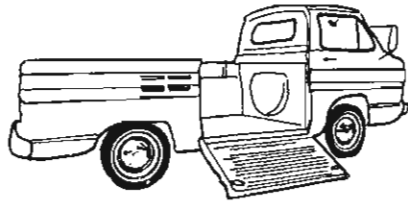




Vol. 24, No. 1 January-February, 1996



Pickups
Rampside - Loadside



Sportwagon
Greenbrier



Van
Corvan

Belated Merry Christmas!

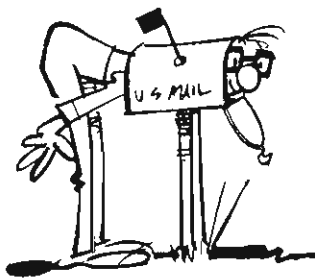


By the time you get this issue of CorvanAntics, Christmas will, I hope, be a fond memory. I certainly hope that your Christmas was all that you dreamed it would be. After all, Christmas was meant to be the happiest and holiest time of the year.

My first issue of CorvanAntics was certainly a learning experience. Note the "Letters to the Editor" that followed that issue. All-in-all I think it was well-accepted. So now we are on to the second. I think you will be pleased. There are several very good articles submitted by club members and perspective members. I certainly do thank those who have taken time to write to you all via this publication. There is one about how one reader obtained his van; another on how one has enjoyed driving his van to school and on camping trips; and some good Tech articles on timely topics. So . . . good reading to you! - David Hartmann, Editor

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LET'S KEEP
ALL OF THOSE
GREAT
ARTICLES AND STORIES
COMING IN!!!

OUR CLUB
IS WHAT WE
MAKE IT!!!

Letters to the Editor . . .

Some Complaints . . .

November 1, 1995

This is a "Letter to the Editor" from an avid member. ('64 Greenbrier, '61 Rampside).

In your personal introduction you mentioned that you were not too heavily into the mechanical end and were more of a Body/Paint person. Great! We certainly need some good info from people such as yourself. Unfortunately I have a mechanical bone to pick with you, re: editing.

(I am the editor of the Leeky Seel, from CORVAIR Minnesota Inc.)

Some of the text published in Vol 23, No. 3 was from me. I was a little confused when reading the text about clutch 'chatter' that I had not prefaced my work a little better than it appeared. However when I got onto page three and there was the first paragraph of my article - under a separate heading, with no tagline to identify it's other half (or author) - I could see what had happened. You simply made two articles out of one - which is certainly your prerogative as Editor.

Were you a little more mechanically inclined you would have read in the last sentence of the first paragraph where it said "here's how . . ." and then in the second paragraph explained 'how' the cable and the chatter were connected. My point is that these were two facets of the same idea and not two separate articles.

You obviously know how to 'write', but you obviously don't 'read' very well, at least not technically. Tell you what! If you want me to read your text before you publish it you can FAX it to me at my house and I will read it and make notes on it and either mail or FAX it back to you. That way you still get to edit the newsletter and simply have the backing of a good technical reader. Sort of as if you had a 'staff' person.

Nice looking Rampside. Mine is beige (tan) with a dark brown stripe, and Chevy Rally wheels with low-profile blackwalls. My bumper is also painted with the same as the stripe. Ray Collins of Cedar Rapids IA also has a Rampside that I was looking at this summer. He needed some "REAL" shocks because what he had was 'wimpy' at best. I suggested a Monroe shock to him that I have found to be TERRIFIC. Do you have any Shock problems?

Discussion about the backpage: I was under the impression, from the election at the Corvanatics Group Meeting in Dallas that I was elected to the BOD from the Central Division. There was a person from out East (it could have been Tim Schwartz) that had been elected to take notes. I assume as Secretary. Please check with Tim to see if my point is correct.

Relative to Seat belts in the FC. I asked this question at the meeting in Dallas and was told there that Corsa BOD director from the West, Bob Slusher, had done this. I wrote him and asked for his data. He has only done it on a Rampside - not the bodies with a pillar. I have since acquired a sawed off Greenbrier pillar - both sides - and am in the process of deciding how best to cut in to mine and exactly where. What I would like to do is to incorporate a crash-bar (like a head rest) into my GB at the same time/place as the seat belt anchors. Do you think an article requesting ideas would be in order, or do you only want finished projects?

Fran Schmit
St. Louis Park MN

Editor's Note-

In a letter to Mr. Schmit most of the points made by him were addressed and resolved. I've still not heard from Tim Schwartz ("someone else") indicated in Ward Borgondien's article last issue.

Some Congrats . . .

November 1, 1995

Congratulations on your first issue of the the CORVANANTICS. I like it.

I just got married, sold my house, and am in the process of buying a new house. So I have a new address for the Corvanatics' listing of officers in the newsletter. Instead of 161 Hill Street, please use P.O. Box 547, Midland Park, NJ 07432. Thanks.

(Caroline Silvey already had the address change, and in fact this newest newsletter came to the new address.)

My two 1964 Greenbriers are having a quiet existence these days due to the marriage and move. They both repose in a rented garage, waiting the return of my "spare time". They are the only Corvairs I own, although my bride is enthusiastic about convertibles . . .

Congratulations again. I look forward to future issues.

Bob Marlow, At-Large Director

Do FC owners Realize . . .

Some FC owners do not realize that our trucks could have been ordered with special bucket seats instead of the usual front bench seat. Recently I acquired a set of these rare seats. What is more, I am told that mine are more unique than most. The passenger seat not only folds down, but also folds into the floor area, completely out of the way. Due to the rarity of these seats, and the scarcity of them today, I was wondering how many FC's rolled off the line with bucket seats and more specifically, how many had the rare fold-away passenger seat.

- Ben Stiles, York, PA

THE STORY OF NEPTUNE 1995

This is a story about a Corvair Van that did not join the ranks of all normal trucks in 1961. Had it been put into normal use, it would have gone through a normal life cycle, worn out and later taken to a scrap yard, just as thousands and thousands of vehicles have done since the automotive era began. "Neptune" is the name my wife and I gave this van due to its Neptune green paint color which we found in the commercial vehicle paint chart. I can best describe it as a green equivalent of a school bus yellow.

We purchased this van, with 20,000 original miles from the son of the original owner, in 1984. The son told me this story about the van and why it wasn't put into normal use.

THE STORY:

The son's father had a drapery and furniture business and won this van in a contest at a carpet convention. He was allowed to place the order for this van through a local Chevrolet dealer. The father ordered it with an automatic transmission because the son had polio and it would be easier for him to drive when he helped him in his business. It was then lettered with the business name and a drapery rod was installed. As plans changed, the carpet part of the business never grew, and the van was never put into business use. Instead it was used only for special hauling on an as-needed basis. During this time the van was garage-kept, and upon my purchase in 1984, it was still using two of the original tires. The original spare tire and the original one-piece exhaust system was still in good condition too. Except for the wheels and bumpers, the original Neptune green enamel paint was, and still is, in very good condition and I chose to leave the original lettering on as part of the van's history. It was neat to see such an original vehicle which was almost untouched for 20-plus years.

Now, in 1995, at 28,000 miles, "Neptune" still drives excellently and gets to two or three shows a year. In all of the 11-plus years I have owned him, the hardest thing to do was to get rid of the strong cigar smell (apparently very much liked by the original owner). It took countless air fresheners and several years to do this. I kind of miss this smell now and had really begun to kind of like it, if you know what I mean. After all, how many cars could you be blindfolded and put into and be able to say, "I know where I am?"

I hope you like this story, and perhaps, in another 11 years I'll still have Neptune to write about again.

-Jesse J. Wright, York, PA

TECH TOPICS

BATTERY STORAGE

If you store your Corvair inside, take the battery out of the car and try to store it as near to 0°F as possible. That temperature gives the longest shelf life to a sulfuric acid storage battery - it needs the least amount of trickle charging. If you can get away with putting it in the freezer that would be nearly ideal. But a battery at 0°F has less than 20% of its energy output as it would at 80°.

-Fran Schmitt

TECH TOPICS



THE GAS GAUGE SAYS "EMPTY" AGAIN!

I've had several Corvairs and FCs to repair where the gas gauge stayed on "Empty". There are a couple of things to check out, but the cause has always been the same, so far.

Check first: Turn the ignition to "on" and pull the connector off of the tank meter post. Gauge should go to "Full". If it does, you know the dash gauge is working, and the circuit to the tank is OK. The tank meter ground is OK. If it were poor, the gauge would read "Full", rather than "Empty" in the first place.

Check really first: Do you know there is enough fuel in the tank to give a gauge reading?

So, on to the real cause. Drain the gas, drop the tank on an FC, and remove the tank meter. You will find the meter brass float full of gas. Either there is a corrosion hole, or more likely there are significant splits in the brass float. Wonder what made it split, and to such an extent?

You probably can't buy a new float, so you do what I did; take a float from a Corvair tank meter, test it in hot water for no bubble leaks, and put it on the tank meter arm. (Of course, if you have a spare, good FC tank meter, install the whole thing).

On two float changes, the gauge has been back on "Empty" within a couple of days, or a month! Removal showed those floats to have significant cracks. Why?

Somewhere in the back of my mind is a thought that brass age-hardens. If your occupation is such that you know such an idea is nuts, then please forgive me. The semi-circular end of the tank meter keeps a constant clamp force on the brass float. It finally gives in to that stress, and cracks. Putting a good, old float onto the arm really stresses it, resulting in accelerated stress fracture.

Oh, how I wish someone made a good, workable plastic or cork float. Doing the repair job on an FC twice is not real fun.

While I have not done it yet, I know what I will do on the next vehicle. I plan to take a carburetor float and cut off the arm between the two floats, solder the floats together, and to the tank meter arm. Plan ahead so that they will go through the tank hole, and also to allow full arm swing to the "Empty" position. That baby's not going to stress crack!

Bob Kirkman

TIRE SIZES

Got a call the other night from a member who was concerned about what size his tires were or what size were the tires he was going to buy. He was concerned about all the usual things that tires change such as speedometer reading and gear ratio for pulling loads or for getting better mileage, and stuff like that. We talked for some time and then it turned to mathematics and, horror of horrors, THE METRIC SYSTEM!!! So then we got down to the real nitty gritty of the whole matter.

Continued on page 4

TIRE SIZES-

Continued from Page 3

Tire sizes are shown in a combination of English (inches), metric (mm), and mathematics (%). A tire that is a 205/75R14 is 205mm wide and 75% as high as it is wide (0.75 times 205mm = 154mm) that means it's rim is 154mm off the pavement. The tire is a Radial and fits on a 14 inch rim. If you stand it up it will measure 14" + 154mm + 154mm high or 14" + 308mm high. Since 25mm = 1 inch (close) then every 100mm is about 4", so 300mm is about 12". The 205/75R14 tire will be standing 14" + 12" = 26.1" high at the top. If that tire were a 185/75R14 it would be 40mm (about an inch and a half shorter [24.9" high]). By adding these English and metric numbers you can compare different tires and rims to see what you would like to use (buy) for your car. If the rims would fit on the car you would find that a 225/65R15 is exactly right for your FCs speedometer - it's the same size as the original factory tire that came on a 14" rim. Let's calculate that tire. 225mm times .65 = 146mm. Two of them makes 292mm at 25.4mm/inch that's real close to 12"). On that 15" rim it comes to about 26.5" at the top of the tire. Remember that 14" tire we talked about a minute ago--it was nearly the same height! (26.5" vs 26.1"). If that first tire were on a 13" rim (205/75R13) [25.1"] it would obviously be 1" shorter than the 14" example, but only 1.4" shorter than the 15" one listed above. Is this all just too confusing or what?

The point of all this is that there is an everlasting choice of a wide variety of tires (wheels) out there that you can feel free to fiddle with and still have the right numbers--all you have to do is to decide which numbers you want in the first place, and go from there. Just don't let the metric scare you (25.4 little mm's is the same as one inch) and just multiply that first number of mm's (185, 195, 205 etc.) by the second number (50, 60, 65, 75, 80 etc) to find how high the rim is off the concrete. 185mm x 50(%) = 92mm! This tire is less than 4" off the tar! On a 13" rim the whole wheel assembly is only 13 + 8 = 21" high - (actually barely over 20"). That's a really small wheel and makes for a lot more dig than a 3.89 differential would ever give you.

This, too, is easy to figure out. Say you've got a 3.55 differential and you think you would like the dig of a 3.89:1. Well, how much difference is there between them? 3.89 - 3.55 = 0.34 and dividing that by the 3.89 gives you 8.7%. All that you have to do is to change your wheel size by 8.7% and you've changed to the new gear ratio! Simply changing from a 205 to a 185 will give you close to what you need. Figure it out: or just look at the examples above where the tire size was changed from 205 to a 185 and it got 40mm shorter (about an inch and a half out of 26) That's a 6% change in your gear ratio. If you made that 185/75 into a 185/60 you'd have dropped 10%. It is certainly an easy way to see if you really wanted to run a 3.89:1 isn't it? All of these numbers are available on the tires and they are all nearly as accurate (different tire companies actually make tires that are a little bit off from what the other guys make -- usually within 3% is what I have found.)

Oh! Another little observation that comes from a lot of dumb mistakes. Since tires nowadays are so long lasting Page 4.

you don't want to invest a bundle and then have to live with the wrong tires for ten years, or longer! So have your friendly tire shop mount up some used tires that are the size you were thinking about and you can test drive them for a season or so and see if you like that particular pair.

Also don't worry about having different sizes front and rear. Why would you worry about that in the first place except for the fact that you would have a wierd spare, right? Well, how often do you ever use your spare anyway and you certainly don't rotate your tires - to include the wear statistics of five tires - BUNK on all of that crap. Use a little space-saver spare tire to get you to a service shop to fix your good tire and then put the good tire back on - period. That leaves you free to have BIG FAT tires on one end and Little Skinny tires on the other or whatever you want. Remember there's a lot less weight on the front of your 'Vair than there is on the back, so you don't even NEED a big tire up there. You could even save \$MONEY\$ by using the regular tire on back and a cheaper (smaller) pair in front!!! Obviously you would not have different sizes on the rear axle as that would cause your differential to wear out in a hurry. You could mix them on the front if you wanted to experiment with driving in circles or something - I don't know that it would hurt anything by doing it up front. Interesting thought though - anyone game to try it and see what happens?

SUMMARY: To figure a tire's size you need a calculator (or if you are really old, you can do it with a pencil). Multiply the first number by the second number (say, 205 x 75); then divide that number by 1270. If you add that number to the rim dimension (say, 14") you will know how tall that wheel assembly will stand. That's the number you want to know when comparing sizes.

If your speed is fast by 5%, then a wheel that is 5% larger will slow your speed to perfection.

If you have no trouble with your tires except that they are old and you need new ones, but there are so many varieties available that you can't decide, then calculate the size you have and calculate the one you are choosing from and you will find a lot of different-sized tires that will all be the correct height.

If you want better mileage put bigger drive wheels on, and experiment.

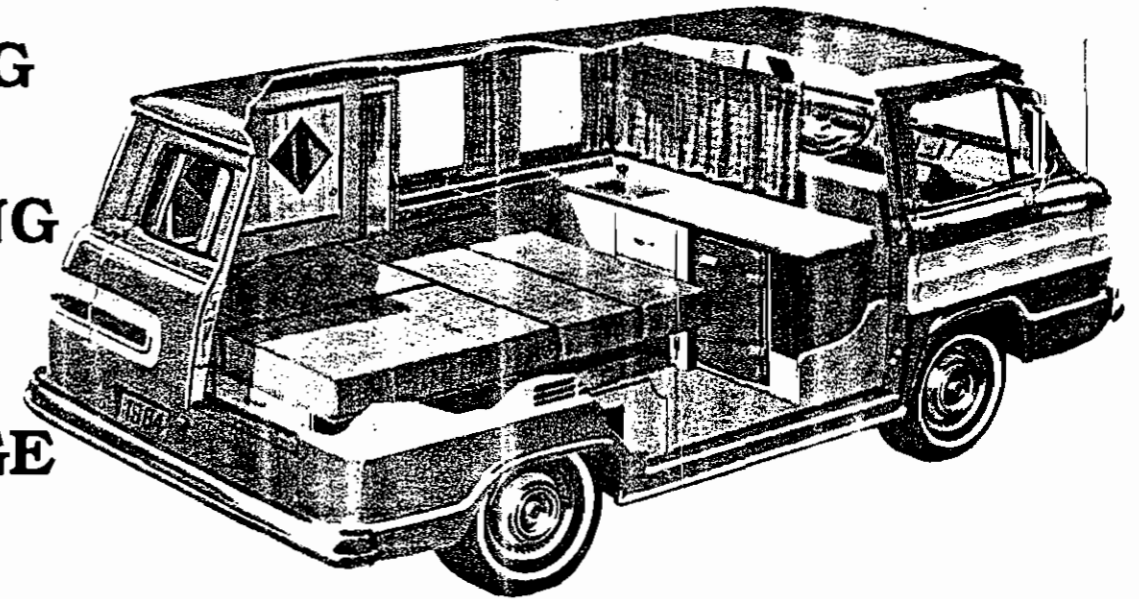
If you want more DIG put smaller drive wheels on, and try them. See if you like them, see if they fit your needs.

Remember that tire shops all have "take-offs" that you can have mounted and balanced for about \$20 (they got them free) so you can experiment with a very small investment. They'll get them back again when you decide to buy the real ones and they can sell them again! Everybody wins!

Fran Schmit, St. Louis Park MN



DRIVING & CAMPING IN A HIGH- MILEAGE FC!



My name is Benjamin Stiles. I joined the Corvanatics Club in an effort to learn more about the van that I drive and to meet other people who drive the same great type of vehicle. Before I ever joined the club, I learned that the newsletters were getting thinner and thinner and that the interest level of the members seemed to be dwindling. With this letter I hope to do my part to share my interests with the club, and, hopefully, give our newsletter an extra page or two.

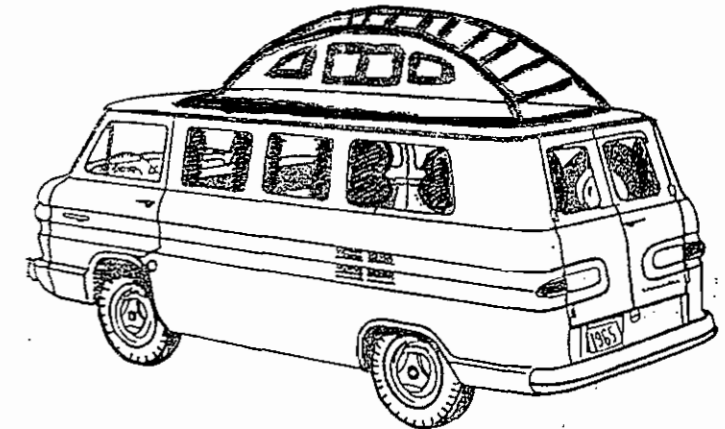
I am a Junior English Education major at Millersville University of Pennsylvania. I am twenty years old and hold a stronger interest in my van than most I have met. The distance from my driveway to Millersville's parking lot is exactly twenty-two miles. My 1962 Greenbrier has taken me those 22 miles to and from school for the last three years without fail. When I bought the van from the previous owner, who found the poor thing as a woodshed behind someone's house, it had 480,608 miles on it. Today it turned over 517,000 miles and the engine keeps going and going. The Greenbrier is my only car, and has been very affordable to keep on the road. I get approximately twenty-three miles to the gallon, so I drive to school and back on a little less than two gallons of fuel. Not bad for a 1962 van.

School is not the only place my van takes me. I have had the van as far north as the Poconos and down to the New Jersey shore several times. I never worry about going on long trips with the van, and I know it will get me wherever I want to go.

This past summer, as well as the summer before that, I have utilized the Greenbrier as a camper. With a full set of curtains (compliments of my future sister-in-law), and a lot of work on the interior, I have come up with a cozy and unique camping vehicle. Last summer six of my friends and I loaded a mountain of gear and food into the van and headed for a campground up north. The van took the mountains and valleys without an ounce of hesitation. And the looks you get when you pull into a campground with a Corvair van are astounding. The old guys remember the vans from when they first came out, but the younger crowd

has never seen them before. Just another reason to be proud to drive what we do. But, more about campers. The Chevrolet had two different factory camper kits (that I know of). These were part numbers 985654 and 985103. The first one is more common, considering that I have seen at least four of them and own one. This kit has a fold-out bed (which covers the engine box), side cabinets and a large front counter with a sink and ice box. (See page 7.) The second, which I have never seen a real version of, only a brochure, has a fold-out sofa which runs the length of the van between the front seat and the engine box. The cooker, cooler and other accessories are placed in the back over the engine. Many people, like myself, have created their own versions of the Corvair camper with homemade cabinets, beds and other amenities to round out the camping experience.

A company by the name of Traville also created an item called the "campside" for the owners of Rampside trucks. I have only seen pictures of these as well. Of particular inter-



est to me are vans with "pop top" roofs on them for standing height. I want to add one of these to my van, and a good procedure, or an argument for why it is or is not a good idea, has never been covered in this newsletter. What all this discussion of campers has brought me to is a desire

Continued on page 6

CAMPING FC- Continued from 5

to find out what variations, whether factory kits, homemade campers or otherwise are out there and how many campers are on the road or parked. My ultimate dream is to start a club of Corvair owners who enjoy camping. The looks which I receive when I pull into a campground in my FC would be multiplied if a whole section were filled with our beloved Corvairs.

I would like to urge the owners of such campers to write into the CorvanAntics magazine with an article on your camper, your experiences with it, where you found it or other such tales. Whether you use it a lot, or whether it is for show, I am sure that I am not alone in wanting to hear your stories. Until which time as there is enough interest to start a club, if that day ever comes, I would personally like to start a registry of what campers exist and of what they consist. Any information that you would like to provide me in this endeavor would be appreciated.

I hope that more of you will write in about your vans or trucks, regardless of their condition. I would really like to learn more about the vehicle which I drive daily. I wish you all the best for the Holiday Season.

Benjamin Stiles
21 N. Kershaw Street
York, PA 17402

P.S. I recently bought a rough '64 Greenbrier with a complete camper package, except the ice box, for \$100.00!

During the production of the Corvair FC series there was an option to order vans without the back door windows cut out. The stamped metal where the window would have been was left intact and painted along with the rest of the van. I have seen only two vans with these special doors, one rough and in a field, and one with a new and shiny red and white paint job owned by John Goulden, formerly of Gettysburg, PA. Is there anyone out there who knows what this option was called and how rare it was?

- Ben Stiles, York, PA

TECH TOPICS

BUYING A BATTERY

When you go to buy a new batter you look at the shape, posts, etc. and then you say "How many amps do I get for my \$50?" 400, 500 or even 600?

A few years ago the industry came out with CCA - Cold Cranking Amps. That says that this battery - if its says 500 CCA - will deliver 500 amps at 0°F. What if it says 500 CA (not CCA)? CA means Cranking Amps at 0°C. That is metric and compares to 32°F. There is also MCA - Marine Cranking Amps, sometimes called HCA - Hot Cranking Amps, which is the rated cranking amps at 80°F. The ratings actually compare like this: 500CCA = 625CA = 710MCA. If all the batteries you are looking at read "500 amps" you could actually be getting 500 amps, if CCA, up to 400 amps (at 0°F), if CA and only 350 amps (at 0°F), if MCA.

- Fran Schmitt, St. Louis Park, MN

Classified Classified Classified Classified Classified
CLASSIFIED ADS
Classified Classified Classified Classified Classified

FOR SALE: Upper & lower ball joints, new TRW, \$20 each or \$75 for the four. Phil (313) 928-7362, 9290 Melbourne, Allen Park, MI 48101.

'63 **Breenbrier**, has '66 140 engine, 4-spd. trans., Spyder Dash. Chevy Rally Rims, new Uniroyal tires, shocks, front end aligned. Body basically good. Red/white stripe. \$2500. Parts van available for \$150. Michael (414) 954-7441. (WI)

Retiring, Selling Out: 34 Corvairs, from parts cars to drivable. 2-drs., 4 drs., conv., ramps, vans, 'briers. 1960 to 1966. Make offer, one or all. Fred Johnston, Box 323, Temple, PA 19560. 610-926-2485

'63 **Rampside**, red with gold pin stripe. Interior is light metallic gold with light gold velour seat cover with matching skirt covering. spare tire, black carpet, theft-proof pull-out stereo with 4 speakers. Has '78 Olds rallye wheels, painted to match truck with trim rings and center caps, 110 engine, 4-speed, black, custom-made tonneau cover. Looks and runs great.

Also '63 Corvan, white, carpeted and paneled, but is dirty, 95 engine, with Clark's rebuilt carbs, new clutch, pressure plate and release bearing. Runs and drives well, has good tires. Asking \$5,000 for Ramp; \$2750 for Van; both negotiable. Bob Ayers, 4 River Ridge Lane, Fredericksburg, VA 22406, 540-752-9313.

For Sale. '62 Rampside with camper top and side door. Automatic with tired car motor. Body is straight and solid, rear floor is also straight and solid. \$1800. Ward Bourgondien, 301-474-4333. Rampside is in Washington D.C. area.

For Sale. '62 Loadside Pickup, not many of these left, 110/PG, new interior, new window seals, very good condition, runs great, red with white stripe. \$3,000 OBO. Howard Lake, MI 810-233-7777 or 810-743-8530 and leave message.

Parts for sale: Hubcaps for '64 & '65 Monza, front suspensions for '65 car, '63 & '64 FC; two '65 transaxles 3.27:1 with 4-spd; four engines needing overhauls (1 80 hp, 2 102 hp for FC, also '64 95 hp engine - all manual; '63 FC transaxle (4-spd with 3.89:1), '64 axle 3.55:1 manual and '64 car axle 3.55:1 automatic. '65 & '66 heads - 110 & 95 hp; 2 '65 blue Corsa doors w/ blue glass; '65 & '66-'69 window glasses, door handles. All glass for 2- or 4-dr '65-'66 FC and car. Craig Wilson, 2105 Fairview Dr., Cedar Falls, IA 50613. Must clean out rented garage; if parts not sold, will junk.

Wall's CORVAIR UNDERGROUND



FAX: 1-503-434-1626
1-503-434-1648 1-800-825-VAIR
BOX 339 Dundee, OR 97115

THE LEGEND OF THE BATTERY AND THE BOARD

All my life I have heard and read that one should never set a battery on a cement floor. When storing a car battery people often take it out of the car and put it on the garage floor, maybe even near a battery charger so it can be topped off once in a while. But we are always admonished to keep the battery off the floor - "put a board under it!" is what is often said. "...or the cement will suck the juice right out of it." Now there's nothing wrong with putting a board under it, especially if it's a "juicy" one that has been on the charger too long and is slightly acidic on the outside. Sure the acid in a lead-acid battery will eat concrete. But the acid is supposed to stay inside the box and the concrete is outside - so my question was "how can it suck the juice out?"

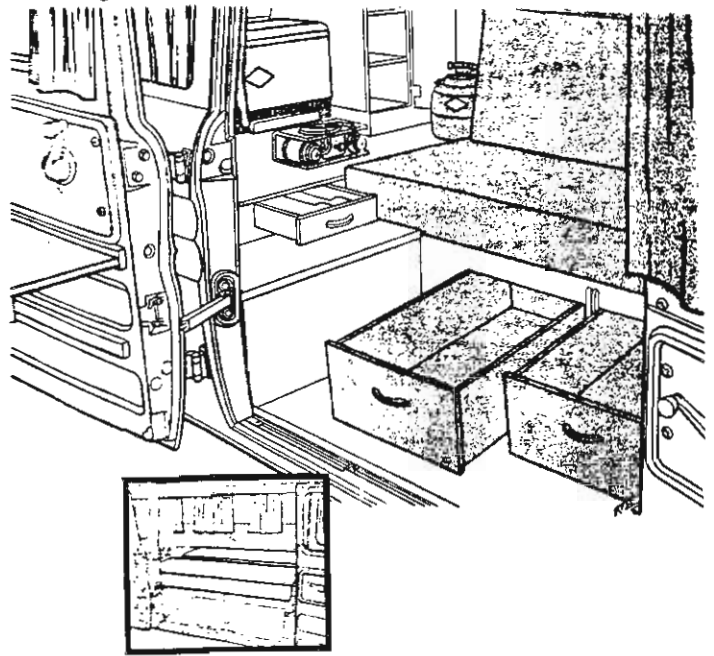
Not too many years ago I saw this admonition in a GM service guide and asked a GM friend (Chuck Hewett) "how come you guys still say that?" He was ashamed to admit that not everyone had gotten the message because it's such a powerful "old mechanic's tale" and it is truly hard to "stamp out". Well, I think that I have found the answer and I hope that it will write the final chapter on that story, once and for all time!! Here it is.

Ever heard of a "Dyke's Automobile and Gasoline Engine Encyclopedia"? I happen to have a couple of copies, the tenth edition and the 17th edition - 1919 and 1935. The 1935 book has hundreds of pages on electrical systems. In the section on batteries there is a discussion of the battery and how to acid proof that box. (with melted tar and brick dust!) BOX? What box? Ah ha! The original lead-acid storage battery was made with the acid directly inside of a wooden box. The sketch in Dyke's shows the wood grain on the side of the box. The acid soaked into the seams of a well-made wooden box which then swelled shut, but was not eaten by the sulfuric acid - which is why it still doesn't hurt to put your battery on a board.

Batteries today use a Poly Propylene case that absolutely prevents the acid from touching the cement. The case can be damaged by dropping it on the cement floor or even by setting it on a small spare part that is lying unseen upon that hard cement floor. So, if you put a board under your battery, wipe the board off first, also check for nails, because the main function of the board is a mechanical cushion. So your dad wasn't really wrong when he told you to put a board under your battery--it's just that grandpa was so certain about what would happen if you did! Therein lies the Legend of the Battery and the Board. Now you know why you don't have to pay any attention to it anymore.

- Fran Schmitt, St. Louis Park, MN

Drawing of Inside of Ben Stiles Camper.
See Page 5.



A Last Word from the Editor

I am considering designing and producing a Corvair board game similar to Trivial Pursuit. It would be totally Corvair-related with a series of questions on both Corvairs and FCs. It is strictly in the planning stage at this time, but I would really like to hear any input you might have as to whether you would support (buy) something of this nature. Also do you have any ideas that could make it truly acceptable to other Corvair/FC owners? Does anyone out there know of a company that currently produces, or could produce, very small plastic or metal cars and/or FCs, Rampsides etc. that could be used for game pieces? All of these things would have to be resolved before any type of game could be produced.

Also, a minor problem is developing regarding classified ads. As of now the editor has no way of knowing how long to run your classified ad. It would be good if you could notify the editor when and if your car, FC, or other item is sold so the ad can be removed from publication. This reduces frustration from members who call only to find that the item has long been sold; it also prevents the advertiser from being "bugged" by people inquiring about items long gone. I don't want to arbitrarily run an ad only one time, but if no cooperation is forthcoming that may be the only alternative. To continue to run ads would make an unending list of classified ads.

No pictures were submitted this issue, but there are several drawings that help. Keep in mind that a picture can be included in your classified ad, but there must be a charge for it because of the extra photography and plate charges involved.

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for 1995 - 1996**

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CORVANANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvaire Society of America (CORSA). Established September, 1972, Corvanatics is dedicated to preserving and enjoying America's original and most innovative small vans and light trucks, the Chevrolet Corvaire 95 Series.

Membership in Corvanatics is open to any CORSA member with an interest in Forward Control Corvaire. Membership applications are available from the Secretary/Treasurer, Caroline Silvey, P.O. Box 68, McCordsville, IN 46055.

Dues are \$6.00 per year and must be sent to Caroline Silvey. Sending them to another address will only slow your renewal and possibly cause you to miss an issue. Club Window Stickers are \$1.00 each and Jacket Patches are \$2.15. Club Stationery is 5¢ each sheet. These are available from Caroline Silvey only, as are Membership Applications.

Stories, articles, photos or anything of interest to Corvanatics Members should be sent to the editor: David A. Hartmann, 111 E. Riverbend Drive, Plymouth, WI 53073-2219. Technical material should be sent to the Technical Editor, Bob Kirkman at 1820 Moffat, Leonard, MI 48038.

Classified ads are free to Corvanatics members and should be sent to the Editor. Display advertising is also available. Please inquire of the editor. Deadline for publication is the 15th of February, April, June, August, October or December.

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