



CORVAN ANTICS

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SEPT & OCT 1993



RAMPSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

ILLUSTRATION BY CHEVROLET MOTOR DIVISION



STEVE AND CHERI LOVEJOY'S 1965 GREENBRIER, "DAN THE VAN", THE CORVANATICS' PRESIDENT'S CHOICE WINNER IN SAN JOSE. (Marlow photo)

The Steering Column

By Bob Marlow

Man, it's been a busy summer! I am recently returned from the CORSA Convention in San Jose, California, where a well-attended and successful Corvanatics' meeting took place, and from the Northeast Corvair Council's Lime Rock meet in Connecticut, held just one week after the Convention. Mix in my local Corvair club's activities, my "other" hobby (oval track racing), and a job by which I earn a living, and it has been a hectic season.

The turnout of FCs in California was satisfying, especially in the Car Display. A nice lineup of our favorites appeared. And in addition to the regular Convention awards, Corvanatics presented a President's Choice award (meaning that I picked the winner), to the owners of the best FC at the Convention (in my opinion). My choice was the low-mileage two-owner 1965 Greenbrier Deluxe of Steve and Cheri Lovejoy. This vehicle, nicknamed "Dan the Van" by Cheri, formerly belonged to the gentleman who invented Larry Claypool's favorite service part, the toilet paper oil filter!

Another FC treat in California was mine alone. I was invited to visit the "Corvair museum" in Dave Newell's home, and while there Dave turned me loose in his beautiful unrestored original 1961 Loadside. This pickup has its original paint, original Level Load Floor option with the original plywood, and just 38,000 miles! Driving it was like entering a time machine.

At our annual meeting, editor Ken Krol was given a warm round of applause for the fact that Corvanatics produced a full schedule of six issues of CORVAN ANTICS this past year. Ken has done a great job for us, and will continue to do so as long as our members' contributions to the newsletter continue to come in. Since I was re-elected as our president, the first thing I did was re-appoint Ken to the editorship.

Further elections returned Ken Hand to the vice-presidency, and Caroline Silvey to the post of Secretary-Treasurer. Two of our four directors were re-elected, Mike Demeter in the Central Division and Pete Koehler in the At-Large position. Marsh Hesler, a loyal FC fanatic from Estes Park, Colorado, became our new Western Director, replacing the long-serving Jim Craig. And Tim Schwartz, a Greenbrier driver from HO-Ho-Kus, New Jersey, was voted into the Eastern Director's chair, taking over for Jerry Jarzem who served us for the past year.

Elections, however, remain a vague thing for Corvanatics, since we have no formal by-laws. My desire is for us to draw up simple, basic by-laws that will codify what we do. Charlie West of North Carolina has

volunteered to create a draft document, so by this time next year we may have some structure.

What about the Corvanatics' Tech Guide, a meeting topic that has replaced axle bearings as our annual item of discussion? Well, John Bennetto has made significant progress in defining and organizing the Tech Guide project, and we are now at the stage where we need editors. Specifically, we need what John has termed "content editors" to review all the possible material for accuracy, relevance, and so on. One volunteer for such duty, Stan Light, stepped forward in San Jose. And Bob Slusher has offered to create new illustrations, such as those we saw in the previous issue of CORVAN ANTICS, to include in the Tech Guide.

But my personal doubts remain. Is there truly sufficient interest and market for a Corvanatics Tech Guide? After all, there are only about 300 of us, and a comprehensive Tech Guide would be an expensive item to print in such a small quantity. Can such a book be sold to other Corvair enthusiasts? I am unconvinced that our own Tech Guide is a good idea. I like better the idea of updating our CORVAN ANTICS' Tech Index, and reviewing and updating our older tech tips, and making individual reprints available.

What do you think? If you want a Tech Guide from Corvanatics, now is the time to let me know.

Back to the meeting in San Jose. During the meeting, Larry Claypool told us of his recent experiences working with a motion picture production company on a new movie starring Joe Pesci. Why was Larry involved? Because the film company bought three Greenbriers to portray a single van in the film. Keep your eye out for a Joe Pesci film later this year or early next. Who knows, it might replace "Used Cars" as the film of choice at Convention parties!

Also discussed at the meeting was the subject of regional "Drive-In" events. I'm hoping for a Central and a Western Drive-In in 1994, since the CORSA Convention will be in the East. Several Western members did express interest in setting up such an activity. Let's hear from you Central folks, too!

And during the meeting, VP Ken Hand circulated a survey on interest in reproduction FC body panels. Ken lives and works near "Mister Metal," the firm that created the Corvair passenger car reproduction floor panels and other parts, and Ken is testing the waters for repro FC pieces. Interested? Contact Ken, right away.

(Con'd on page 39)

Greenbrier Goes Hollywood!

Earlier this year, the Corvair Society of America's national office received a call from Sunset Boulevard Productions, a movie company scheduled to shoot a film in Chicago. The script called for an older semi-collectible van that could sit three across the front seat. Earlier VW vans had been considered, but someone at the production company suggested a Greenbrier as an interesting alternative.

The preliminary contact was to find out more about Greenbriers. What did they look like? Were there any of them around? Were any for sale? Kathy Jensen, in the CORSA office, fielded the initial call, and sent the company some *Communiques* depicting Greenbriers. She also suggested they contact me regarding available Greenbriers.

A day later I received the suggested call. The woman on the line was to prepare an initial report of the Greenbriers that might be in the Chicago area. I searched the Chicagoland Corvair Enthusiasts membership directory, mentally trying to picture who had what. I came up with about a dozen possibilities.

The initial report must have been positive, as the actual vehicle coordinator, George DiLeonardi, called the very next day. I suggested to George that he take a drive out to my shop to view a Greenbrier firsthand; that way he could better judge whether a 'Brier would actually work. George agreed and arranged to be out the next morning.

Things now began to happen very quickly! I dragged a '65 Greenbrier Deluxe out of the back lot where it had been rusting, er, I mean resting for about a year. It was filled with various Corvair parts, some new, some used, some just junk. Although I knew the motor turned freely, I never had attempted to start it; in fact, I hadn't done a thing to it other than tow it in. The truck had sat previously for about ten years. I figured it would make a good beater; it was rusty, a little beat up, but not "parts car" status yet.

I began to shovel out all the stuff inside, sorting as I went. I also called CCE member Jim MacDonald. Jim has a pretty nice '64 Greenbrier, and I knew Jim didn't normally go to work until after George was scheduled to stop by. With both 'Briers present George was able to take several still shots. The roll-down side windows, the wide interior, the full width front seat, and the distinctive exterior styling were all big pluses in the studio's considerations.

"If we decide to go with the Greenbrier, we'll need three. What's available? We prefer to buy vehicles outright where possible; that way if anything happens, there's no problems." Well, the '65 I had was certainly available. Another club member, Jim Felbinger, had, by utmost coincidence, another '65 Deluxe model for sale. Both these two were stick shift; one three- and one four-speed, respectively. George then talked to Jim MacDonald about his '64; as an automatic, it presented the preferred choice for "moving" shots so the actors wouldn't have to remember shift patterns, shift points and clutchwork

besides their lines. Although not for sale, a rental price was agreed upon. George felt the Greenbriers would make a good choice. If the director liked the photos, we'd be in business.

On Wednesday, George called again. "They love them. I bought Felbinger's Greenbrier, it should be down to you tonight. We need you to make all three trucks look the same. We'll paint them, but things like mirrors, emblems, etc. need to be identical. The automatic truck will be used for moving scenes, the two others for stationary and interior shots; but all three need to run reliably so we can move them from location to location. How quick can you have them done?"

Fortunately the entire ordeal began in February, a traditionally slow time at my shop. Repair of my Greenbrier was about what I figured; brake lines, carb rebuild, O-rings, gas tank cleaning, battery, and wheel cylinders. The engine fired up nicely but was drowned out by the rattle of its severely loose flywheel! Out came the powertrain, in went a new clutch assembly.

The other '65 'Brier, although running and driving, required considerable work as well; carb rebuild, various engine shrouds were missing, exhaust leaks, loose steering, and other details were tended to.

The '64 "driver" truck received a tune-up and top off of all fluids; otherwise it was pretty much set already.

Then came the process of making the trucks look similar. The trailer hitch and roof rack were removed from Jim's '64 Greenbrier, along with its wire wheel covers. I had more '61 and '62 Greenbrier door emblems than any other, so that's what was installed on all three trucks. A radio antenna was added to one 'Brier, the washer nozzles and door reflectors were taken off of two. Similar "West Coast" style mirrors were installed on all three trucks. Since the '64 Greenbrier was a standard model, the deluxe interior panels were removed from both of the '65s; a lighter was added to the '64, and '64 style horn buttons were added to both '65s. None of the three had radios installed at the time, so the only other change to the dash area was to tuck the gas heater controls from Jim's '64 out of the way, leaving only the air heater controls exposed (Jim's truck has both!)

The process was completed by the following Monday, one week from the initial contact. George stopped by to look everything over, and seemed well pleased. A huge flat-bed truck was summoned and all three 'Briers went off at once. Next stop: the paint shop.

The film is set in current times, thus the trucks were "aged" cosmetically to look pretty well used. Convincing "rust" streaks were added over the faded (but new) red paint jobs. Interiors were repainted as well to matching shades of Fawn Beige.

The movie, *With Honors*, stars Joe Pesci playing a homeless person who is befriended by a college kid, the owner

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They're Still Out There

(IT'S JUST THAT "THERE" IS A BIT FARTHER AWAY)

I used to have time to work on my Corvairs. Now, with a big, old house (circa 1713), two kids and a job that takes me on the road two weeks a month, I have very little time to work on them. So what is a Corvair collector to do? Well I decided to specialize in low mileage, original Corvairs. They tend to require less maintenance and are a pleasure to own. Unlike a perfectly restored car, they are slightly worn. So a little more wear is not traumatic. You park as carefully as possible, but when a new scratch appears you leave it alone. After all, it's the original paint. Chevrolet was more careful in assembling an engine than nearly any mechanic I have ever met. They put sealer in places to prevent air leaks that even I never replace. So a low mileage, original car is often very little trouble.

Where do you find these cars? My principle is that the best way to find these cars is to be very patient. I call it passive looking. First, let everybody know you are looking. Then follow up promising leads. You might even find to car of your dreams advertised in the *Communique* or the *CORVAN ANTICS* newsletter, but you also might not.

I've been to every combination *CORVANANTICS* meeting and *CORSA* (inter) National convention since 1979. Oddly enough, sometimes the little regional shows bring out unusually nice cars and vans that you don't see at the larger conventions. Sometimes the owner of one of these has been thinking of selling it. It might not hurt to ask or, at least, let it be known you're interested.

Friends and family spot the oddest things. My brother, Jim, had a real estate tell him a house for sale had a Corvair in the garage. Jim said he was only interested if it was a 1969 Convertible. Yep, that's what it was. My brother-in-law in Lincoln, Nebraska knew of a fire company in Beatrice, Nebraska with a 1964 Corvair van. It had 20,000 miles on it and was for sale. You just never know.

The van was offered for sale by sealed bid. What is a 1964 Corvan, that you haven't seen but is probably in good shape, worth? All I had to do was beat the other bids. Would there be any other bids? I bid \$2025.00 and won. I debated bidding \$2025.01 in case there was a tie, but didn't. Rumor has it that the next highest bid was \$1200.00. Whoops, I guess I must have wanted it quite a bit more than someone else.

So now I own a van that sits 1500 miles from home. It was purchased new by Beatrice, Nebraska with Federal funds for the Civil Defense Department. There really isn't a Beatrice Civil Defense Department so it was used by the Fire Department. That's why it says just "Beatrice" on the side instead of Beatrice Fire Department. It had a "Highway Patrol" red emergency light on the top and a huge mechanical siren mounted on the front. According to the proceedings of the City Council, dated April 13, 1964, they paid Beardmore Chevrolet \$1942.84 for the van.

The light was still on the van when I bought it but the siren was removed. I was told it was removed because it "drained the battery". Probably took

more current than the little 30 amp generator could supply. The cable that used to go to the siren looked to be a standard battery cable!

First the good news. The van turned out to be in excellent shape (for a van). The original paint shines and it has relatively few dents and scratches. It was used for 28 years as an emergency vehicle, so it is far from perfect. Holes were cut to mount emergency equipment and the floor's scratched from sliding things in and out. However, on the whole, it is very original. It has the original spare, marked "Chevrolet, St. Louis".

Now the not-so-good news. This is a lowest bidder truck. No inside rear view mirror, no passenger side sunvisor, no radio, no chrome bumpers, etc. Don't even think of looking for an armrest. I learned something when I picked up the truck. You should buy a vehicle from a volunteer fire department. Beatrice has a paid company so everything is from the lowest bidder. Volunteer companies will traditionally hold an extra car wash to get chrome bumpers and a passenger side sunvisor.



BILL GARRISON'S FIRE ENGINE RED, 20,000 MILE, "LOWEST BIDDER" 1964 CORVAN

Another minor detail. The van was repaired by the Beatrice city garage, not lovingly cared for by a team of volunteers. Most of the repairs were adequate but some were quite crude. Still, with the low mileage and indoor storage, the van is in unusually good condition.

Now you might say, what could possibly be wrong with a garaged, 21,000 mile van? That's what I thought when I bid on it. More can be wrong than you think. Where should I start? It's original spare was flat, of course. Muffler rusted out, insulator pads in air intake obstructing air, heater removed, left damper door thermostat missing, damper door bolted shut, steering loose, flywheel rattles, side mirror mounting brackets broken, corroded battery cables, dome light broken and many other small things. Even with all these problems it still was in unusually good condition.

One obvious problem for me when buying a van in Nebraska is getting it home. Obviously this van has never been too far from home. A review of the

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maintenance log (which covered 1968 to present) showed the van never went more than 1000 miles in any given year. And Nebraska is about 1500 miles from my home in Warminster, PA. There are companies that will ship a car for you, but at an enormous cost. My brother had a 1961 Lakewood shipped from Texas (a similar distance) and the lowest bid was \$700. So driving it home seemed to be the best way to go. All you have to do is fly out there with tools and drive it home.

I traveled out with my tools and forty pounds of spare parts, but hadn't expected to have so much use for them. I spent a day-and-a-half preparing for the drive home, focusing on preventing what I believed were the most likely causes of breakdown. First off I greased the rear wheel bearings. They looked fine, but it's a long walk. Then I changed the oil and filter and oiled the generator. People often talk of those old generators seizing up on a trip. With the right damper door bolted shut I was not surprised that the O-rings were cooked. I didn't have time to change them, unbolting the damper door should keep things from getting worse. I then reinstalled the heater. That was a mistake. The heater was an endless source of fumes, probably the reason it was removed. I "fixed" the outside mirrors by reinforcing the brackets with coat hanger wire, but that really didn't work well. With no inside rear view mirror the world behind me was a blur for the whole trip home. A noisy flywheel might break a starter but won't strand you if you park at the top of hills, so I left it alone and hoped. The spare held air but I wondered about how long it would last if used. I was surprised by the loose steering in a low mileage vehicle, but I assume 21,000 miles as an emergency vehicle is not quite the same as just being driven to church on Sunday.

After spending a weekend under the van I was ready to go. I was staying with my sister and she said it reminded her of old times. If she wanted to talk to me she had to talk to the feet hanging out from underneath the Corvair. The "Highway Patrol" light was (or at least could be) a minor problem. Many state troopers have been known to take a dim view of emergency lights on a non-emergency vehicle, even if you do not turn them on. In traveling 1500 miles I was certain to run into one or two of them. But the light was so much a part of the van I hated to take it off. I planned to put two roof racks around it and cover it with a plastic laundry tub bolted to the roof racks. Crude but effective. My sister suggested I put a ski cap over it. She donated an old one and it fit! I put a large hose clamp over it to hold it on. That was simple yet effective. If I had more time I would have tried to find a ski cap with cut-outs for eyes and mouth. That would have added some character to the van!

I set out for home late Sunday afternoon. The directions were easy. Go down the road, turn left onto I-80 and follow it for 1000 miles. Turn right onto the PA turnpike and follow it until you are at the exit three miles from home.

The only surprise on the highway was the heater. It was mid-September and a little heat would have been nice. However, foul-smelling fumes came out of the heater. I suppose that is why the Fire Department had removed it. I stuffed the duct with rags and rolled down the passenger side window. I was going to travel a long way and didn't want to take any chance that those fumes were exhaust gases.

I drove about 300 miles before stopping for the night. My motel selection criteria was simple. Near an exit

and under \$30. I stopped at the Mid America Motel in Williamsburg, Iowa - \$29.95.

By the way, Williamsburg, Iowa is the closest place to stay if you want to visit the Amana colonies. I read about them in history class but did not have time to stop and visit. Oh, you want to hear about the van? There is not too much more to say about the trip home. That's the kind of trip you want when ferrying a new purchase home. A Corvan is NOISY on the highway. With very little sound insulation and no carpeting, back seats or other things to reduce the sound level, they have to be noisy. I'm sure they were noisy when new. However, it kept running at 65 MPH mile after mile.

I drove about 700 miles the second day and stopped in Milan, Ohio. Everything in Milan has a light bulb on it because they claim to be Thomas Edison's birthplace. I stopped there because they had a Day's Inn with a \$32 rate. It included breakfast, so I bent my limit of \$30/night rule. That night I discovered the only thing that "broke" on the van during the trip: the driver's door lock. I could not lock or unlock it with the key. Fortunately the inside lock still worked. I am not going to win the hard luck award with that failure.

The next day I rejoined I-80, known there as the Ohio Turnpike. When I stopped to pick up my entry ticket the toll taker burst out laughing, then invited the others over to see my van. It appears the van with the ski mask on top became quite famous on the turnpike the day before. I had the ski mask over the "highway patrol" emergency light to avoid breaking any laws. Apparently, the day before the radio waves were alive with reports of this van, and the toll taker was delighted to see it in real life.

The trip home continued to be uneventful: no flat tires, no thrown fanbelts. Gas went in, noise and miles came out. When I got home, of course, I wondered what I was worried about. People drive their Corvairs cross-country all the time. Also, being a member of *CORSA* helps. Mentally I would say "80 miles to Chicago, bet if I broke down I could call Larry Claypool". "Just left Pittsburg, bet I could call Jeff at Corvair Ranch if it breaks." Still, driving a 25 year old vehicle more miles in three days than it was ever driven in one year is pushing your luck. I had prepared the vehicle but you can never be too careful.

Now I have the van home and it's time to go to work. It really is an unusually nice truck, but when I look at the list of things to do, it sounds more like a restoration project than a low mileage van. But, when I'm done, it definitely will be a one-of-a-kind vehicle.

Bill Garrison
Warminster, PA



**WE NEED YOUR ARTICLES,
STORIES, PHOTOS AND
TECH STUFF! PLEASE
SUPPORT YOUR CLUB!**

(con'd on page 37)

FC Classifieds

1961 Greenbrier, Goldwood Yellow with black stripe. Custom interior, AM-FM. Warmed over 110HP with PG. Ready to roll. Trade up, down or sideways for Ramp-side with PG or \$5995. Ed Bittman, (813)327-3115 in Florida (7:00 to 10:00 PM)

1963 Greenbrier, 55,000 miles, 102HP, 4-speed. Have original 80 HP if you want. New Michelins. Have table and 3-seats. Never seen a winter. Aqua with a white stripe. Standard model - no interior upholstery. \$3500 obo. (517)547-5600 or (313)928-7362.

FOR SALE: FC rear axle bearings, used 100% inspected. All Rollers and races A-OK. Two bearings, \$50 each. With reconditioned large cover and donut \$57 each. No puller rings. Almost NOS Bearing large cover and donut \$12 per set. Rear 1/4 window w/strip, used and clean like new, Soft, no defects \$50/pair. FC 4-speed trans crossmember, VG \$45. Add shipping. Bob Kirkman, 1820 Moffat Road, Leonard, MI 48367.

WANTED: 1964 or 1965 FC motor. Please send details to: Terry McKenna, 4934 Galena Drive, Colorado Springs, CO 80198. (719)598-0743.

Financial Statement

June 30, 1992 to June 30, 1993

Balance as of June 30, 1992	\$3015.14
Receipts: Dues, decals, patches, stationary, newsletters, paint index, tech index	\$2048.80
Disbursements: Newsletters	\$ 975.73
Postage	1012.51
Supplies (misc, typewriter, copies, etc)	365.79
Balance as of June 30, 1993	\$2709.91

Caroline M. Silvey
Sect/Treas, CORVANATICS

Scene at the National



THERE WERE MANY FINE FC'S IN SAN JOSE, MANY IN COMPETITION. THIS ROW OF BEAUTIFUL VANS AND TRUCKS WERE ENTRIES IN THE CAR DISPLAY. MANY "EVERYDAY" UNITS WERE ALSO SEEN; THERE ARE A LOT OF DAILY DRIVEN FC'S IN CALIFORNIA.

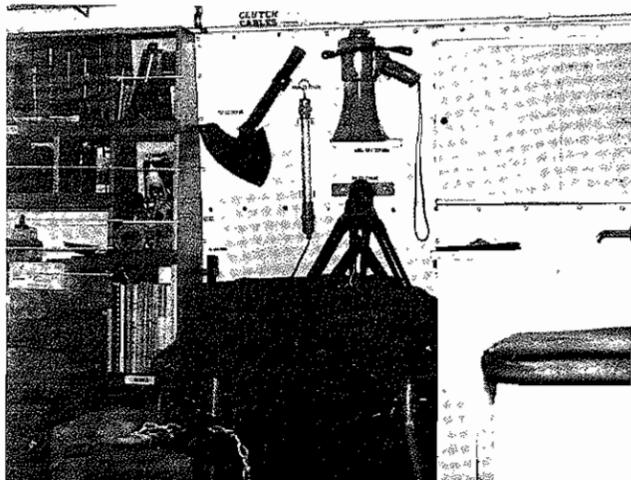
RESQ921 in San Jose



AFTER MANY MONTHS OF HARD WORK, THE SAN DIEGO CORVAIR CLUB'S PROJECT "RESQ921" HAS FINALLY COME TO AN END. THIS IS THE RESULT OF THEIR LABOR!



CHIEF PROJECT "INVOLVEE" LARRY SCRIVENER STANDING BACK AND ADMIRING THE RESULTS. AS YOU CAN SEE FROM THE PHOTOS, THE INTERIOR IS A MODEL OF ORGANIZATION. A PLACE FOR EVERYTHING AND EVERYTHING IN IT'S PLACE...



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Finally, the meeting concluded with a tech presentation on removing casting flash from Corvair cylinder heads, for enhanced engine cooling. The presentation was by Brian O'Neill of New Jersey with slides by Yours Truly, and it was well-received. CORSA's computer bulletin board the week after the Convention carried a report from a member who tried the techniques shown and was very pleased with the results. I'm happy that Corvanatics was of help.

Once I returned home following the Convention, it was off to Lime Rock. Corvanatics, however, was poorly represented there. I did not take either of my Greenbriers, but instead took my Corvair "race car" and my Fiero. Both broke. And in Lime Rock's Concours and Wash-N-Show, nary a Forward Control appeared among the nearly 50 entries. I saw exactly two FCs all weekend, both toting parts for the swap meet. Even our new Eastern Director, Tim Schwartz, took a '65 Monza to Lime Rock. I hope there's no provision for a recall vote in Charlie West's by-laws draft.

But in just a few weeks those of use here in the East will be off to our "Drive-In" with the Central Pennsylvania Corvair Club's "Corvair Days." I am striving to drive a Greenbrier to that one. Just gotta replace that one bad brake hose...

(Hollywood - Con'd)

of the Greenbrier, Basically, Pesci ends up doing homework for the college kid who, in trade, lets Pesci live in the van. To accomplish the many interior shots, a four foot by three foot section was cut out of the left side of one of the '65 models. Windshield were also removed during some of the shots as well. Filming lasted about three months. George reported all three Greenbriers performed flawlessly; in fact, one of the '65's (the one without the hole in the side) was purchased by an impressed crew member.

Jim's '64 Greenbrier was returned to the paint shop where it was resprayed it's former white with the brown stripe. An added plus came in the way of a headliner that was fabricated and nicely installed. This truck, along with the '65 I had originally sold them, was then brought back to my shop. All of Jim's accessories such as the hitch and wire wheel covers were reinstalled. An oil change and a complete check-over was also performed at the studio's expense. The '65 Greenbrier is still in as-photographed condition, purposely left that way in the event any retakes are needed. After a few months, ownership returns to me.

All in all it was very pleasurable experience dealing with this production company, George DiLeonardi in particular.

We hope to see the 'Briers favorably depicted in the movie!

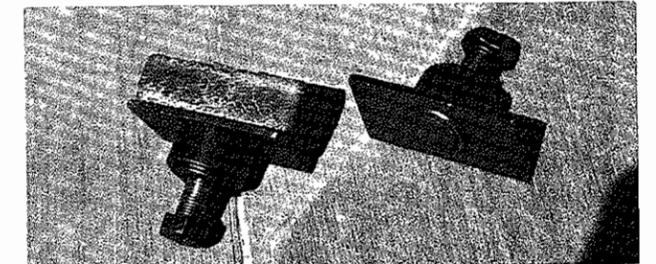
Larry Claypool

The 'Vair Shop

Mystery Parts

At the CORVANATICS Annual Meeting in San Jose, one of our members, Richard Campbell of Van Nuys, California, presented me with the parts shown in the photo below. The parts are NOS FC. What are they?

When I drove my 1964 Corvan it was plagued with a "chatter" clutch that nothing seemed to be able to get rid of. A lot of other FC's also seem to have this problem. On my 1964 model there was a threaded boss (actually a welded nut) on the transmission crossmember. In it, according to our local FC guru, Dan Yoerns, was to go a type of "jam nut" that was to be adjusted to almost touch the "main" crossmember, to somehow diminish the severity of the chattering clutch.



Then these parts turned up. When Richard gave them to me, he said they were intended to go onto the trans crossmember of the FC's. Do any of our members know of these? They look like exactly what I would have guessed would have been used by GM. We would love to hear from you... Bob K.? Larry C.?

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 thru current issue are \$1 each. Complete early set up to vol. 17, #1 for only \$75 (a bargain!).

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

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NOW AVAILABLE! GREENBRIER T-SHIRTS

KWIK BROTHERS CORVAIR PARTS HAS A LIMITED NUMBER OF CORVANATICS SHIRTS. WHITE SHIRT WITH CLUB LOGO ON THE FRONT IN BLUE & RED. GREENBRIER SHIRTS HAVE A LARGE OUTLINE 3/4 VIEW IN BLUE ON A WHITE SHIRT.

THE SIZES AVAILABLE ARE: LARGE, X-L, X-X-L THE SHIRTS ARE VERY GOOD QUALITY AND THEY ARE \$12 POSTPAID. ORDER FROM: LARRY THOMAS 6209 MILLSTONE CT, MILFORD, OH 45122. (513)575-0346

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September, 1972, and dedicated to preserving
and enjoying America's original and most
innovative small vans and light trucks, the
Chevrolet Corvair 95 series.

Stories, articles, photos or anything
of interest to Corvanatics members should be
sent to the Editor, Ken Krol, at 17433 N.
16th Lane, Phoenix, AZ 85023. Technical
material should be sent to the Tech Editor,
Bob Kirkman, at 1820 Moffat, Leonard, MI
48038. Classified-style advertising is free
to Corvanatics members, and should be sent to
the Editor. Commercial advertising is also
available, please inquire. Deadline for
publication is the 15th of February, April,
June, August, October, and December.

Membership in Corvanatics is open to
any CORSA member with an interest in Forward
Control Corvairs. Membership applications
are available from the Secretary/Treasurer,
Caroline Silvey, at Bob 68, McCordsville, IN
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POSSIBLY CAUSE YOU TO MISS AN ISSUE!**

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FIRST CLASS



CORVANATICS

THE FORWARD CONTROL CORVAIR PEOPLE