

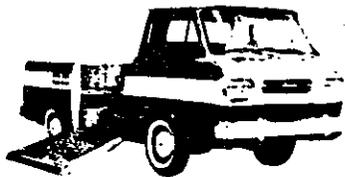


CORVAN ANTICS

VOLUME 19

NUMBER 1

JAN & FEB 1991



RAMP/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

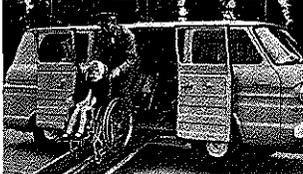
Illustration: Chevrolet Motor Division

CHEVROLET CORVAN SPECIALLY EQUIPPED FOR TRANSPORTING HANDICAPPED CHILDREN



▲ Strong aluminum ramps slide out easily and quickly.

▼ Corvan's big, wide opening doors and low floor height make loading easier, safer!



HERE'S HOW THE VERSATILE CORVAN CAN BE EQUIPPED TO TRANSPORT HANDICAPPED CHILDREN IN ROOMY COMFORT—WITH NEW LOADING EASE AND SAFETY!

THE BASIC VEHICLE—A Model R1201 Corvan equipped with side windows (GPO 2023). This option includes six side windows in the passenger compartment (four roll-downs).

THE SPECIAL EQUIPMENT is custom fabricated by the special body builder. This equipment includes:

SELF-STORING OVERWING RAMP—The entrance ramp offers new loading ease, comfort and convenience for wheel-chair and ambulatory passengers alike. Its low incline makes walk-on and roll-on entrance easier and safer. This two-piece ramp is constructed of sandwiched aluminum for maximum strength and minimum weight. The ramp's tread is surfaced with long-wearing, non-skid material.

SPECIAL FLOOR—Corvan's low floor height adapts ideally to the use of an auxiliary door that forms storage space (underside) for the loading ramp.

WHEEL-CHAIR TIE-DOWNS—Specially designed wheel-chair tie-downs hold wheel-chairs securely in place.

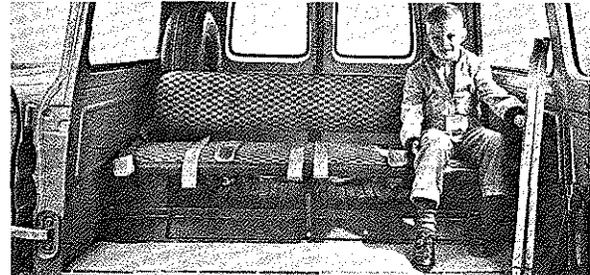
FOUR-PASSENGER SAFETY SEAT—Special seat also elevated portion of floor is equipped with individual safety belts to hold ambulatory passengers in secure comfort.

MODEL ILLUSTRATED HERE WAS SPECIALLY EQUIPPED BY AUTOMOTIVE CONVERSION CORPORATION

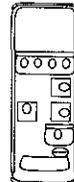
2191 Cole Avenue, Birmingham, Michigan



The Corvan's spacious interior offers passengers uncramped breathing space aplenty, with ample room for three wheel-chair passengers and four ambulatory passengers.



Wide, comfortable rear seat is equipped with individual safety belts. The elevated portion of the floor serves as a natural footrest.



➔ Easily accessible storage space behind rear seat offers plenty of room for loading wheel-chairs, crutches, lunches, books and many other items.

➔ Carefully planned for maximum safety and control, this seating arrangement gives the driver full and easy access to passengers.



LITRO IN U.S.A.

CORVAN ANTICS

The official Bi-monthly publication of CORVANATICS, a chartered chapter of CORSA. Established September 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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CORVANATICS - THE FORWARD CONTROL CORVAIR PEOPLE. DEDICATED TO PRESERVING, DRIVING AND ENJOYING CORVAIR CORVANS, GREENBRIERS, LOADSIDES AND RAMPSIDES.

On The Cover

Another rare gem from the voluminous files of our Historian, Dave Newell. If you look closely you will see that this FC is actually a Corvair 95 Corvan and not a Greenbrier. Anyone else ever see a Corvan with COPO2003J option?

Club Boutique

CORVANATICS MERCHANDISE AVAILABLE THROUGH CAROLINE SILVEY

Window decals - \$1 each. Jacket patches - \$2.15 each. Club stationary and 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.) is \$4.50.

Soon to be available: CORVANATICS TECH GUIDE!!!

Forward Controlling With The President



Greetings from the frozen North. Hope you and yours had a Merry Christmas and will have a great 1991.

I always procrastinate until the last minute to write my piece for CORVAN ANTICS. Since I haven't done much Corvair-wise in the last few months, I'm going to do a review of 1990, starting with CORVAN ANTICS volume 18 number 1 and give credit to all the nice folks who sent articles and photos to Ken Krol.

The cover photo of the rare Greenbrier folding rear seat came from Historian Dave Newell who probably has more Corvair "stuff" squirreled away than any other mere mortal. I was looking forward to talking to him at the National Convention in California but the connection didn't happen.

Dan Brizendine did some nice Tech Tips on FC motor mounts, cams, oil coolers and vacuum modulators. These are the things that help us keep our vehicles alive and running. Please write again, Dan!

Bob Marlow publicized, planned and did a CORVANATICS Drive-In in New Jersey. This is the spirit of the Club - make something happen! Bob has been a leader for years and should be the M.C. at all Banquets. All that experience as track announcer at various race tracks on the "right coast" pays off and makes him a "pro" at the microphone.

An article on "What's It Worth?" closed the issue. No author listed so it must have been our Editor Ken Krol or Tech Editor Bob Kirkman. Both of these guys deserve our praise for years of faithful service.

Volume 18 number 2 had photos of an FC Triple Delight including a Corvair-powered trailer owned by Hanako Nishimoto in California. I had more requests from members about this trailer than anything else in 1990 and I wish Hanako or someone who knows him would write a story (with pictures) about it! Please.

Bob Kirkman wrote about the mistaken impression that FC's are not Corvairs. How silly! Why else would they put Corvair powertrains in them? To use up excess engines and transaxles? Food for thought.

An interesting article from A. J. Rollin on steering wheels. How about a follow-up story on how well the modification worked after a year's use?

A short story on Harry Bennett's Greenbrier going to Germany. I don't recall any follow-up story. Did you make it, Harry?

A story from Ken Hand on trying to rebuild his van before his trip to Kansas City. This type of activity goes on all over the country. Please don't be shy - share your trials and tribulations with us by writing a story like Ken did!

A nice article "The Van Advances?" with material supplied by Joe Darinsig and story by Ken Krol. Joe probably has the second largest collection of Corvair memorabilia to Dave Newell and I'd like to see more about it in CORVAN ANTICS. How about some pictures of

your collection, Joe?

More Tech Tips on "Thermal Idle Air Bleed" and PG 3-Plate High Clutch from Dan Brizendine. Thanks.

Much more Tech Tips on cruise control, front suspension bolts, side door limiter, FC forerunner, FC toys, bracket and bolt on rear crossmember from our Tech Guru, Bob Kirkman.

Volume 18 Number 3 had some photos from Corvair Atlanta's Helen, Georgia meet by yours truly. An article on the Rocky Mountain Round-up by Ken Krol and the trials and tribulations of Bob Galli. How is the 'Brier doing, Bob?

A "short" from Bob Kirkman asking info about John Fitch's Greenbrier "Luxury Transporter". I think Pete Koehler knows something about this vehicle. How about calling your buddy John and do a story on it, Pete!

A letter from Henry Peabody in Tennessee chastising me for not knowing he was a member. Sorry, Henry and yes, I do have eye trouble. Sometime my tongue gets wrapped around my eye tooth and I can't see what I'm talking about!

A story from Charles Arndes in Florida about his '61 Rampside with camper. Of course we are interested in what our members own and drive. Write again!

A story on Fitch's Greenbrier was in the December 1964 Car & Driver. I don't have it. Anybody out there have pictures of this vehicle?

More Tech Tips on Dual Master Cylinder and carb rebuilds from Bob Kirkman round out the May & June issue.

This is starting to get long and maybe even boring to those of you looking for something profound, so I'll sign off now. My thought was to thank those who contribute to our Club. You make it happen. Please keep those cards and letters coming, folks!

Clark Hartzel

The CORVANATICS Tech Guide is now in the final planning stages. There is still time to get your Tech Tip in the Guide.

The format is still to be determined but it has pretty much been decided that in addition to the technical information, there will be a "History and Design" section. This will be partially for the benefit of our relatively new members but also to put all of our valuable (but spread over years of issues) information into one concise form. The finished booklet will be an interesting and valuable piece of work that all CORVANATICS and most CORSA members will want to own. So get your Tech stuff in soon. All known authors of material will be credited.

Roster Updates

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From The Editor's

Glovebox



Hello, Corvanatics! This issue marks the beginning of my seventh year as Editor of our Club's publication. Doesn't seem possible it could have been that long - that's 37 issues! Our Club has come a long way and I feel our newsletter has also. It's all the result of YOU: our members that hang on with us year after year. For me, the reason I've hung on so long, is the satisfaction I receive every time another issue is completed and goes to the printer. Another reason is receiving a note from one of you saying how much you enjoyed your newsletter.

A member that really deserves a big pat on the back is our Tech Editor, Bob Kirkman. Looking through the back issue I find that Bob took over the post from Nico DeJong with the November/December 1981 issue. That's over nine years folks: nine years of outstanding, informative and insightful articles that only Bob's GM experience could provide. We're ex-

FC Classifieds

NOS 164 cu. in. engine, 110 HP for FC or car. Non-smog heads, built at Chevy plant North Tonawanda, NY in 1978. \$500 or trade for FC parts. Display valve cover and distributor: valve cover has plexi-glass center for viewing valve train. Distributor has clear cap (Delco) cut away advance unit. # cast into into bottom of distributor is 1110252, complete with points and rotor. \$50 for both or trade for FC parts or '64 Monza parts. Russ Burgio, 516 Prospect Ave., Buffalo, NY 14201. (716)883-6930 after 5:00 PM EST.

(editor - con'd)

tremely fortunate to have Bob as our "Tech Guru". Issue after issue Bob's articles fill a big chunk of our pages and help make our newsletter what it is.

You may have also noticed a different type style in this issue. Our old Club typewriter finally got just a little too cranky for me.

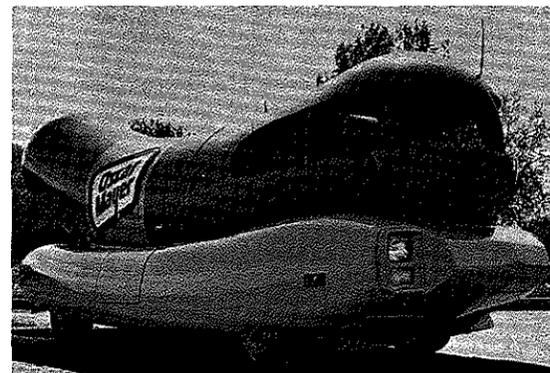
Here's another item for your "I didn't know that!" file: The US Navy used Loadside pickups on aircraft carriers! You may have noticed an ad in the November 1990 Communique Classifieds for a 1962 Loadside, "Navy truck". I called the fellow in Utah and asked him about it. He said it was Battleship Gray (what else?) and had US Navy serial number plates on the dashboard and on the doors. Didn't know much more about the truck other than that they used them on aircraft carriers back in the early and middle '60's and it was rust-free and low mileage (not many miles across the deck of a ship!).

Does anybody know the story behind the Naval Load-sides? Might make an interesting story. Anybody in our Club serve in the Navy on an aircraft carrier back in the early sixties? I would sure like to find out more about this. How many? How long? Any reason the Navy chose Corvair trucks?

Maybe it will remain a mystery forever.

Ken Krol

PREZ HARTZEL SAYS "HOT DOG!" I'VE FOUND THE ULTIMATE FC! (Or is it the latest UltraVan?)



Tech Topics



OIL LEAK FROM AXLE TOP VENT COVER

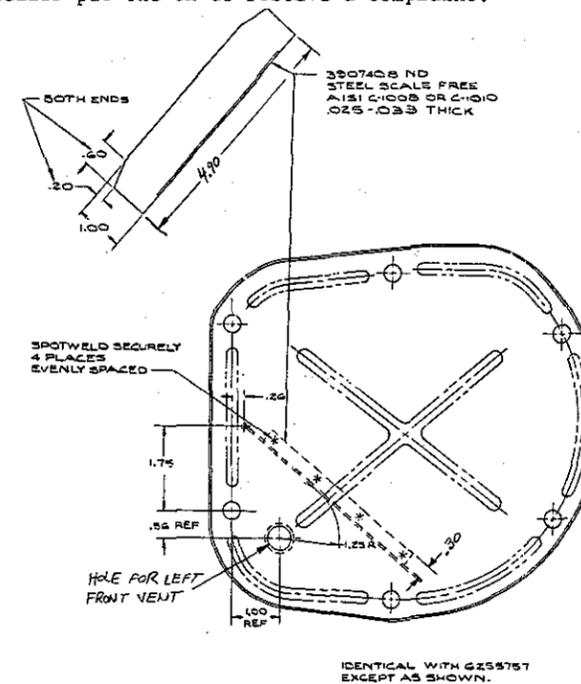
Have you also been plagued by oil coming out of the axle cover vent? I remember that Engineering decided to change vent location in the cover to reduce oil loss. Vent started at right rear corner, and was moved later to left front cover. I have tried both, and was somewhat of the opinion that the later location was more prone to oil loss! Larry Claypool was contacted for his experience/opinion and he came up with a surprise for me. There was yet another change to add an internal baffle, spot welded to the cover. The Technical Service Bulletin DR#66-32 copy he sent says:

On 1965 and 1966 Corvairs equipped with 3-speed or 4-speed transmissions, there is the possibility of trans-axle lubricant spewing out of the axle cover vent under certain operating conditions.

A "dam" or "baffle" that attaches to the underside of the cover at the vent location effectively corrects this condition and is installed on all 1966 Corvairs, equipped with manual transmissions, built after May 15, 1966.

Complaint vehicles in the field should be corrected by installation of new cover assembly, Part No. 3905832, which includes the vent with baffle.

Since the bulletin was dated 6-10-66, there should be none of the cover-with-baffle on FC's, unless a dealer put one on to resolve a complaint.



OFFICIAL GM "BLUEPRINTS" FOR COVER BAFFLE

The bulletin is somewhat of a puzzle to me in that it mentions manual transmission vehicles only. Interior of the axle is the same whether manual or

the automatic transmission. Why was the automatic omitted? The reason might be due to the manual transmission and axle "sharing" lube oil, with passages between the two for oil flow for a common lube level. When going up grades, the transmission will spill oil into the axle, making it overfull. Being overfull, the axle could be more prone to expel oil out the vent.

The vent baffle is shown here in the event you want to put one in some day, if you have a cover with a left front vent. Or, you could do as I have done by putting in a fitting and hose to put the vent way up and away so oil can't get out. Michigan is quite flat, so that's why I probably had no severe problems with the right rear vent location.

A FOOTNOTE ON "REPAIRING" AXLE BEARINGS

Some people "repair" FC axle bearings by removing a bad roller and putting in a good looking one from another FC donor bearing. If you review the Engineering drawing, rollers were specified with a diameter tolerance of .001 (one thousandth inch). However, when bearings were assembled by Hyatt, the rollers were graded for size such that all rollers in a bearing row were equal diameter within .0001 (one ten-thousandth inch). Your "repaired" bearing will have the best chance for prolonged life if the rollers in a row are measured to be the same size. Of course, "good" rollers won't repair "bad" inner or outer races.

A TOTAL FC ENTHUSIAST

You may be interested in knowing that Prez Hartzel is quitting Corvairs! He announced it in a recent Detroit Area Corvair Club meeting. He had to further announce, to some who misunderstood, that he meant only the Corvair car. He was now totally an FC enthusiast.

FC ON FILM

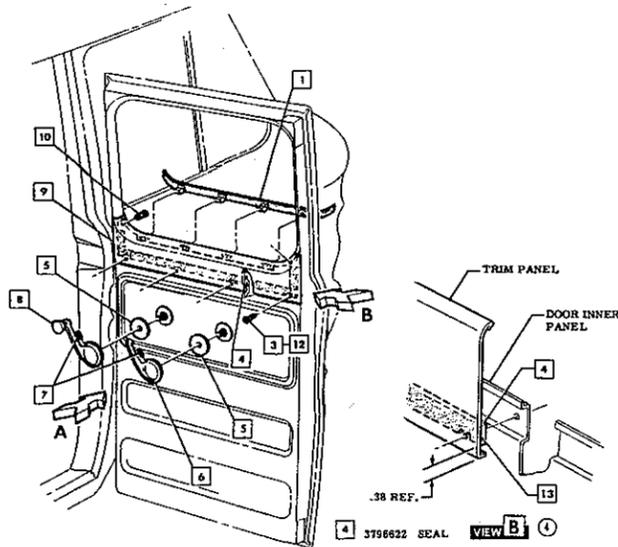
Billy Graham has a new four part film series on the subject of Hope. The last segment has a sequence, lifted from one of his earlier feature films, in which a Corvan is used. The vehicle is run out of gas and the driver is portrayed as using a gallon can to put fuel in at the extreme rear end of the left rear quarter panel! I saw the feature film long ago and always wondered why the director did not use the real filler pipe rather than fake it.

A WATER LEAK WAITING TO HAPPEN

Various interior panels on the FC have closed-cell neoprene "sponge" seal applied to them to prevent water entry. "Sponge" is not the proper word, since closed-cell material cannot be saturated. Maybe it is better called just a foam seal.

The seal (usually a long, narrow strip) had to be cemented to the panel by the assembly plant worker. For purposes of illustration, a portion of the assembly manual page is shown here. This particular seal was to be applied about 3/8 inch above the panel bottom (see noted .38 ref dimension). That would put it above the panel attaching screw holes,

which was proper. Not all seals were 100% as specified. Sometimes the screw hole was covered over. You might think, "No sweat; just run the screw through it". Well that's what happened. Or did it?



The screw would often grab the seal and wind it up, much as you would wind spaghetti on a fork. The seal would stretch and break and leave a gap where water could run through. The assembly man possibly never knew, unless things got jammed up and the screw couldn't be driven. Maybe the assembly plant water leak test booth found the leak. Maybe you, or a previous owner, were the ones to find it.

SUPER-DUPER 'BRIER

A nice note was received in December from member Bob Testa (Sepulveda, CA) telling of his 169,000 mile FC. His note paper has a Greenbrier at the bottom, and with some creative snip and paste he created a Super-Duper 'Brier for us.



The art work rang some bells and I began a search through some old CORVAN ANTICS issues. There it was on the Fall/Winter 1977 issue front cover: Larry Blais and his tandem axle V-8 Greenbrier. (Maybe if Ken has enough room he could run a reduced copy of that 1977 picture.) [ed. note: I did pull out the issue in question. The photo is a grainy copy of a newspaper clipping printed on green paper. Impossible! It looks just like the artwork above...]

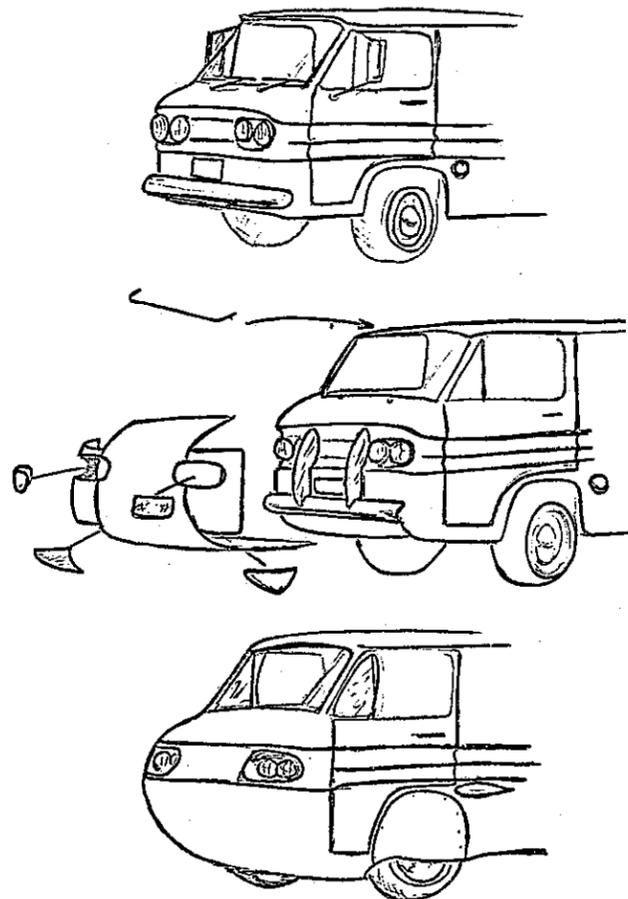
My son's job involved periodic trips to the Van Nuys assembly plant, and he reported that the plant gardener still used a Rampside. Bob Testa filled that story in a bit by saying it's a 1962 Rampside and that the gardener has used it since new. That's 29 model years now of active duty! Appears the assembly plant will be retired before the Rampside.

STREAMLINED FC

This info dates back to at least 1979, concerning an experiment to make an aerodynamic van. Jack Lam-

bie of Bellflower, California used a Greenbrier because it was cheap and the rear engine location allowed significant experimentation with front end shapes. By using a specific highway, by keeping vehicle weight unchanged throughout, and by leaving the powerplant alone, he was able to gauge improvements without the use of a wind tunnel.

It appears two types of evaluations were used. One was to drive to a specified speed down a long grade (in the dead of night) and go into a neutral gear coast. The vehicle would coast to reach some terminal speed. As aerodynamic or rolling resistance changes were made, the terminal speed would increase. A second method was to charge up a hill full bore to determine the vehicle's top speed (or terminal speed). A published article in some magazine (page copies I have do not have mag name, nor date) said Jack was using Cajon Pass on Highway 66 near San Bernardino. In stock form, his 80 HP Greenbrier had a top speed on that highway section of 66 MPH. After all of his streamlining top speed was 93 MPH! On some other unspecified grade, stock max was 46 MPH. After modification max was 56 MPH.



Sketches in that 1979 info packet show a much rounded front end; headlight and wheel covers, removal of the roof drip rail and West Coast mirrors, and streamlined fairings for windows and gas cap (fairings were also used for all exposed hinges, and flush plexiglass for all side and rear quarter windows). Tires were changed to radial type also. Removal of windshield wipers carried things a bit beyond street use. A significant improvement in fuel mileage was noted in normal driving. By the way, the vehicle was given a nose-down rake as an-

other aerodynamic aid. This came about by using 6.50-14 (equivalent) Michelins in front and 8.55-15 (equivalent) Michelin X in the rear.

The magazine article noted that the total changes upset handling such that suspension changes would be required.

That 80 HP engine was a real workhorse. With those tires, I figure the engine was turning between 3720 and 4425 RPM at 93 MPH, depending on the axle ratio. A regular 3.89 FC is at about 4150 RPM at 80 MPH.

TRANSMISSION GEAR DISENGAGEMENT

Recently this column discussed a bracket and big bolt that attached to the rear suspension crossmember. We speculated that it had something to do with preventing the transmission from jumping out of gear.

Historian Dave Newell to the rescue! Dave sent me a copy of the Technical Service Bulletin dealing with that subject. I thought you might be interested in seeing how Chevrolet dealt with such items; to provide a "field fix". Anyone have the illustrated field fix on their early '61 model?

May 18, 1961

Subject: Transmission gear disengagement-
Corvaire 95 and Greenbrier models

To: All Chevrolet dealers

Gear disengagement on Corvaire 95 and Greenbrier models equipped with either 3 or 4-speed transmissions may occur when operating on irregular roads or other terrain which produces fore and aft movement of the powertrain on its mounts.

This condition will be corrected in production by the addition of restraining bolts and brackets on the rear suspension crossmember. The bolts will be adjusted into compression between the brackets and the forward side of the engine front mounting bracket and thus preventing any forward motion of the powertrain. In addition, an overcenter spring is being added to the gearshift lever to aid retention of the lever in the selected gear range. Both of these changes will enter production in May 1961.

To correct gear disengagement on vehicles built before the design changes, powertrain forward movement may be minimized and transmission detent pressure increased by the following rework.

PROCEDURE

On 4-speed transmission models, install an engine support cushion 377928 with a 3/8" ID x 1 1/4" OD flat washer at each end between the rear suspension crossmember supports and engine front mounting bracket (fig. 1). Secure the cushion with a 3/8-24 x 1" bolt and 3/8" lockwasher at each end tightened to approximately 20 ft.-lbs.

On 3-speed jobs, the same procedure applies except it will be necessary to add sufficient additional flat washers between the ends of the cushion to completely fill the area between the support bracket and the engine front mount. Extra washers should be added equally at each end of the cushion. It is essential that the space be completely filled in order to effectively elimin-

ate any forward movement of the powertrain.

To increase transmission detent spring pressure, add two flat washers (5/16" OD x 1/32" thick) between the detent cover and spring and reinstall detent cover. The detent cover for the three speed 2-3 shift rail is located at the left rear of the transmission and is shown in the 1961 Corvaire shop manual, Figure 6D-4. The 3-4 detent cover on the 4-speed is located at the left rear of the transmission adjacent to the side cover and is illustrated in Figure 6D-30 of the 1961 Corvaire Shop Manual.

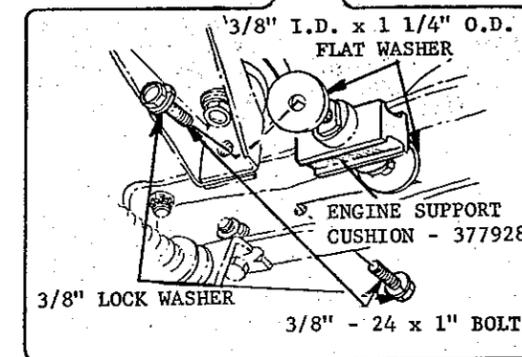
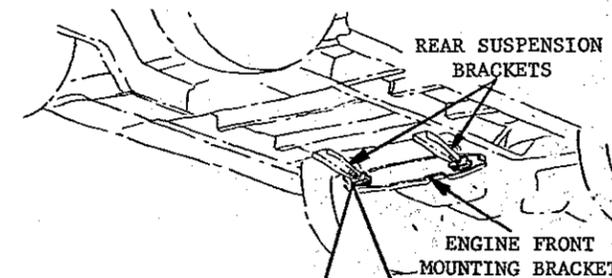


FIGURE 1

TECH TOPICS

Just what is this TECH TOPICS column supposed to be? Perhaps it is to be whatever the Editor wants it to be. However, a few years back it was a question and answer column. Past Tech Editor Nico DeJong started by posing some of his own questions (as if they came from the membership) and published answers from area representatives. Gradually the membership did send in their questions and so the Q & A column continued. We have had a long dry spell now concerning questions from the membership. Therefore, like it or not, you have had "stories" to read rather than answers to questions someone else asked; questions you might have had yourself. We have also had a long dry spell on "tech tips" from the membership.

You are encouraged to participate in this column by spreading around that good tech tip you know (or developed), and by asking the question you want answered, that could be helpful to other members. Could we hear from you now?

FC SHOCK ABSORBERS

I happened to look at the shock absorber usage book in the local Sears store. Currently they have Steady Rider gas shocks #91099 listed for FC front and rear. The salesman said a footnote symbol meant they were obtainable only by catalog order.

"BEST OF"

Gene Brier
&
his buddy "F.C."



OH, OH I WISH I HADN'T DONE THAT

CORVAN ANTICS
17433 N. 16th LN
Phoenix, AZ 85023

FIRST CLASS



CORVANATICS

THE FORWARD CONTROL CORVAIR PEOPLE