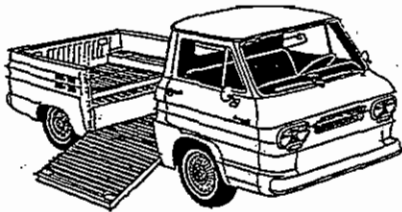




Vol. 25, No. 1 January-February, 1997



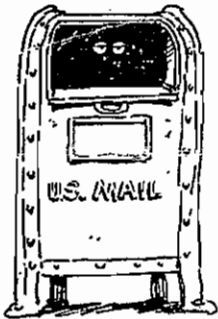
Pickups
Rampside - Loadside



Sportwagon
Greenbrier



Van
Corvan



*Letter
From
The
President!*

Well, everyone should be pretty busy as the holidays approach and a new year is just around the bend. By the time you read this, it will be 1997. But before we close out 1996, a few noteworthy things have happened.

Due to the generosity of Corvanatics members Harold Dexter and Bob Kirkman, the Corvair Museum has its first FC collectible items on display. Harold Donated his General Motors FC wind tunnel model and Bob donated his General Motors styling van model. A great way to recognize FC's contribution to Corvair history. Personally, I would like to hear of or see an FC of noteworthy historical value donated to the Museum for display. Should a member care to donate, they should contact either Dave Newell (510-223-4725) CPF Historian or Wade Lanning (804-861-5748) Museum Curator to discuss your donation.

I want to encourage participation in our newsletter from members. A big "Thank You" goes out to Benjamin Stiles for his ongoing tales of life as a Generation X college student with his beloved Greenbrier and fiancée Lynn Marie. Keep the stories coming and hope to see the three of you at Lake Placid '97.

As we move through the 90's, home computers are becoming more commonplace. So for '97 I would like to see

Corvanatics have it's own Web Page on the Internet. So let's join Virtual Vairs and Group Ultravan on the Web with our own page. If you have access to the Internet and would consider being our Corvanatics liason to the Web please contact me to discuss the possibilities.

'97 will also bring members an updated *CorvanAntics* Technical index and limited sets of complete *CorvanAntics* newsletter for sale. If you're interested, please contact Bob Galli, assistant to the Secretary-Treasurer at 805-466-2737 to reserve your Tech Index or newsletter set.

As we begin 1997, let's make a resolution to support our newsletter with articles. Also mark your calendars for June 17-21 to be in Lake Placid, NY for the Corsa International Convention.

In closing, I wish all a 'Vairy Merry Christmas and a prosperous New Year.

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Letters to the Editor

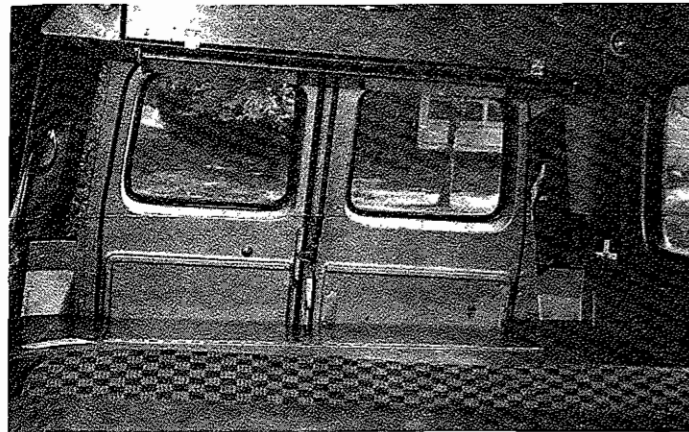
As I am a new member of Corvanatics, 4-97, I have a 1961 Greenbrier Station wagon with a camper package. I do not know whose it is.

There are 27,445 miles, original. The car is 99% original. The window screens, 4, are now on the four center windows. Van blinds, color coded are in the unit.

I do not know if I should get a third inside bench seat or get rid of the camper package, or leave it as it is. The current second seat is not bolted down for some reason.

Any insight or any advice you can give would help.

Al Farrara
45 Hilltop Rd., Yardley, PA 19067



Tech Editor reply:

It seems that you have a very nice, original factory-installed camper package. Everything in the pictures were in the package just as the "General" installed them--from the rear corner cabinets to the overhead cabinetry, to the front cabinet with ice box and drain (see lower right pipe).

The second seat you mention apparently lacks the bolts to secure it. These would have gone into slots in the floor to allow for a variety of positions, facing forward, facing rearward, etc.

I would suggest you not change anything, if you wish to keep it "stock", as it is beautifully original and in very nice condition.

Tech Editor

Dear Editor,

Well, you asked for it, so here it is . . . a nice, long story submitted for your approval . . . cut and crop as you see fit.

Also enclosed please find something to add to the classified section. I'm a new member as of July '96, and I really enjoy the newsletter.

Along with my '64 Greenbrier I own a '65 Monza coupe w/air conditioning - my wife's driver - and a '66 sedan with A/C.

Keep up the good work.

Lon Anderson
Crittenden, KY 41030

Mr. Anderson also inquires regarding the Corvanatics logo, "Where are the front turn signals on this one?"

Tech Ed. reply - "This one doesn't need turn signals -- it only goes straight."

TECH TOPICS



Rubber Door Grommets For Side Door Hinges

I recently saw a Chevy 20 Series van with rubber grommets around the side door hinges. There was a large grommet on one side and a smaller one on the door side of the hinge. I went to the local Chevy parts man and he looked up the numbers. They were still good. I ordered five each, the way they are packaged.

I checked the grommets for fit when they came in. The grommets will fit on the side doors of the vans. They can be made smaller to fit the back hinges with a little ingenuity. The side that touches the metal has pressure-sensitive adhesive on it.

These grommets could be used on non-concours vehicles. The part number is 12337944. I paid \$1.50 plus tax each for them. There is a split at one end to permit installation and a tab on the back for easy removal of the backing.

Robert Tidwell
318 N. Santa Anna St.
Los Banos, CA 93635-3208

corvair

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QUALITY CORVAIR REPAIRS

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JIM JIMENEZ
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The Next Engine

I have no idea what happened to the original engine! Some of the past history of our 1964 Greenbrier DeLux goes back to about 1976. Some is speculation, so we'll believe as much as seems to fit this story!!

The van was saved from a junkyard around 1978. Two small dents on the right side, below the doors, about forty inches apart are the reminiscences of the forklift that lifted it off a car it was stacked upon. I can account for the second engine that was a tired, used, early car engine. This mill served to only move the hulk around for a year or so. Engine number three was another car engine -- a hybrid of a low compression late engine with smog heads. I guess it had about 7 to 1 compression. Nothing would make it ping, but a hill would bring you down to thirty miles per hour! This engine was short-lived too. Due to performance, or lack thereof, a real engine with performance, reliability and power was in order. So in 1984 I set out to build a 110 hp mill for the Brier. No FC crankcase was available so a car case had to be used. I selected an excellent used crankshaft from the pile and had it magnafluxed, sized and polished. The rod and main journals were perfect-standard. Next I added forged pistons, a new cam gear, two great used heads with low miles, new rod and main bearings and cast iron rings. The cylinder heads I cc'ed to slightly lower the compression. Yep, this was an economy overhaul! All together, now with some other new parts and - voila - I had a super-sweet runnin' engine!

Now remember, this was back in 1984. The Brier was used daily for going to work and long vacation trips all over the western USA. Finally after 137,000 miles of trouble-free service, I started to have some problems. Sometimes the engine would run flawlessly, but on other occasions it felt like a cylinder or two would about half cut out. A compression test showed about 158 psi on all cylinders. Remember I slightly lowered the compression and have almost 140,000 miles of service. Now was the fun part of finding the problem. I had to check all the possibilities--like ignition and fuel. Everything was perfect, but sooner than later I would get that stumble.

Finally, after some deep thought and an occurrence when, after a cold start, followed by a stall, the engine just would not start. So now I did some historical investigation and testing. You see, I keep a log book on all my vehicles. After a tow home and some choice words . . . not French, I got the engine to run, but only semi-smooth and not much power. It was kind of like the valves were adjusted wrong -- like too tight -- too tight? Wait a minute. How did the lifters pump up? Okay digging back into my brain now--brain? oh yes sometimes I have to use it -- I remember an article on racing engines many years ago on lifter pump up. This is a condition where the lifter fills with oil but cannot bleed down fast enough to allow the valve to close. Yah, right, in my Brier? with a 110 and Powerglide? Well, about six months before I started to have all these problems, I started to use an oil additive that bonds the oil molecules together under load without changing the viscosity. This is not motor honey (STP), it's not an engine treatment that bonds to metal parts. This is a product called SFR, another brand is Power Up. I have used this product for years in fleet ser-

vice in oooooold engines. It has to be added one ounce per quart of oil and repeated at each oil change. The treatment costs about \$3.00 and I have found the performance and reliability to be phenomenal! I could go on and on about engines with 1/4 inch of crank end play that didn't blow, or engines that lost the oil sump and a piston and still drove up to six miles to a trailer . . . then up on the trailer to be hauled to the company shop. You see my company won't replace anything that is not dead worn out.

Okay, so is this additive the problem? How do I find out? Simple, drain the oil and change the filter, then add straight 30 weight oil and see what happens! YA HOO! After running for twenty minutes the stumble cleared up, bit by bit, to a familiar smooth runner . . . just about long enough to circulate the treated oil out of the lifters. Happy days were here again, but with a proposed trip to Mexico, I figured an engine rebuild after 137,000 was a good idea. So now we finally get to "The Next Engine".

About four months later, with the odometer reading 247,000 it was rebuild time. Upon disassembly I found only minimal wear. The cam gear teeth had some minor wear. Two cylinders had a minor scratch or two and the main and rod bearings looked very, very good.

Once again the same crankshaft goes off to the speed shop for a magnaflux and size. The machinist builds racing engines and has a super reputation in our area for precision work. It's a one-man shop so Mike takes pride in his work. He found the crankshaft was excellent and in the middle of the high-low wear tolerances. He was impressed with the condition after 137,000 miles, but I blew him away when I told him that it was a used crank that had at least an additional 70,000 miles on it. How about that--a 200,000-mile crank that checks out perfect.

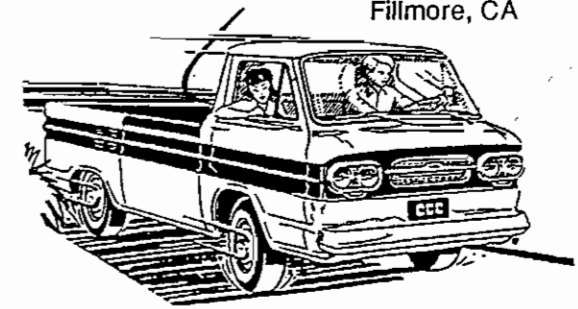
So back in the van it goes, and with all the proper new parts, including overhauled heads this time . . . yep, I cleaned the flashing out of the fins too. It was off to Mexico and another flawless run and fun.

So what is to be learned here? Change your oil regularly. I do it every 2,500 miles, filter too. I still run the SFR, but I only half-dose it. I've seen too many benefits with our fleet vehicles to abandon the product. So far, 18,000 miles without a hitch.

I use standard bore jugs in all my Corvairs. Check for good cylinders and remove the ridge and run forged pistons with cast rings on non-turbo engines. I don't build racing engines, but this was the empty-umph engine that I have built and about seven have gone over 100,000 miles without a hitch. The formula works for me!

One last item, the Powerglide in this van is original and never touched, other than regular oil changes.

Dave Palmer
Fillmore, CA



Greetings from Ben's Bus

Does anyone drive these things anymore? I never see any FCs on the road. Only cars and most of the car owners do not recognize the Corvair trucks. I wave at everyone and rarely get a response from the Corvair car drivers. Anyway, get those vans and trucks out and show them off. They are great in snow, too!

Since I last wrote, many things have occurred with the van. I have had an annoying problem with my generator light glowing since my trip to Maine this summer. It would glow brightly until the RPMs got higher, then it would dim and finally go out. The other night on the way home from Lancaster County the generator light came on brightly and stayed on. Half way home the engine began to sputter. I switched off the heater (I still don't know why) and the engine started to run again. A few more miles down the road the engine did the same thing. I shut off the headlights and the engine started up again. It was nine o'clock and very dark out. Lynn and I limped the van to the nearest exit where I was able to drive to the place where I work and call home to be picked up. Jef Stonesifer sent a rebuilt generator down to me and I installed it before work the next day. Those three bolts are hard to get to. Anyway, with the new generator the light glowed like with the first one. This led to the discovery that the voltage regulator was the problem. A quick trip to the Ranch and a new regulator was all it took to get the charging system working properly again.

Though all that is fine, I am going to have an alternator installed. I feel it would be better to get the charging system up to date. After all, if generators were the right bet, auto manufacturers would still be using them.

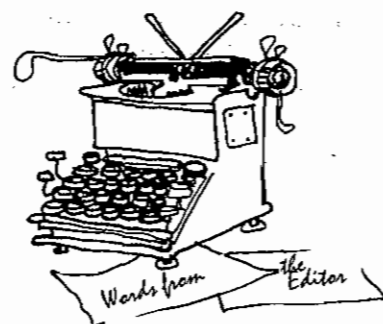
I want to install left hand eight door cargo doors on the right side of my Greenbrier. This would enable me to access the middle cargo area by opening the back door first. This would work perfectly for me because my middle seat is always facing backwards and if it is not there the camping cabinets are there behind the front seats. This requires that I open both doors to access the middle cargo area. I am very interested in a good set of these left hand cargo doors from a Greenbrier eight door so that I can also have the outside key lock. If anyone has a set available PLEASE let me know. I don't know if this has ever been done, but from all my measurements, it should certainly work.

I bought three 72" stainless steel piano hinges for the Calthorpe Travel Top I am restoring. These were \$89 for the three and as I can tell now, the project is going to get very costly. I will have to buy the things I still need little by little, but I still would like to get the top done by this summer. Long hours at work during the winter will enable me to get the rest of the stuff by Spring. I am excited to be able to stand up in the van. I am 6'4" and have to bend over very far to change or do things in the van. The other beauty of this is that it can stay up even when I am driving because it is all metal.

I look forward to hearing from all of you in the next newsletter. Please send in articles about your FC experiences. We are all interested. Also, if you have those eight

door left side cargo doors, I would like to hear from you even more.

Benjamin A. Stiles
21 N. Kershaw St., York, PA 17402
717 - 755-1309 unl.



Words
from
the
Editor

Wow! My mailbox was full this month. "Thanks" to many of you who have responded to our pleas with articles. There are even more classified ads this month. I hope you enjoy this newsletter more with the increased number of your articles.

Diane Galli, secretary-treasurer, has informed me that membership in the club is increasing. That is great news! It also means that more and more of you are enjoying your FCs and want to benefit from the camaraderie and technical information available from membership with like-minded people.

That reminds me -- we use the term FC rather freely. I hope that most members know what it means. Just in case there are some that don't -- FC stands for Forward Control. That means that the seating is up front ahead of the wheels, or at least over the wheels. The first forward control vehicle that I remember was back in the 50's with the small Jeep FC pickup. If this is incorrect I'm sure we will hear about it from some sharp member.

There is so much to get into the CorvanAntics this month that I don't want to add a lot here. I do want to wish you all a very Blessed Christmas (late) and a happy and successful New Year.

I also want to take this opportunity to send special condolences on behalf of our club to Jim and Bonnie Jimenez, our Technical Editor, on the passing of their son, Jay, at the young age of 27. Jim has been a very special friend to both me and Corvanatics for many years. May God grant them tender healing as they grieve their loss.

David A. Hartmann, Editor



Death of an Eight Door Greenbrier

I couldn't believe it. There HAD to be a mistake. My wife re-read the ad to me from over the phone: "1963 Corvair Van, \$300. 1964 Corvair Van, \$300." I called the gentleman and got directions. I just couldn't wait! Little did my wife (or I, for that matter) realize that this van would never be licensed here in the Bluegrass State (even though it had been in my possession for nearly 4 years . . . but more on that later.)

Having never been in that part of Ohio before, I felt "about as lost as last year's Easter egg". Somehow I hit all the right turns, because I arrived a little early that Saturday morning. The first Greenbrier I saw was red with a white stripe. I stopped my '66 Monza and hopped out. The closer I got the more I saw: red interior -- a little moldy, but all there, powerglide, all three seats. This van had some definite potential, but it was rusty. I turned around to walk back to my car when I saw IT.

"IT" was a Balboa Blue Greenbrier with a white stripe. It also had Deluxe "Z 60 F" interior trim . . . with lots of added extras: bucket seats up front, twin spotlights, tinted windshield, four-speed posi, cruise control, rear air shocks, hazard flashers, tachometer, oil pressure and temperature gauges, amp and volt gauges, vacuum gauge, hot air heater AND gasoline heater, under-dash air conditioning (like I said, LOTS of added extras!) . . . but most of all, IT had eight doors!!!

I was blinded by that last discovery. There was no question as to why it hadn't been driven since 1979; nor was there any question why it had been parked under the cedar trees so long that there was a layer of moss on the roof nearly an inch thick. IT HAD EIGHT DOORS!

After talking to the owner we finally agreed my life was not complete until I owned THIS van! I gave him a deposit and shook hands, and about a month or so later a good friend agreed to tow it to my house, 50 miles south. Why not drive it? It started just fine, and went into gear okay . . . but those brakes I just didn't trust, if you know what I mean.

Once home, the truth started to appear. The engine was great, a late model 110, but the differential left a little to be desired. Somehow the ring and pinion gears had transformed themselves into confetti. To make matters worse, a few months later my '66 Monza dropped a valve seat. Since the engine in the van was good and I had no spares there was only one solution. Engine transplant time at Lon's house . . . bring your own jack!

My '63 eight door Greenbrier sat lifeless for about a year when I found "Original FC engine, \$75. 3:55, 4-speed posi, \$75." A call was made, a deal was struck. I bolted the two together and shoved it into the van. I thought it was too good to be true, and it was. Murphy's law was looking me straight in the eyes. Somehow I had managed to not hook something up or I had the right wire on the wrong thing; I'm not really sure just what it was . . . but it was enough to make the engine not start. I was mad, disgusted, stick and tired of it . . . but it was NOT for sale . . . I'd figure it out sooner or later.

That day never came. We moved from that house in

January, 1995 to a farm 18 miles south with the eight door in tow. It made a nice spare parts shed for quite some time, until it was pushed to the side of the chicken house to be out of the way. In October, 1995 I bought a '64 Greenbrier from a friend in the local club and begin the "Z 60" conversion - window and door regulators included (it is not easy). I had everything I needed in the eight door to do it. Back in April the engine went bad -- number 4 piston vaporized, so the original WB engine came out to get rebuilt and the engine from the eight door was installed. It is a 1964 95hp V. It has all been a slow and difficult process, but it has been a labor of love.

The '64 is my daily driver. It takes me to school (Northern Kentucky University where I'm an electronics technology major) which is 36 miles one way, and also to work (18 miles one way). It is the family grocery getter, swap meet parts hauler, and all around picnic-party van. My wife, two daughters and I have had lots of fun in this old van, including taking our vacation in it. We wound up camping at a KOA campground 25 miles south of Louisville for my eldest daughter's sixth birthday. Even though we had a very nice tent, the van did a wonderful job as dressing room and part-time dining room when nature didn't feel like cooperating.

In September of this year my wife and I finally bought a house, just ten miles from the farm house we had been renting. The BIG selling point for this house was the garage . . . large, two-car, with heat! After working on cars in the rain and snow and only sometimes having some room in the barn for working, I don't think I'll know how to act. The major rule handed down from on high was, "If it doesn't fit in the garage, you don't get to keep it." In short, the eight door HAS TO GO. I took everything off that would come off that old van, bumpers, doors, hinges, pedals, EVERYTHING! The resulting shell was taken away the day before we left the farm, much to my regret. Most of the parts were either put in storage or intalled on the '64.

Now that the eight door is no longer sitting outside my house it saddens me to think that it is dead, but I hope its spare parts will keep my '64 going for a long, long time . . . with any luck!

Lon Anderson
Crittenden, KY

Chevrolet Truck Styling Studio Plaster Model FC Goes to the Corvair Museum

CorvanAntics issues of Sept/Oct 1984 and Jan/Feb 1985 give the story of a plaster model that "surfaced" at Chevy Engineering, and was rescued from eventual destruction. The model is a Corvan on one side, and a Greenbrier on the other. The model has now been donated to the museum and, most likely, is on display now. Truly a one-of-a-kind styling model from the period before the FC design was fully developed (it represented a lift gate/tail gate rear end).

Bob Kirkman

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

PARTS WANTED: Radio mount & original antenna for a '61 FC, chrome hub caps, washer bag mount (under dash), choke cable, rear air grill, and an engine block coded V or RS,m would prefer RS. (date unimportant). Bob Bauer, 6884 Providence Rd., House Springs, MO 63051-2115.

FOR SALE: Late model oil bath pre-cleaner for non-air car complete with original rubber hose in real nice condition, \$75. Sears electronic engine analyzer model 161.21423, \$25. 1991 Shop Manual, \$20, 1962 Supplement, \$10, 1969 Supplement, \$25, like NOS. 1950-1965 GM Interchange Manual, new, \$20. Bob Bauer, 6884 Providence Rd., House Springs, MO 63051. Phone 314 - 671-0762

WANTED: One set of left hand cargo doors from a 1961 Greenbrier eight door in good condition. If you have these please contact me. Ben Stiles, 21 N. Kershaw St., York, PA 17402. Phone 717 - 755-1309.

FOR SALE OR TRADE: 1963 4-speed trans w/posi 3:55 diff. HJ code, \$85; used FC clutch cable, VG, \$25; used FC clutch fork, \$10; used FC clutch pedal, compete, \$15; FC steering box and shaft '61-'63 style \$35; FC front cross-member, \$125. Lon Anderson, 260 Bingham Lane, Crittenden, KY 41030-8945, 606 - 428-0816, please leave message.

WANTED: Large interior side panel for 1963 or earlier deluxe Greenbrier in fawn/white. I have the same panels (driver's side double doors) for an eight door and would like to trade even. I would also consider trading my complete set for a complete set for a six door, any year either fawn/white OR green/white. I would like something usable for a driver, but no rot, please. Mine are in very good shape, but have some small torn areas, no rot. Lon Anderson, 260 Bingham Lane, Crittenden, KY 41030-8945, 606 - 428-0816, please leave message.

1963 CORVAIR 95 (panel van), 80 hp/4-speed, very straight body, good paint (brown/creme roof & belt line) 3 seats; new tires, battery & exhaust system; rebuilt generator; 3rd owner. \$1895. Jim Pennell, Sacramento, CA (916) 392-1722.

PARTS FOR SALE- FC muffler & correct crossover, both Clark's. \$90 for the set. Gas heat exhaust pipe repro, \$30. NOS Hyatt rear axle bearings in Chev exp housings. Details if interested. 2 pcs. \$135 each. Clevite .001 main bearings \$56. 6 pcs '64 cyl. .020 \$95 outright. Add shipping, or \$3 if it goes in special post office envelope. Bob Kirkman, 1820 Moffat Road, Leonard, MI 48367, (810) 628-2431.

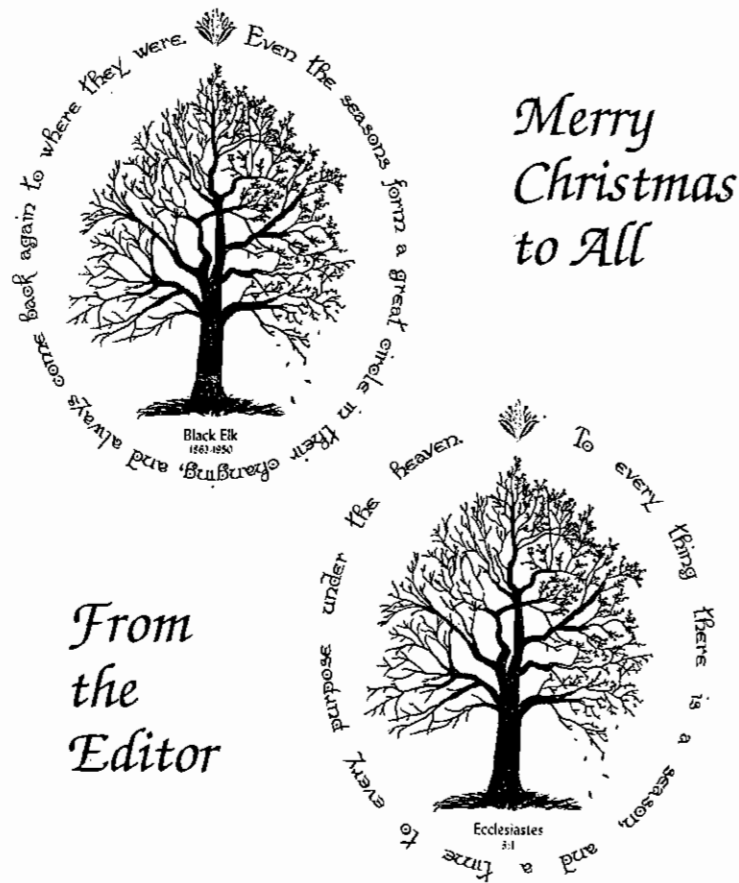
Wanted: One Coleman ice-box from the original factory camper unit. Good to very good condition. Ben Stiles, 21 N. Kershaw St., York, PA 17402

FOR SALE: 2 ea. NOS real axle bearings (FC) No. AD11154Z17, still in original boxes. \$195. ea. Many good used FC parts. Parting out '61 Rampside & '63 Greenbrier. (no engines or transaxles). All parts reasonably priced. Shipping extra. Jim Craig (619) 366-3026 (CA)

Old Issues

CorvanAntics issues, that is. I have weeded my file of duplicates and have almost four dozen issues of various dates from Volume 1, Number 1 to 1991. They won't fit into a U.S. Mail \$3 envelope, so have to go as a package. How about two times postage cost to the first person that wants old reading material (or a pig in a poke?)

Bob Kirkman
 1820 Moffat Road
 Leonard, MI 48367



From the Editor

Wall's
CORVAIR UNDERGROUND



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

**My Most Recent Purchase:
 A Beautiful '61 Rampside**

I read the last issue of CorvanAntics with interest and noticed that we need copy for our newsletter. So, if you're interested I will bore you with my story of how I acquired my most recent purchase.

First I must tell you that I have been looking for a nice truck for about two years. I have written to numerous people during that time inquiring about the trucks that they had for sale. Some sounded nice, but the distance to travel was not feasible. Some were closer to me geographically, but either the price was not within my means or the truck had the wrong transmission or had been modified too radically for my liking.

As you may have already guessed, I'm one of those purists. I am looking for a truck that I can restore/return to original factory-issued condition. I have done my cars that way and I enjoy the restoration process and the hunt for the original parts.

Several months ago I learned of an estate sale about 200 miles from my home. The brochure indicated that 12 Corvairs were included plus parts. I just couldn't resist going. On my arrival I learned that 18 Corvairs were for sale and numerous tables full of used and NOS parts. I bought some nice parts as well as a decent '68 coupe for parts.

While I was there two Rampside arrived. One really attracted my attention; a really sharp truck. I contacted the owner while we browsed the auction. He told me about his truck and what had been done to it so far. It has numerous



new parts and was in remarkably good condition, at least as compared to all the others I have looked at during the last two years.

Also, it had not been modified very much so there is little to change in order to return it to original. Well, a deal was struck and now I own a real sharp '61 Rampside that runs and drives as well as my daily driver.

I hope to drive it for about a year, and then tear it down and restore it to show quality. I will need to find the correct

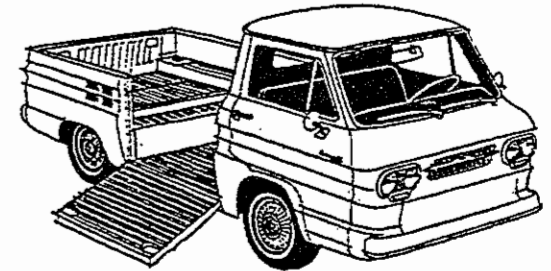
block, some mirrors and other small items. But then that's the fun of the hunt.

Now that I own an FC, I now know the experience others have had driving this neat little truck. My show cars turn a few heads now and then, but this truck really catches eyes. I get dozens of thumbs up and waves when I drive it.

I have been a member of Corvanatics for about a year now and I am looking forward to getting more involved with your group in the future. My parts-wanted ads will be forthcoming.

Oh, yes, one more thing. Owning Corvairs and restoring them etc. tells others that we enjoy being different, in that we like a car that's not the usual, i.e. Mustang, Chevelle, etc. When I take one of my cars to a show, I am almost always the only Corvaire and I love it. It draws a lot of attention and a lot of questions. Right after I bought the Rampside, I took it to a cruise and my wife took our convertible and boy did we draw a crowd. My Rampside has offered me a new dimension to my hobby and it's really fun to drive too.

Bob Bauer, House Springs, MO
 House Springs, MO



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CORVANATICS 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, Diane Galli, 5000 Cascabel Road, Atascadero, CA 93422.

Dues are \$6.00 per year and must be sent to Diane Galli. 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 Diane Galli only, as are Membership Applications.

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