$75. Add 10% shipping. Wanted: FC auto shift cable, NOS or good used. Stan Light, P.O. Box 13, Ellen-ton, FL 34222. (813)746-0478.

The Corvair Junkyard Primer. Every known part #, casting# and other part identification clues to make your parts search easier - all contained in a handy, pocket-sized booklet. Order yours now from Larry Scrivener, 1655 Fuerte Hills Drive, El Cajon, CA 92020. (619)440-4184.



"ARE YOU A BOY RAMPSIDE OR GIRL RAMPSIDE?" Caught these two talking to each other one night... (Photo and comments by Marsh H.)

HAPPY 30TH!



Chevy's "Totally New Trucks"...

Thirty Years Later

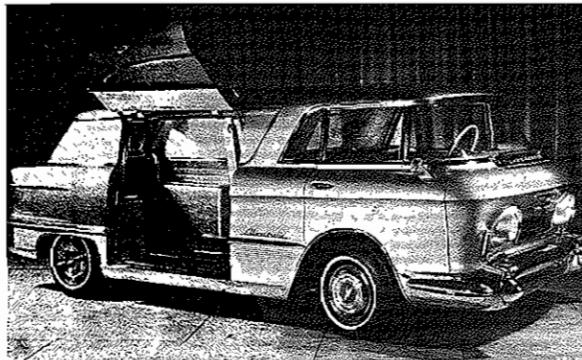
By Dave Newell

Ever wish you could have bought one new? Some of us did. October 7th, 1960 marked the date on which you could officially indulge. If you were only eight years old, about all you could do was get high on that new truck smell, bounce the hell out of that full-foam cushioned seat and realize that those Corvair trucks were something special. At least I did. And hope I could pilot one someday, instead of playing Greyhound bus driver behind the wheel.

Looking back after thirty years, it's harder for me to bounce at will. Instead my head hits the roof on big bumps courtesy of the famous FC pitch. But when they were new, what effect did these radical Chevis have on trucks in general? Were they more than just an ill-fated design exercise? Let's take a look back.

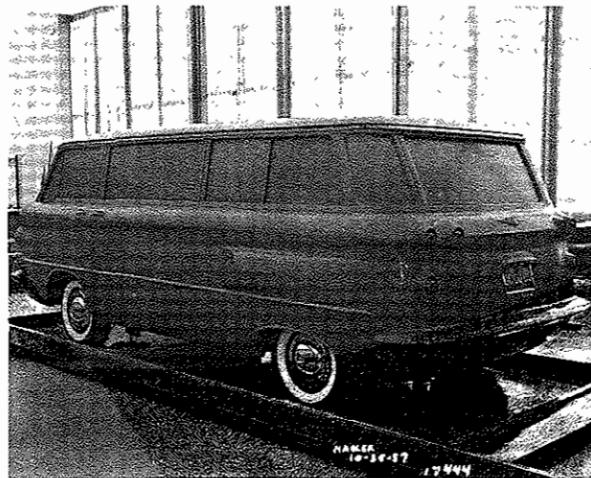
Today, over half of Chrysler Corporation's production consists of minivans. Volkswagen may have opened this market here in the 1950's, but the Greenbrier popularized the van-type station wagon. Made it much more mainstream and acceptable. What gave it the edge?

The Corvair 95 truck versions - Corvan, Rampside and Loadside - were but three entries in Chevy's 189 model "Sturdi-bilt" lineup for 1961. Fleet users and buyers conditioned to conventional trucks looked at them skeptically and didn't buy many. Today the small pickup market continues to boom, but with mini-trucks from the traditional mold. What went wrong?



FORERUNNER OF THE CORVAN, GMC L'UNIVERSELLE HINTED AT CORVAIR 95 STYLING AND LOW FLOOR

The Greenbrier concept at GM's Styling Staff was born in the GMC L'Universelle created for the 1955 Motorama shows. Yes, this highly chromed show truck was front wheel drive. But the package - a car-like, stylish forward-control van with low loading floor height - is what's important here. The legendary Harley Earl, still in charge at Styling in 1957 when our trucks were born, was fascinated with the idea and pushed it.



ORIGINAL CONCEPT OF THE GREENBRIER WAS MORE CAR-LIKE THAN THE PRODUCTION VERSION. NOTE CAR-TYPE BUMPER, REAR-HINGED SIDE DOOR AND WRAPAROUND CORNER WINDOWS ON THIS CLAY MODEL, IN GM STYLING'S ADVANCE ONE STUDIO, 10-25-57. NED NICKLES WAS IN CHARGE.

The original sketches and clay models done in Ned Nickle's studio at Styling, of what was then referred to as the Holden Suburban, were much more car-like than the production versions we know. Developed alongside the Holden sedan, it was lower in profile and used Holden car lights and bumpers. More of a station-sedan version it was the only wagon initially planned. Not until Nickle's work was transferred to the Chevrolet Truck Studio were commercial versions designed, and the concept then took on more truck characteristics.

With this in mind, and the unavoidable use of what were basically car chassis components, it's not surprising that the FC package was more successful as a passenger car than a truck. Sales figures bear this out. Greenbriers were also marketed and registered as station wagons, while the 95's were sold as trucks.

When put head-to-head with an early Ford Econoline, (Ford's VW killer, also introduced in October '60) an FC acts much more like a car. It's quieter, smoother riding, far more roadable and best of all, fun to drive. And lest we bemoan our overworked 80-horsepowered trucks lack of "go" today, a VW Bus climbing a hill is nearly stationary by comparison.

Greenbriers and camper-equipped Corvans and pickups found a healthy niche with sportsmen, camping enthusiasts and vagabonds in general. Despite all the Corvair maladies (what oil leaks?), FC's helped change America's image of a truck camper from that of a crude aluminum topper aboard a hard riding work truck (complete with unshaven outdoorsmen and even smellier fish) to a vision of a comfortable cruiser the whole family could enjoy.

But just because 'Briers and 95's behaved like cars and were a ball to drive didn't necessarily make them successful as trucks. Their unique layout and relative high quality were expensive, not only to design and build but also to buy. Their low floor, superior traction, air cooling, near perfect balance, etc could be appreciated and rationalized (versus their cost) by small fleets and owner-operators. Those who had hands-on contact with the trucks (again the car charisma surfaced). Most of these operators could only use a few 95's at a time, delivering diapers, exterminating pests, repairing TVs, etc.

Ed Cole personally toured the country before Corvair trucks were publicly introduced, trying to sell the large fleet buyers on the upcoming new models. Their commercial success relied heavily on sizable orders from the likes of A, T & T, Bell Telephone and utility companies nationwide. All of these companies were eagerly seeking an improved vehicle to replace their traditional pickup cab/utility box service trucks, in which workmen could be out of the weather. So far, VW's just hadn't been up to their standards.

Trial orders were placed for both Corvair 95's and Econolines, but it wasn't long before the tinny Ford affair got their nod. Not that fleet users were impressed with the Ford's obviously cheap, crackerbox construction. But in both in initial cost and operating cost there just wasn't any comparison. At least not in businesses where a one mile-per-gallon savings per year can amount to many thousands of dollars.

Downtime, or the amount of time the Corvair 95's spent off-the-job and in the shop was, according to one phone company official, the worst in Ma Bell's history. And servicing the Econoline was easier, cheaper and didn't confuse the mechanics. Despite all this, additional Corvair orders did follow, but not enough to save the day.

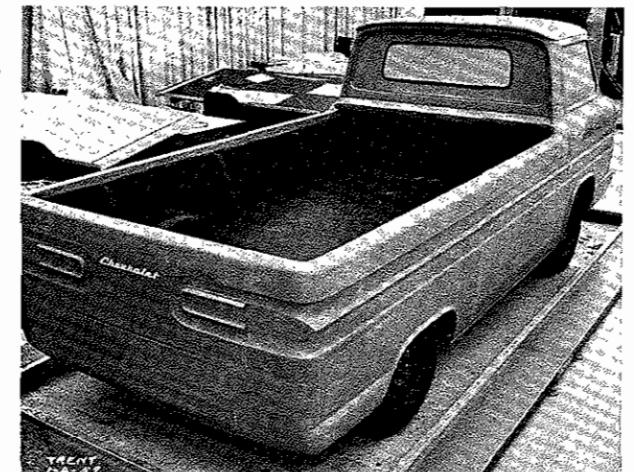
During Chevrolet's development of the 95's, cost had plagued the project from the beginning. Early prototypes featured more sophis-

ticated control likages (even a hydraulic clutch!), drop-down side storage doors on Loadside, a larger ("panoramic") rear window option for the pickups, better dust sealing and other neat features... all axed to bring down the cost.

Throughout the 95's lifespan, Chevy took every opportunity to take the cost out of the trucks and make them more price competitive. Even to the extent of removing standard features starting with the 1963s. Rear grilles were deleted from standard models, rear door windows made optional on Corvans and glove box doors removed. The doors were hastily reinstated when complaints poured in from dealers that assembly workers had goofed, or that thieves had vandalized their Corvair 95's!

Improvements did find their way into production, partly due to regular Corvair car development. The '64 95's and Greenbriers with 164 cu. in. engines were finally reliable and gutsy trucks and could turn in miles of hard service. But the changes came too late. El Caminos, small Chevy Step-Van 7's (small four- or six-cylinder seven foot step-van, very small for a step-van) and conventional Chevy panels and Suburbans were all eating away at 95 sales.

It's not surprising to see how the FC's fared better as cars than truck's as we've seen, much to the chagrin of the Chevy Sales Department. Just the opposite took place with the Econoline, and their "Station Bus" model never caught on until later years. Neither the small Ford pickups or later Dodge A100 pickups went much farther in the marketplace than our Rampside and Loadside. It just wasn't socially acceptable in the early 1960's to use a pickup as one would a car.



THE LOADSIDE PICKUP TAKING SHAPE IN THE CHEVROLET TRUCK STUDIO AT GM STYLING. (1-2-59)

Now it probably sounds like I've been too hard on our favorite trucks. I assure you I am just as enthusiastic about their virtues as any CORSA member alive. The enthusiasm

felt by Chevrolet's advertising department, in terms of dollars for the Corvair truck line, wasn't quite as strong. Especially after it became obvious that the models were in deep sales trouble.

The 1962 and 1963 season each saw a different campaign, designed to emphasize toughness and reliability. Elephants walked the rampgate in '62. Corvans were dropped ten feet onto the pavement from magnetic cranes and driven off unscathed. The following year, dealers were urged to "Prove Corvair 95 Quality" and to demonstrate all the myriad ways in which 95's had been "improved". It was a weak effort that got little participation or enthusiasm from dealers who were largely burned out trying to promote Corvair trucks against the Econoline. There was a slight rally in Corvan sales for '64 but it was too late.

While those under-budgeted campaigns were running their course, Chevy's Falconesque Econoline beater was being designed. Hurried into production, the Chevy Van greedily borrowed the '64 Corvan instrument cluster, glovebox door and other hardware.

Since the passenger-toting Sportvan version couldn't come on line until January 1965, the Greenbrier was allowed to bow out slowly as a '65 model until December 1964, after only 1,528 units were built.

Enthusiasts today who cherish and covet Greenbriers and 95's are a breed curiously similar to buyers who were delighted with their trucks when they were new. Intelligent, free-thinking individuals who took to the outdoors in their Greenbriers or found creative, novel uses for Corvair trucks to promote their businesses and attract attention. It's fitting that the same kind of enthusiasm keeps us united under the CORVANATICS banner.

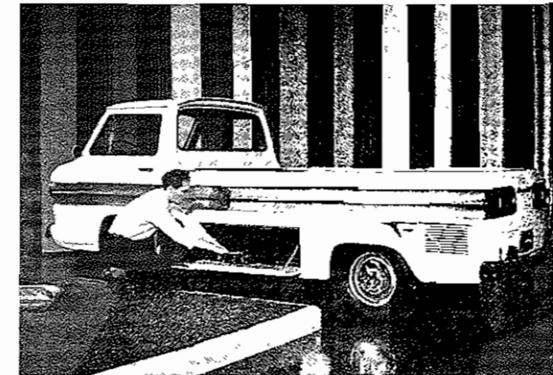
In retrospect, for such a radically different vehicle, Chevrolet did a remarkable job to design, build and merchandise as many as they did. To give us perhaps the brightest and most imaginative American truck ever built. For that we have to thank Ed Cole and especially Harley Earl for his confidence in the concept and ability to sell a new project. Three totally new trucks and the Greenbrier Sports Wagon. Now that was product innovation!



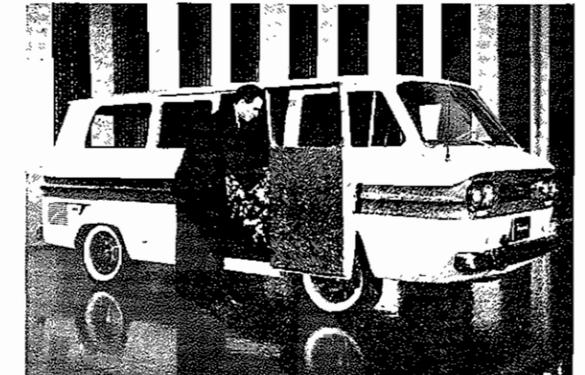
FIBERGLASS PROTOTYPES. NOTE LOWER LOCATION OF COOLING LOUVRES. ONE HALF IS A GREENBRIER AND THE OTHER HALF IS...



...A CORVAN. NOTE ONE PIECE LIFT TYPE REAR GATE WITH FULL-WIDTH WINDOW. ALSO WHITEWALL TIRES ON 'BRIER SIDE AND BLACKWALLS AND SMALL HUBCAPS ON TRUCK.



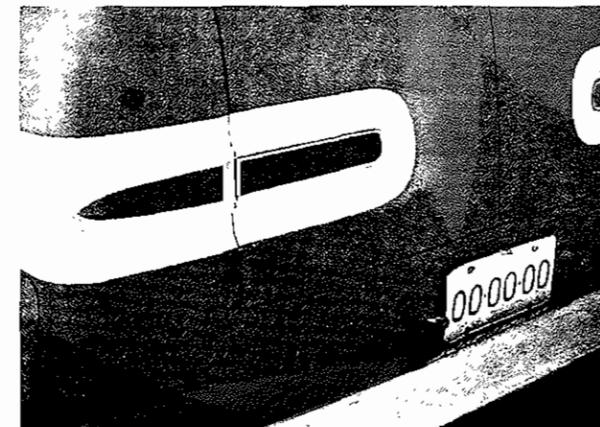
PICKUP IS A TRUE LOADSIDE WITH A FULL LENGTH FLAT FLOOR AND OPTIONAL PANORAMIC REAR WINDOW.



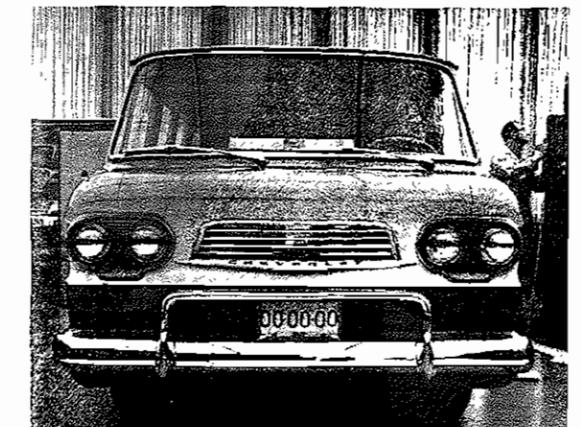
GREENBRIER PROTOTYPE IN ACTION, OBVIOUSLY RETURNING FROM A SPIN UP TO THE FLORIST SHOP. NOTE MAN'S SUIT!!! KITSCH!



PRODUCTION CORVAN WAS POPULAR WITH OWNER-OPERATORS OR SMALL, SPECIALIZED FLEETS. THIS 1961 MODEL IS SHOWN AT A TV SALES AND REPAIR CONVENTION, DISPLAYED BY A LOCAL CHEVROLET ZONE OFFICE.



FIBERGLASS MODEL CLOSE-UP SHOWS EARLY PLAN FOR THE TAILLIGHT HOUSING. LOW-DOWN COOLING LOUVRES HAVE BEEN COVERED OVER.



PROPOSAL FOR 1962 FACE-LIFT IN CHEVY TRUCK STUDIO SHOWS THEY DID US A FAVOR BY NOT ADOPTING THIS GRILLE. FLOW - THROUGH VENTILATION WAS REAL!

All original GM photos supplied by Dave Newell

CHEVROLET TRUCK COMPETITIVE FACTS



CONFIDENTIAL
For Chevrolet Salesmen Only

Feature-by-Feature Appraisal of FORD ECONOLINE MODELS

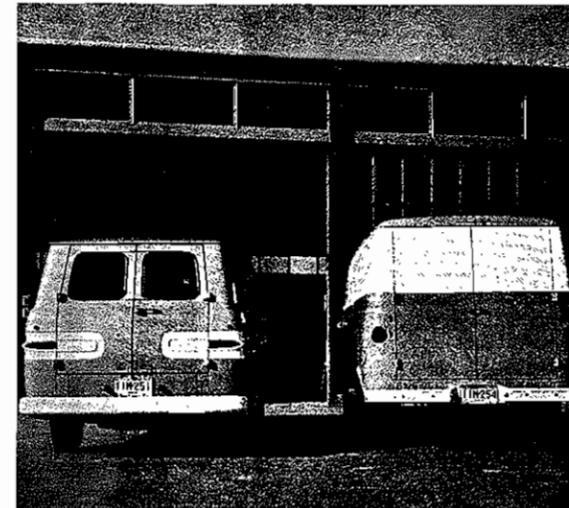
*Here's evidence of Chevrolet advantages
in Quality, Value and Working Ability*

Here are the facts you need to build sales in the 1/2-ton truck field. Facts which show, for example, that the new Chevrolet Corvair 95's are far ahead of the Ford Econoline models when measured in terms of quality construction, efficient design and downright working ability.

As disclosed by comparison, Corvair 95 advantages are quickly apparent; advantages such as Corvair 95's air-cooled rear engine that never requires antifreeze or radiator repairs; Corvair 95's nearly constant 50-50 weight distribution, empty or loaded; the independent front suspension at all 4 wheels for easier handling and a smoother ride;

the full-width front seat (standard on pickups, optional on Corvans); the dual headlights; the optional left-side loading doors for the Corvan to make load space more accessible; the metal door checks which are standard on all doors; the optional 4-speed or automatic transmissions for wide range versatility.

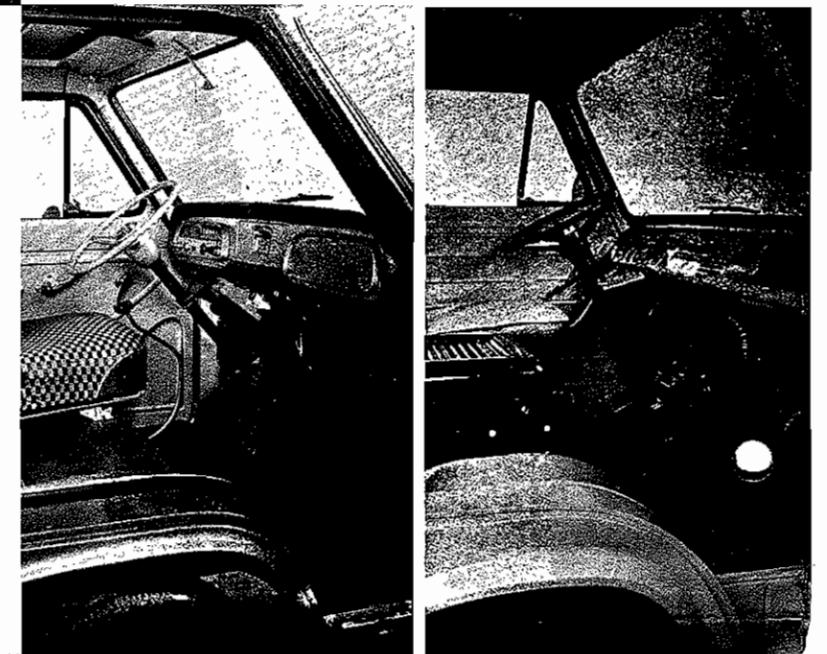
Here, also, are facts which show that Chevrolet's regular line of 1/2-tonners, both pickups and panels, are far ahead of Ford Econolines in value (see back page). You'll find in this folder *many* competitive advantages over Ford in the 1/2-ton field including the fact that Ford no longer offers a regular panel model.

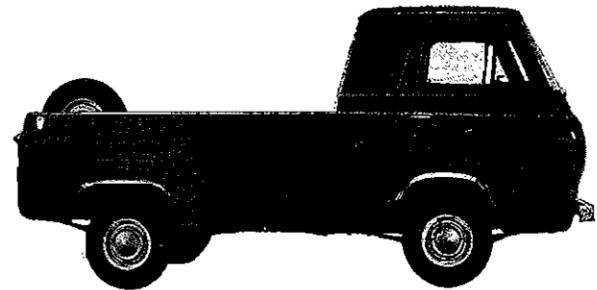
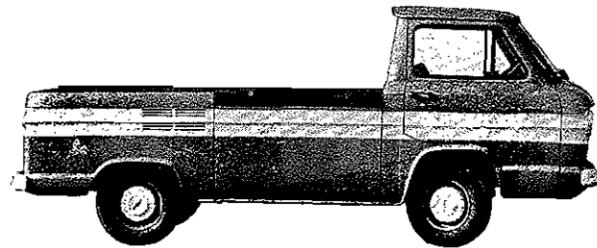


CHEVROLET CORVAIR 95's vs. FORD ECONOLINE MODELS

Notice the low overall height of the Corvan (8" lower than the Econoline). This helps to cut down wind resistance and resultant road sway as well as contributing to sleek appearance. Yet, there's no sacrifice in load space. Interior height is virtually the same as the Econoline. And, as for loading convenience, Corvan wins hands down. Corvan's side loading height is 9" lower; side doors are 4" wider; and optional left-side doors make loads even more accessible. In the Econoline, usable load length is greatly reduced by the engine box; extending well back into the cargo area, it also interferes with side door loading. Notice, too, the Econoline's awkward-hanging side doors with single-wall construction—indications of minimum construction. And, with the Corvan, rear windows are standard. They are optional at extra cost on the Econoline van.

Corvair 95's quality construction and attention to detail are clearly apparent in the driver's compartment. Sculptured instrument panel, locking glove box door and a wide, unobstructed floor contribute to driver convenience. Full-width seats are standard in all Corvair 95 pickups and optional in the Corvan. In all Econoline models, the driver compartment is partially taken up by the engine box. With engine next to the driver, noise, heat and fumes can be objectionable. And, the driver must climb awkwardly between the engine box and floor heater to reach his cargo from the inside. The Econoline engine location also prevents a full-width seat on any model. Notice, too, the door step, made necessary because of the 24" floor to ground height on the Econoline. Even the glove box door costs extra.

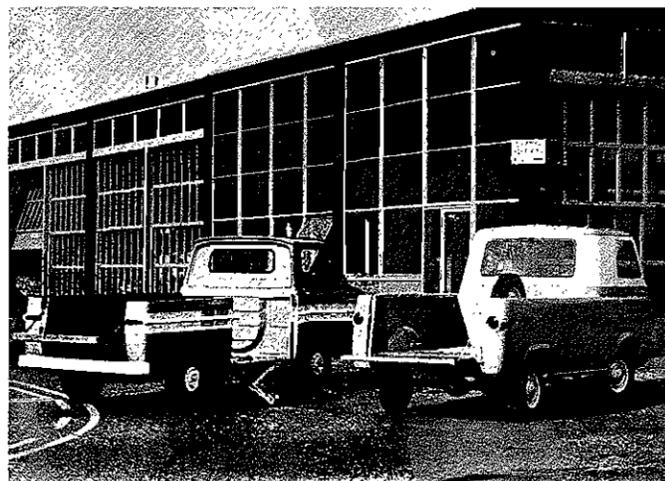




IN PICKUPS, TOO, THE CORVAIR 95 PAYS OFF IN EXTRA WORTH AND WORKING ABILITY!

Corvair 95 pickup offers nearly 2 feet more cargo loading length! Econoline's limited pickup box load space is mainly due to its excessive cab length, which is necessitated (and mostly used up) by the bulky engine box. Driver compartment location of the engine makes a full-width seat (standard on Corvair 95 pickup) not possible on the Econoline. And the Corvair 95 pickup box side panels are double-walled; Econoline pickup box is single-wall constructed.

The Rampside's exclusive side ramp—which offers no-lift loading and unloading ease—is not available on any Ford. And Corvair 95's low 16" side loading height (empty) can't be matched by Econoline, either. Corvair 95's loading height is over 9" lower at the full depth cargo area. Rear bumper is standard on the Corvair 95 pickup, optional at extra cost on the Econoline. Corvair 95's spare tire is stowed neatly behind the driver's seat; the Econoline's spare tire takes up valuable cargo space in the pickup box.



Corvair 95's Lead Ford Econolines All Down the Line... in Quality, Working Ability, and Value

	CHEVROLET CORVAIR 95	FORD ECONOLINE
MAXIMUM GVW RATING	4600 lb	4100 lb*
MAXIMUM PAYLOAD		
Van.....	1700 lb	1600 lb
Pickup.....	1900 lb	1650 lb
CHASSIS		
Independent Front Suspension...Yes	Yes	No (I-beam)
Independent Rear Suspension...Yes	Yes	No
Coil springs.....Yes (All 4 Wheels)	Yes	No (leaf)
ENGINE		
Location.....Rear	Rear	Front (next to driver)
Air cooled.....Yes	Yes	No
TRANSMISSION		
3-Speed.....Standard	Standard	Standard
4-Speed.....Extra Cost	Extra Cost	No
Automatic.....Extra Cost	Extra Cost	No
CAB (Pickup & Van)		
Dual door locks.....Yes	Yes	Extra Cost
Flat floor at door entrance.....Yes	Yes	No
Door hold-open device.....Yes	Yes	No
Insulated floor mat.....Yes	Yes	No
Hand throttle.....Yes	Yes	Extra Cost
Glove box door.....Yes	Yes	Extra Cost
Glove box door lock.....Yes	Yes	No
Seat, full-width (Pickup).....Yes	Yes	No
(Van).....Extra Cost	Extra Cost	No
Bumper, rear (Pickup).....Yes	Yes	Extra Cost
(Van).....Yes	Yes	Yes
ELECTRICAL (12-Volt)		
Generator.....30 amp-hr	30 amp-hr	25 amp-hr
Dual headlights.....Yes	Yes	No
PICKUP BODY		
Capacity.....80 cu ft	80 cu ft	73 cu ft
Double-wall side panels.....Yes	Yes	No
Double-wall tailgate.....Yes	Yes	No
Rampside model.....Yes	Yes	No
Positive tailgate latch.....Yes	Yes	No (hook & chain)
VAN BODY		
Left-side loading doors.....Extra Cost	Extra Cost	No
Double-walled construction of loading doors.....Yes	Yes	No
Loading door hold-open device...Yes	Yes	No
Rear door windows.....Yes	Yes	Extra Cost

BODY DIMENSIONS

	Corvair 95 Pickup	Econoline Pickup	Corvair 95 Van	Econoline Van
Overall Dimensions—Length	179.75"	163.3"	179.75"	168.4"
—Width	70"	72.5"	70"	75.8"
—Height	70"	77.6"	70.75"	73.2"
Interior Dimensions—Length	105.75"	84.8"	120.87"	106"
—Width	61.25"	63.2"	59.25"	65"
—Height	15"-28"	22.8"	53.75"	54.3"
Side Door—Width	45.62"	—	53"	49.4"
—Height	28.12"	—	49"	47.8"
—Step Height	16.25"	—	16.25"	25.4"
Rear Door—Width	—	—	44.25"	49.4"
—Height	—	—	35.37"	47.8"
Load Height Rear	29.5"	26.2"	29"	25.4"

*4100-lb. GVW rating requires heavy-duty front and rear springs and heavy-duty front and rear shock absorbers.

Tech Topics



FRONT DOOR WEATHERSTRIP REVISITED

A number of issues back we had a report of successful use of Pontiac 6000 door weatherstrip as an FC front door weatherstrip. I have seen a few since then on FC's. In one case, however, the RH door was always a "bear" to close. The fellow's wife could not do it. Even with hinges and striker adjusted too far out (door out beyond flush) it was one of those where you felt the glass might break during the slam. I put a regular FC weatherstrip on for him and the problem was resolved.

A "regular" FC weatherstrip brings this to mind. Maybe in January I ordered a pair of weatherstrips from Clark's. The "bulb" section was so flattened that it was smaller than the space between door and body. Obviously defective. Back they went for a refund, along with a note of explanation of the problem. Later Clark's sent a note of explanation to all purchasers to turn in the bad stuff for new. The next batch was OK, except...

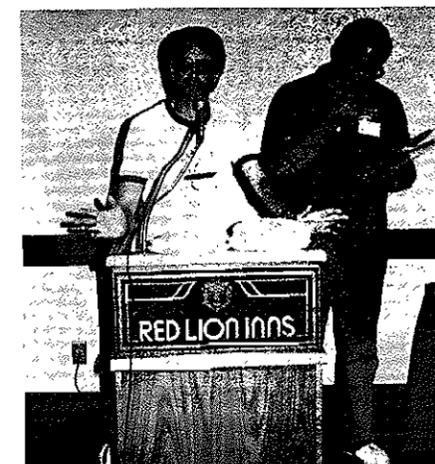
All repro FC front door weatherstrips from Clark's have been processed (by their supplier) in an inappropriate manner such that the "flap" section has adhered to the main body. You can pull it loose with your fingers, but if you do, the "flap" section is

stretched such that it is all scalloped when installed on the inside of the body flange. Looks bad and difficult to cement down evenly. On a new part, instead of pulling the "flap" loose with your fingers, put a small screwdriver or a six-inch rule or something like that (a letter opener?) and pull it through just as if you were opening an envelope with a letter opener. You won't stretch the flap section out of shape.

While in the front door area I will comment on the vent window seal. Quite some time ago we reported that Lynn Steele Company had reproduced the FC vent window seal and the vertical post seal for us. (I see that Clark's now buys from Steele and resells.) Long ago I bought a complete set, but only this August got around to that area of my Rampside restoration. Complete repair of the vent windows is NOT a half-hour job! However, when finished, the Steele repro parts look and fit excellently. Pop rivets cannot be used in the process. I located some 1/8 inch diameter solid aluminum rivets, cut them to length and hand-peened them. Well, I used a tack hammer and a small punch. Sort of needed three hands to do the job. John Downer of Cambridge, Ohio says he located some hollow rivets (aluminum) and they worked out well.

Annual Meeting Report

The 1990 CORVANATICS Annual Meeting, held at the CORSA National in Anaheim, CA, was again a great success. Even without a formal agenda an excellent "program" developed as we went along. Among the highlights were the following "speakers": Bob Marlow reported on our Eastern Division Drive-In; Gary Segal gave a wrap-up report on his 5,800 mile drive to the Convention; Larry Claypool drove out in his "Greenbrier Super Cruiser" and reported on his A/C conversion and disc brake set-up; Clark Hartzel described his new 'Brier and his 3,800 mile trip; after much urging Digger Nishimoto let us in on his remote control Corvair power FC trailer. Just think what a great meeting it could have been with a few more hours!!!



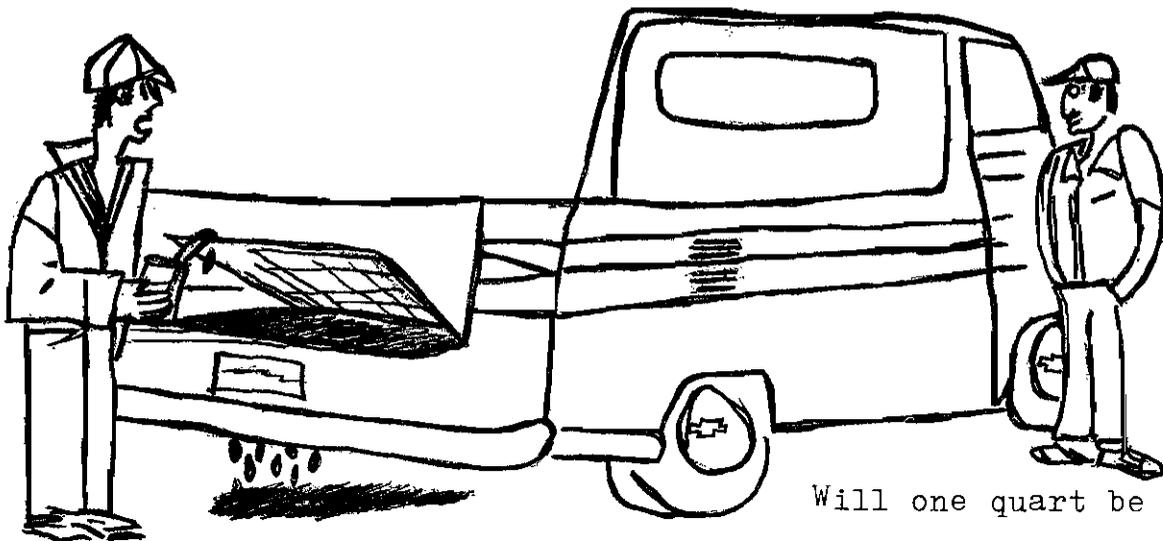
Bob Marlow, Eastern Division Director, speaking on the Drive-In, with Clark Hartzel contemplating "What next?"



Our faithful Sect/Treas Caroline Silvey presenting her traditionally extremely accurate Treasurer's Report. We have money!

Gene Brier
his buddy "FC"

"BEST OF"



Will one quart be enough?

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FIRST CLASS



CORVANATICS

THE FORWARD CONTROL CORVAIR PEOPLE