



Sportwagon
Greenbrier



Pickups
Rampside - Loadside

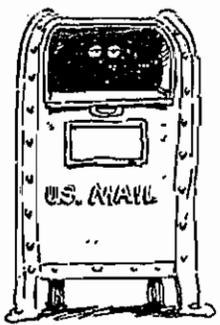


Van
Corvan



Vol. 27, No 2 March-April, 1999

A Chartered Chapter of CORSA - Corvair Society of America



Letter From The President!

You're probably wondering what happened to my article "From the President" last *CorvanAntics* issue. Well, even yours truly was bitten by the SNAIL mail of the Postal Service, an organization by which I'm employed and take great pride in. I had mailed my article to our editor, David Hartmann for publication. The problem was, it took seven days to travel from Ohio to Wisconsin. So my article arrived to late to be published. (I'm asking David to now print it elsewhere in the newsletter.) I believe I've now rectified the possibility of this happening again. I'll be e-mailing my articles to our editor and Corvanatics members can e-mail me at: VairForceOne@webtv.net.

Past CORSA President, Bill Pierson is on the lookout for a '64 or '65 Greenbrier. My understanding is that he wants a complete 'Brier with correct FC 110 engine and automatic transmission. Must be solid body, no bondo bettys or rust buckets. If you have such a 'Brier for sale or know of the whereabouts of one for sale, please contact Bill Pierson; he's listed in the front of the CORSA *Communique*.

Speaking of CORSA, our annual meeting will be taking place in June at Lake Tahoe, Nevada.

I would like to hear from the membership on your nominations for officers and directors. Please do this soon, so we can publish our list of candidates in the next newsletter. I'll also need extra time to verify acceptance of nomination for the candidate. You may also volunteer yourself to be a candidate for office or director. Contact me via the phone, mail or e-mail with your recommendations or nominations.

As your president, I will not be available for re-election to a fourth term. It's been a great time at the helm, but it's time to move aside for fresher ideas pertaining to Corvanatics future.

I'm wanting to concentrate more time and efforts on my duties as a CORSA Central Division Director and CPF

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Classified Classified Classified Classified Classified
CLASSIFIED ADS
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FOR SALE: FC Rear Quarter Window Weatherstrips LN \$30/pr. One used axle bearing 100% inspected OK, \$75. Oil Filler Tubes & Dip Sticks, \$10/set. Aluminum template set to use in making your own steel muffler support, \$25. Above items plus shipping. Below items pick up in Detroit area. FC clear glass except W/S, free. Rear end L.H. door in prime, not rusted, \$15. Gas tank w/o shift hole, clean inside, repairable outside, rust-thru at straps, \$15. Robert A. Kirkman, 1820 Moffat, Leonard, MI 48367-3528, (248) 628-2431.

WANTED: A tin green and white Greenbrier model. The only one I have seen was an eight-door model with a friction motor and had "Corvair 95" badges on its doors. Please let me know if you have one of these for sale. Ben Stiles, 164 Stonehouse Lane, Columbia, PA 17512 (717) 684-2441.

FOR SALE: 1966 Corsa Conv: stripped, primed & painted '66 maroon, new black power top, 110 eng., dual exhaust. Restored several years ago. \$2900 obo. **1967 Monza coupe,** 110, auto, black, primer, new exhaust & wheel cyl/brakes/shocks. Front end redone, new carpet, rust front quarter panel, not bad, \$795. insp. **1968 Monza Conv.,** 95, auto. 51,000 original miles, complete redone Ser wife practically new & rebuilt everything. Good top, clear window, ready to paint/shocks, carpet. \$1800. Phone 215-362-3113, Gary Grey, 206 N. Valley Forge Rd., Lansdale, PA 19446.

FOR SALE: 1965 Greenbrier, 110/auto, 8-door, factory gas heater. Needs to be fully restored, not running now, but expect it to be by publication date. Asking \$475. J. H. Tulley, cmthtn@bellsouth.net.

FOR SALE: '62 Window Van, parting out, 80 hp, 4 spd., 3:27 transaxle, glass okay except right vent, deluxe chrome windshield trim, front & side doors, some rust, no holes. Rear axle sold, everything else there. Let me know what you need. Central Florida area Bryon Short, 352-527-8409, e-mail: dadshort@webtv.net.

FOR SALE: FC Door Latch Repair. Finally a repair for FC front door latch assemblies. A special-size spring and clip for the tumbler assembly - makes the front doors pop open just like new. Tested in my daily driver Greenbrier for a year and still works great. Price: \$15 each plus shipping and exchange. Dave Palmer, 1364 Cottonwood Ln., Fillmore, CA 93015, (805) 524-5096.

FOR SALE: CorvanAntics issues Vol 1, No. 1 thru Vol. 27, No. 1, plus tech indexes. \$55 post paid. Robert Kirkman, 1820 Moffat Rd., Leonard, MI 48367-3528.

The airplane Buddy Holy died in was the "American Pie". Thus the name of the Don McLean song.

Why Greenbriers?

by Bob Marlow

In a telephone conversation with Corvanatics President Ray Mitchell, he said that of all his Corvairs his Greenbrier was his favorite. Ray, like many of us, owns several Corvairs, but he likes his Greenbrier so much that he said that he may even have to sell one of his Corvair cars, just so that he can buy a Rampside or a Corvan.

Me, too. Only I've already done it. In fact, I sold *all* my Corvair cars just so I could keep a Greenbrier.

Over the years, I've owned more than 60 Corvairs, yes, that's six-oh, from my first car in high school, a '62 wagon, to my most recent acquisition, a '66 coupe. Living in a densely-populated part of the country, where real estate values are high and open space is limited, I've never been able to own very many Corvairs at one time, but I've had as many as six at one time.

It was during one of those peaks, when six Corvairs were in my garage and my yard, that it occurred to me that I needed to get my hobby under control. One Corvair, I decided, would be plenty. By concentrating on one, I reasoned, that one could look nicer and run better than the fleet that divided my time. But which one? For me, the choice was easy: A Greenbrier, my favorite kind of Corvair.

Now, before those of you who love other kinds of Corvairs send exploding packages to me, please understand that I still like *all* Corvairs. Like most of us in this hobby, I have the disease that makes us want to own virtually every Corvair we see. But when it was time to make a choice, my choice was a Greenbrier.

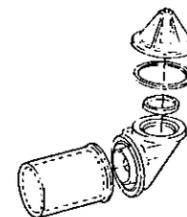
Several factors entered into this decision. Firstly, the Greenbrier that I owned at the time of this epiphany was a clean, low-mileage original '64 deluxe that my father had purchased in 1966, and I wasn't about to get rid of Dad's car. Secondly, many miles of driving in this and other FCs has convinced me that Greenbriers had the most comfortable driving position of any car I had ever owned. (Today, this comfort contest has been won by my 1994 Chrysler minivan, but it took 30 years for the Greenbrier to get knocked to second place.)

Thirdly, I always appreciated the pure utility of a Greenbrier. It can carry nine people, and luggage. It can haul up to a ton of anything. It can park in a short space. It can fit under the garage door. And lastly, I liked the performance of a Greenbrier. No, not the tire-smoking acceleration kind of performance, since the only way a Greenbrier can smoke it's tires is under braking. Rather the very non-truck-like nimble-handling and smooth-riding performance that was--and is--unique to Greenbriers.

So I started selling off Corvairs. First to go was the '61 Lakewood, which went to Pete Frailey in D.C. Then the '61 Monza went to Robin Redner here in New Jersey. The Corvan went to Doug Hanson in Maryland. (It showed up later, on the cover of the March, 1981 issue of the CORSA *Communique*, loaded on a car carrier with several other Corvairs.) The late-model Monzas, one coupe and one 4-door, went to persons I can no longer recall. I was down to one Corvair, Dad's Greenbrier. It was 1980.

Continued on page 6.

Tech Topics

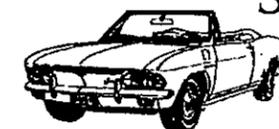


FC Door Mirrors

If you really want a high-quality, functional set of mirrors, I would suggest searching for a set manufactured and sold under the "Vel-Vac" name. These are often installed on service and delivery vehicles e.g. Federal Express, telephone utility trucks, etc. The mirror system consists of an arm made from stainless steel tube bent in a "C" shape with brackets that attach it to the upper door frame and just below the window. Separate mirror heads mount to the tube arm and are infinitely adjustable. The tube arm is designed to swing away (backwards or forwards) in the event the mirrors strike something. The mirror heads are available in two sizes and with flat or convex glass.

A kit with a pair of smaller flat and convex heads for each side was the first accessory I purchased for my F-250 to replace the passenger-car-sized stock mirrors. I think a close fit for a Corvair FC could be obtained from a kit designed for a full-sized Chevy or Dodge van. I made up my own kit a few years ago; I had a friend bend up a pair of arms from thinwall stainless tubing to fit the FC door. The ends were trimmed, pressed flat, and drilled for angle brackets that mount to the door. But, alas, this kit is stored away in a box in the garage "awaiting installation".

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JCWhitney once had a "universal fit" Vel-Vac mirror kit listed in their catalog, but I haven't seen it for 1-2 years. I am sure that any number of commercial truck accessory suppliers would have these available. A couple of years ago I obtained a replacement mirror head from my local auto parts store. We had to order it after looking through some catalogs. The replacement was made by Vel-Vac even though it came in a box with the parts distributor's label.

I hope this helps.

Dale & Marilyn Dewald
 Hancock, (UP) MI

This Tech Topic article was retrieved from Virtual Vairs@Corvair.hostway.com.

Rampside Bed Drainage

Never ending worries about current rainy weather and rust increase let me muse about the function and improvement of the drainage of the Rampside bed. I noticed some small holes, not sure if they are original. Maybe it makes sense to add kind of a tube or spout from beneath to guide the water the shortest way down? There is a bit of a slot parallel to the ramp, maybe it should be closed with something? The truck is under roof for the moment, but who knows . . .

Thomas Stingl, Germany
 ts@corvair.de

This article also came from the Virtual Vairs on the "net".

Letter from the President continued from page 1
 Liason. Corvanatics will always have a friend on the CORSA Board, for as long as I'm there.

Our Annual Corvanatics Drive-In is usually held during the CORSA Convention. Well, for this year, I would like to recommend to the membership a Secondary Drive-In. This would be held during the Virginia Vair Fair, April 30-May 2, 1999. This is a CORSA-sanctioned mini-convention. It will have most of what the International Convention has to offer, but held in a different location. You'll also get the added bonus of the Corvair Museum being open during the Vair Fair. Please refer to the CORSA calendar in your latest *Communique* for details.

This might help relieve some frustrations for members unable to travel to Lake Tahoe.

In closing, I look forward to attending our annual meeting in Tahoe. Again, please forward your nominations for officers and directors to me ASAP.

Ray Mitchell
 President

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THE BULLY BEATER!



Corvan, Greenbrier, Rampside--the Corvaire trio caused the water-cooled Bully to nosedive in the air.(?)

The following article was submitted to the editor in German by Ken Drye at the St. Louis Convention with the question, "Could it be used in the *CorvanAntics* newsletter"? Since I can no longer translate German (it's been nearly forty years since my college German classes) I told him I could do it only if he could get it translated. Several months passed until I sent a quick note to Ken to inquire as to the progress being made for the article. Happily the following was his reply. It can't do justice to the original color-pictured article in the German magazine, but you will get the flavor.

A friend of mine grew up in Germany with the photographer for the *Chrom & Flammen* magazine. The photographer visits the U.S. each summer and asked my friend if he knew of any unusual vehicles in this area. My friend suggested my Corvaire Forward Controls since they were not well known in the European community.

Ken Drye.

Chevrolet's answer to the VW Bully is almost forgotten these day: the Corvaire 95.

Minivans are all over the world today. Suddenly the whole world is enjoying the little "space wonders" which are celebrated as the big auto discovery of modern times. Earlier, Fiat built the "Multiple" and Volkswagen the bus. Later, they made a splash on the American market. But the Big Three did not take this lying down. Special Chevrolets they introduced are quite noteworthy. Over the years these Corvaire haulers have become rare. Kenneth Drye has three of these early-sixties Corvaire stored in his barn.

Corvaire? Van? In fact, from 1961 to '64 vans were built on the chassis of the air-operated, pardon, air-cooled, Chevies. The VW bus opened the eyes of the American market's Big Three. They had to have something to compete. Ford delivered the Falcon Econoline; Dodge intended the A100 to be its answer. Chevrolet copied Wolfsburg's successful formula and built a van on a passenger car platform--namely, the Corvaire. A further similarity is the air-cooled motor in the rear. The main (VW) weak point (in the fullest sense of the word) was admittedly the 40 hp engine.

So GM figured that they had a convincing answer by

doubling it with a strong six-cylinder offering. "Anyway, Europeans spend most of their time traveling up and down mountains," stated a U.S. journalist at the time. (This doesn't seem to fit.) VW acceleration was not adequate. American cars certainly don't go from standing start to 60 mph in 75 seconds.

As with the German Pendant the Corvaire 95 was born in several versions. In his barn Kenneth has a choice between a Rampside pickup, a panel van and a Greenbrier Sports Wagon. As the name implies, the Rampside has a side ramp between the cab and the motor for easy loading of the bed. For that purpose, the sidewall section is hinged at the floor. The time Chevrolet brought out this vehicle is understandably in the past. In 1961 merely 2,046 examples of Kenneth's pickup were built. (According to *Corvaire Total Production Figures in The Corvaire Decade 10,787 Rampside were built in 1961 - 2046 is the production figure for 1963 - ed.*) The custom look, with two-tone lacquer and spoke wheels were actually unavailable at the time. The motor that the Oklahoma farmer has is a special Corvaire model: the 164 cubic inch "Turbo Air" midrange 110 hp. A two-speed automatic serves as the transmission.

Over in the other corner a 1962 panel van, called a Corvan is visible. Detroit built only 13,491 of this type in two model years (actually 13,491 is 1962 production only) A big plus over the European competition was the large folding doors on the side, which considerably simplify loading. Interesting, it is very reminiscent of the entrance seen on '79 VWs. Did the people from Wolfsburg simply copy it?

Because a transporter is frequently set up as a passenger carrier, the van manufacturer also brought out a matching luxury vehicle. Volkswagen responded with the Deluxe Station Wagon (Samba); Chevrolet countered with the Greenbrier in two-tone paint. Kenneth discovered a 1963 eight-door, seven-passenger one still in original condition and driven every day. This gets hard-working 84 hp out of a modest 145 cubic inches with automatic transmission. With 127,221 examples built, the Corvaire was second to the 135,702 VW buses exported to the

USA. In the first model year the Chevy caused the cars from Wolfsburg to register a 30 percent sales decline. In 1964 Corvaire production was standardized (on passenger cars) (although the Greenbrier remained in the lineup until 1965) and separated from the G series(?) Technology did not stick with what, in those days, was a progressive idea, but vehicles changed with the new models' front-mounted engine, which permitted them to be water-cooled. For Kenneth that was no mistake: due to that, today his autos are absolutely exotic.



Greenbrier Single Family Homes

I have had my Greenbrier since 1979 when I bought it from my brother. He said it wasn't fast enough! With the standard 110 hp engine with smogger heads on it, the van would not ping on cactus juice. It couldn't get out of it's own way with that low compression either! Add to the performance package a Powerglide transmission and 3.55 gears and you can get a clear picture. When I acquired the Brier I didn't want one of these things--never owned a FC--and thought they were UGLY!!!

I have all three seats in it and soon found I was using the rig for everything. I've hauled it all, from a large two-horse trailer that was much bigger than the van, tons of blue jeans piled up to the windows when aunties western wear store moved. Dogs, people, large appliances, tons of Corvaire parts, Christmas trees, furniture, barrels of water, more parts, camping gear, firewood, parts, miscellaneous junk, and did I mention parts?

For camping the Greenbrier Deluxe is a natural. I've hooked up a second battery and switch for the interior lights. The battery is located in front of the left rear wheel. The engine is now a real 95 hp through 3.89 gears and the powerglide. I made some cabinets to extend the engine box area so I can put a full-sized mattress in that fits perfectly. Made curtains for all the windows held on with bunji cords and sewn in magnets on the bottom.

At one point I considered adapting a VW Westfalia camper top to the 'Brier. A big job and until a recent *CorvanAntics* article and photo I didn't know if it had been done. The next choice was a van camper tent. Available from Camper World, these free-standing units will attach to a modern van making the side doors access to the inside of the tent. They also cost a bundle! Now I remember that the V-dub Westfalia had this option. OK V-dubs keep popping up in this article so let me say right now that



Bob Marlow's '64 plain jane Greenbrier. See page two.

	N.O.S PARTS USED PARTS
<i>Jim's Corvaire Shop</i> QUALITY CORVAIRE REPAIRS	
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I have never owned one of those metric wonders, never worked on one and just plain don't Dub dems Dubs! My prejudice goes way back to when people of un-enlightened mind would say that Corvaire are just like V-dubs! Augggggggh! OK so lets get back on track here. About eight years ago after a local club meeting we got talking about Briers and their versatility. I mentioned that I wanted to find a Westfalia camper tent and try it on the 'Brier. Lo and behold one of our chapter members had one from a Westfalia he had sold years ago. He didn't get the bucks he wanted for the Dub so he kept the tent option but never used it. "Try it out and if it fits we'll talk price." Cool! Out in the back yard I went, park the 'Brier and assemble the tent. This tent option is from a 1973 Westfalia. The free-standing tent is nine feet wide, six feet deep and seven feet tall. The pipe frame is over-engineered to snap together with spring-loaded indent buttons. Free standing with a slight slope to the front the tent is complete with a rubberized floor and loop hooks outside to attach to the pipe frame. I can drive the van right up to it and unzip the large door in the side of the tent, open the 'Brier side doors and clip the roof fly to the FC rain gutter. This part fits on perfectly. Ta da! We now have a complete camper unit in minutes. Well-now, a few years ago I set up at the Palm Springs Great Western Fanbelt Toss and Swap Meet. One of our good friends, Dennis Herndon, while driving down the coast, came across a new housing complex and all along the highway were these signs "Greenbrier Single Family Homes". Needless to say he liberated one of them and upon arrival at the Palm Springs event planted said display in front of our 'Brier camper rig. So now whenever I set up this camper unit I must, without fail, display this placard of distinction! And, yes, people still ask if I am selling these Greenbrier Single Family Homes. Oh what fun we have!

Dave Palmer

Why Greenbriers? continued from page 2

I just had to have it. Two Greenbriers, I now reasoned, would be good; I could preserve Dad's as an original and drive the other one. I did indeed drive that second van. Among other places, I drove it to the 1983 CORSA Convention in Seattle, a round trip of more than 8,000 miles. It went to four other CORSA Conventions, and it chased USAC midget racing. It had more than 200,000 miles on it when I sold it in the late eighties. Why did I sell it? Well, I had picked up another '64 Greenbrier with a factory-authorized camper package in it, and I had gotten a "deal" on a little old lady's low mileage '61 500 sedan. So I was back up to four Corvairs.

Then, in 1989, I came across a '64 plain-jane Greenbrier that was just as original and just as low mileage as Dad's '64 deluxe. This, I thought, would make a great companion piece to Dad's van, so I bought it. Count 'em, five Corvairs.

Again, I realized that this was too many, and that Greenbriers were my favorite, so I decided to keep only the two original '64s. Cy Creveling bought the high-mileage van, Brian Kemp took the camper van (less camper, which went to Allen Bristow), and Jeff Barrett bought the '61 sedan. Two Corvairs remained, both Greenbriers, both 1964 models, both unrestored originals, one deluxe and one standard. One built at the St. Louis assembly plant and one built at the Flint assembly plant. One automatic and one stick. One "loaded" and one "stripped". It seemed to me to be the perfect pair.

This time my resolve held up well. Several years passed since the last of the "extra" Corvairs were sold, and I still owned just the two Greenbriers. I drove each of them to a number of local club events and shows, but mostly they were hangar queens.

But when I married Sue in 1995 and she began attending Corvair events with me, she started to wonder why we owned two of those "funny-looking" vans and not one of those "cute" convertibles. So in 1997 I picked up a 1964 Monza convertible. This still fit in with my sense of order, it was a '64, just like the vans, and besides my wife requested it. But in 1998 I lost control entirely, buying a 1966 500 coupe because I "had" to--it has just 19,000 genuine little old lady miles!

So now, I'm back up to four Corvairs where just recently I had it down to two.

I'm still happy with the two vans. I still think of them as being two of a kind, a pair, a matched set, both '64s, both original, one deluxe and loaded, one standard and plain. But four Corvairs is just too many, so I think I'm going to have to begin to "let go" again. If anyone out there in Corvanatics-land would like a "set" of Greenbriers, or maybe just one, or maybe a convertible or a coupe, perhaps you should call me. You might catch me in a moment of weakness.

Bob Marlow

Each King in a deck of cards represents a great king from history. Spades: King David; Clubs: Alexander the Great; Hearts: Charlemagne; Diamonds: Julius Caesar.

Letter from the Prez. - December

Happy New Year! Wishing all of you health, wealth and happiness for 1999. This is the last remaining year of the 20th century. With the new millenium just around the corner it's time to reflect on where we've been and where we're going.

Take a moment and contemplate on the technological advances we enjoy. There's electricity, telephones, computers, and the undying Chevrolet Corvair. The Corvair still survives today, due to your concern and forward control thinking. We continue to breathe life into our beloved FCs with our blood, sweat, tears and dollars.

Speaking of breathing life into our FCs, have you been reading the on-going articles from Pete Koehler in the *Communique*? Pete is in the process of resurrecting his Rampside "Lazarus". His goal is to restore and safely drive Lazarus to Lake Tahoe for the '99 CORSA Conventon. I wish him all the best.

I've received word that our Annual Meeting, held during the CORSA Convention, has been tentatively scheduled for Wednesday, June 16th from 11 am to 12:30 pm. Presently negotiations are being held for a change in the day and times. As in St. Louis, Thursday appeared to work well with an early evening meeting time. I'll keep you posted as things progress.

I want to take a moment to "Thank" all of you for your continued support of Corvanatics. From the dues-paying member to the Corvanatics activists. It takes all of us to remain strong as an organization. Without your efforts, we would cease to survive, so keep up the great support and get your '99 dues in to Diane Galli, our Corvanatics secretary-treasurer.

As I close out this letter, I want to congratulate Ben and Lynn Stiles on their recent marriage. May your lives together be joyous, fulfilling and fun with FCs. Hope to see everyone in Lake Tahoe this June.

Ray Mitchell

President

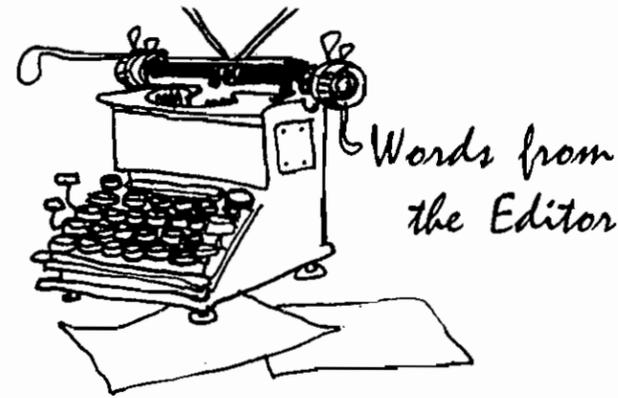


Letters to the Editor

Well, my '61 Rampside, which has not seen another FC for at least 2 years, will be parked tomorrow beside a '62 Greenbrier, which did not run for 5 years, and has quite some rust problems, but which is very original, all complete, was imported from USA and I am the second owner!

As I did manage with the help of VV to get the Rampside running again and rumbling around, sure this will be happening to the Greenbrier too!

A happy Corvair guy in Southwest Germany,
Thomas Stingl



This is indeed a pleasant surprise--I have quite a few articles to insert into this issue of *CorvanAntics*. It should make for some very interesting reading. There are articles from people who have never submitted before. So now I just have to find a way to get it all in. Oh, yes, we also now have an e-mail address from our president--and a very interesting confession as to how maybe, just maybe, the Postal Service is not quite up to snuff in the timely delivery department. Kind of ironic really! See back page for his e-mail address.

Our secretary-treasurer, Diane Galli is constantly sending out lots of cartoons, jokes, etc. One I think is particularly appropriate and funny. It goes as follows:

"A marine colonel on his way home from work at the Pentagon came to a dead halt in traffic and thought to himself, "Wow, this traffic seems worse than usual."

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Nothings even moving." He notices a police officer walking back and forth between the lines of cars so he rolls down his car window and asks, "Excuse me, officer, what's the hold up?" The officer replies, "The President is just so depressed about the impeachment thing that he stopped his motorcade in the middle of the Beltway and he's threatening to douse himself in gasoline and set himself on fire. He says his family hates him and he doesn't have the \$33.5 million he owes his lawyers. I'm walking around taking up a collection for him." "Oh really? How much have you collected so far?" "So far only about three hundred gallons, but I got a lot of folks still siphoning."

Secretary Galli sent me information and an entry for the Springfest '99 in Helen, GA. I simply did not have room to insert the whole application, but I did set most of the information from it. If you plan to attend the Springfest '99 you can: 1) call Lynn Rachels for a proper entry, 2) use the entry in the newsletter, 3) take it to a copier and enlarge it closer to full size. I'm sure they would accept your entry even if the smaller version. It is complete in all information.

I will not be making it to Lake Tahoe this summer. For vacation we will be heading north or possibly east. It is just too expensive in time and money for that long a trip. But I will still be working on Corvairs here and I know there will be lots of activity in the newsletter about it. And that's good. Happy Vair'in and summer's comin'!

David A. Hartmann, Editor

REGISTRATION FORM FOR SPRINGFEST '99

Hosted by Corvair Atlanta, Inc., Helen, Georgia
Friday and Saturday, April 23 and 24, 1999

Name _____ Spouse _____
Address _____ Phone (____) _____
City _____ State _____ Zip _____
CORSA Membership No. _____ Exp. Date _____
Chapter Name _____
Any additional relatives or friends in your group: _____

Registration Fee:	\$10/ person- Fri/Sat. (pre-registration)	
	\$12/person- Fri/Sat (On-site registration)	
	\$5/ person Saturday only (Pre-regis.)	
	\$6/person- Saturday only (On-site regis.)	\$ _____
Vendor Fee:	\$10 per table inside & \$12 per space outside for entire show (Vendor must be registered for SPRINGFEST)	\$ _____
Car Corral for Corvairs only:	\$5 per car (Seller must be registered for SPRINGFEST)	\$ _____
Events & Prices:		
Triathlon- Concours, Rally, Funkhana (all three)	\$22 per car	\$ _____
Concours only	\$12 per car	\$ _____
Rally only	\$ 8 per car	\$ _____
Funkhana only	\$ 8 per car	\$ _____
Awards Banquet & Dinner Buffet (Sat. night)	\$18 per adult	
	\$14 per child under 12	\$ _____
		\$ _____
	Total Amount Enclosed	\$ _____

Pre-registration Deadline: Saturday, April 17, 1999
Please makes checks payable to: Corvair Atlanta, Inc.
Please complete the following if entering any or all three moving events.
Name _____

Veh. Description Year _____ Color: _____ Model: _____
 Open Closed FC HP Concours Rally Funkhana
(Please check all that apply)

Mail to: SPRINGFEST '99, C/O Lynn Rachels, 6601 Payton Woods Drive, Tucker, GA 30084 (678) 937-9611

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CORVANANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvairstorage 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 Corvairstorage 95 Series.

Membership in Corvanatics is open to any CORSA member with an interest in Forward Control Corvairstorage. Membership applications are available from the Secretary/Treasurer, Diane Galli, 5000 Cascabel Road, Atascadero, CA 93422-2302.

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, rosters are \$2.00. These are available from Diane Galli only, as are Membership Applications.

Stories, articles, photos or anything of interest to Corvanatics Members should be sent to the editor: David A. Hartmann, 1111 Evergreen Road, Plymouth, WI 53073-4110. Technical material should be sent to the Technical Editor.

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