

The Bi-Monthly Newsletter of Corvanatics  
The Forward Control Corvair People



Sportwagon  
Greenbrier



Pickups  
Rampside - Loadside



Van  
Corvan

Vol. 29, No. 2

March-April, 2001

A Chartered Chapter of CORSA - Corvair Society of America



## Letter From The President!

Hello again everyone. I hope everybody had a happy new year and is doing well. Its funny how time doesn't fly when you're paying bills! I have some old news and new news to speak about in this issue. First the old. It was good to hear from those who had ideas and viewpoints on the Corsa membership requirement for Corvanatics. I was beginning to wonder if my e-mail was working. I have no doubts now. As I have said before, I know of the advantage to belonging to Corsa. Insurance for events, tech information, and The Communique are just a few. The International Convention stands alone for being a reason to belong or think about joining. There were no discussions of changing things. I myself wanted to know how the membership felt.

Some new news! Drumroll please! Wayne Broadhead brought the idea of a Corvanatics computer list to Kent Sullivan. Something along the lines of what Virtual Vairs is like. Since we are a special interest group and not a chapter and our membership is geographically spread out over different continents meetings are rough to have. I

agree with the guys that this is a great idea. Bryan Blackwell and Harry Jensen have assisted in the work. If I have left anyone else out please let me know! Virtual Vairs has been a tremendous help in raising the membership numbers in Corsa. I think our list will bring our membership up too. You know what they say about strength in numbers. Over the last few months information about and discussion of FCs has picked up on Virtual Vairs. I agree also with Kent that FC owners knowledge is different from cars and is enough to keep the list busy. The information about how to join the list will follow in this newsletter.

2001 Convention news --- It was good to see our old pal, our old friend, our old ....., well maybe not THAT old Corsa president Marc Domzalski. The 2001 convention committee met over pizza and discussed items and tied up loose ends. We met a few blocks from where the

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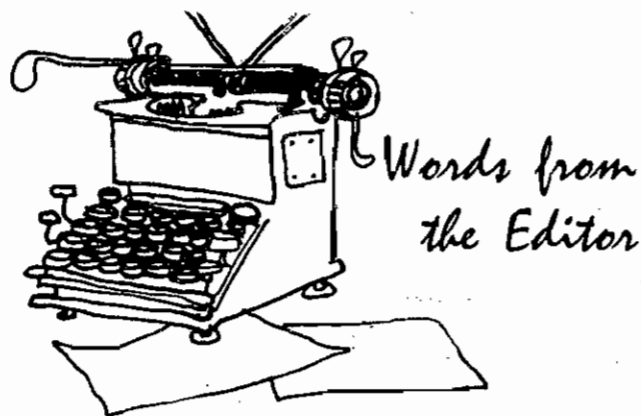
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**WANTED:** Any year Rampside in fair to good condition. A running engine is not as important as a fair to good body. I have been searching for about two years, now it is time to get serious. Rampside located in the Northeastern part of the U.S. (PA, NJ, DE, NY, MD, OH) would be best. Please contact me if you know of a Rampside for sale. Ben Stiles (717) 687-7558 or [bens-bus@worldnet.att.net](mailto:bens-bus@worldnet.att.net) (PA)

**FOR SALE:** 1961 Greenbrier, fair body, engine running. Truck is inspected and includes ladder racks. Needs a tune-up and body work. Asking price is \$995. If interested contact: Brian Kauffman's Autorama at (717) 764-6620 (York, PA) (PA)

**FOR SALE:** Six copies of the 45 rpm record *Corvair Baby* by Paul Revere and the Raiders. These were dealer promos and are somewhat rare today. \$20 each. Ben Stiles (717) 687-7558 or [bens-bus@worldnet.att.net](mailto:bens-bus@worldnet.att.net)

**FOR SALE: '63 8-door Greenbrier.** Is a project vehicle, but is definitely restorable. Has '63 110 car eng. with stick. Engine not running. Everything is with van, but most has been removed for restoration. Poor health has prevented completion. All exterior & interior is in primer. Has deluxe '64 seats with it. All glass there and good (new windshield weatherstrip too). Will sacrifice for \$495.00 OBO. If not sold soon, will part out. Need parts? Bob "Captain Corvair" Ehrenreich, 1728 Manor Parkway, Sheboygan, WI 53083. 920-458-1170. (WI)



Since I am waiting for the President's Letter to come from Jim MacDonald on e-mail, I might as well get a few words of my own down on paper. It is mid-February here and I guess most of us above the Mason-Dixon line are getting anxious for the end of winter and the beginning of "Corvair time". You southern people don't know the angst of having nice cars that you can only sit and "adore" while waiting for weather decent enough to permit driving them.

You will remember that in late December I sold my Rampside. Now, in my quest to reduce my stable of Corvairs, I am in the process of selling my '68 Monza. But I won't be reducing my number of Corvairs as I will be taking in trade a potentially really nice '61 Lakewood station wagon. If all goes without a hitch, next Saturday Bonnie and I will be trekking on down to St. Louis for the swap. The buyer will be driving up from south west Arkansas bringing along his '61 Lakewood. Altho it is a '61 it has a '64 front end and rear axle as well as a '64 110hp engine equipped with electric fuel pump and electronic ignition. He's pleased as punch to get a nice driver and I'm pumped to get a wagon that should be a hoot to drive. I've never owned a Corvair wagon, so when it was suggested that I take it in trade I anxiously agreed to look into it. With weather so uncertain at this time of year in Wisconsin next weekend could still fall thru, but I'm hoping for the best.

This issue we hear more of the antics of Ben's Bus as well as some clarification of the expectations for Corvanatics Display Board, as envisioned by Director-at-Large Ben Stiles. There is also a neat article from Fran Schmit and his activities with his Rampside. Ever wonder how to replace that FC windshield? Well, in this issue is a Tech Topic on the step-by-step process by Dave Palmer. Should be good reading. Enjoy!!!!

Chin up, winter's on the wane. Then drive them FCs proudly. See you in St. Charles. Things are really starting to cook on that one too. Check out President Jim's letter.

Chillily, is that really a word?..... your editor,

David A. Hartmann



## Greetings from Ben's Bus

Hello fellow Corvanatics. Since the missing article Editor David alluded to in the last issue was mine, I figured I would definitely get one in this time. I had a substantial article typed and saved for print in the last issue. The only problem is that I lost it. I imagine it will turn up sometime in the near future on an obscure computer disc or somewhere on the hard drive, but for now I will have to try to remember what it was all about and perhaps add a few things.

First of all, I have not received many responses for the Corvanatics display board in Chicago. I have heard from three of over three hundred members. Those three have sent pictures, brief descriptions, and should be thanked by all of us for trying to help the club. For more information on the proposed display board, see the "Greetings from the Director-at-Large" article elsewhere in this issue.

Ben's Bus has been used hard as usual. I still drive the van every day as it is my only vehicle. Lynn has her car, but the van is my only car. Some days I wonder if my senses are in the right place driving and depending upon such an old vehicle for daily transportation. It has only let me sit two times in eight years and has otherwise been very faithful. I will never sell it. When and if the day comes that Corvair parts are nearly impossible to come by, the van will be turned into a jungle gym for my children. Let's hope that day never comes and I can drive it for a long, long time!

Although I initially built the hitch receiver for a bike rack, Ben's Bus is now fully capable and legal to be a trailer hauler. Lynn's father helped me to wire the van for trailer lights. Being that the wires for the taillights and turn signals are very accessible inside the rear engine access panel, we had the wires all spliced and shrink tubed in about an hour. Initial trailer duty came about when I was asked to pull the float for the local Boy Scout troupe. I put the top up, hitched the trailer, and placed the banner on the front of the van. I could do this because the banner obviously did not hinder the operation of a radiator behind the grill! Soon after, the van was put back into service, as we borrowed a friend's trailer and moved half of our acquisitions to our new rental home. Although the clutch complained a bit, the van did a great job. I am happy to have the ability to hitch a trailer and pull it legally just about any time I want.

Have any of you ever had a rattle in your FC that was very annoying? I'll bet I am the only one. Anyway, my front door windows used to rattle incessantly. In the past few months I have taken care of that problem. It was simple and silly at the same time. All I did was replace the thirty-year-old fuzzies and channels in the doorframe. For four and a half years I drove the van back and forth to college. I drove it to Maine and New Jersey several times. The windows always rattled. There is a simple lesson to be learned here. If the solution to an annoying rattle is cheap, convenient, and easy, don't wait seven years to fix it. Putting it off "until next time" has been the theme of my thinking all too often. With the new channels and fuzzies, I

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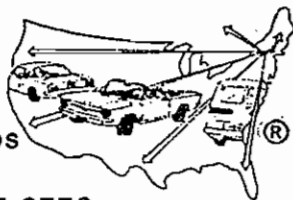
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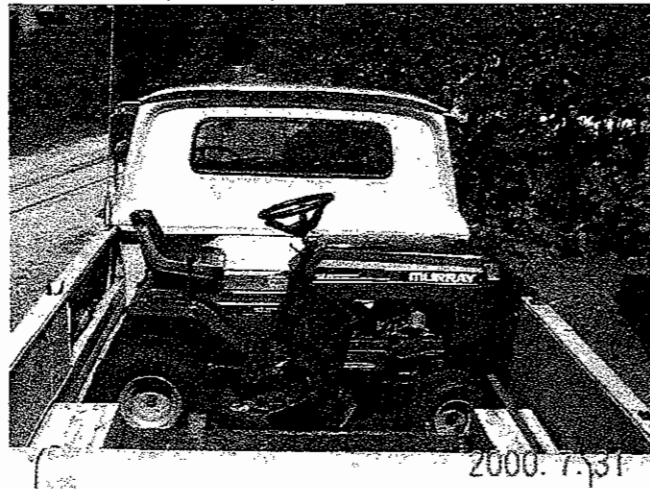


# TRUE STORY!!!

By Fran Schmit

Garden Tractor for the Rampside ;or Vice-Versa

Let's say a person has a Rampside Pickup. What would be a good use for such a unique vehicle? How about hauling around wheeled equipment of some kind? How's about a little tractor to do gardening or such? Well, that might work out if that person had a tractor and some place to go with it....and ....it fit inside the Rampside..!

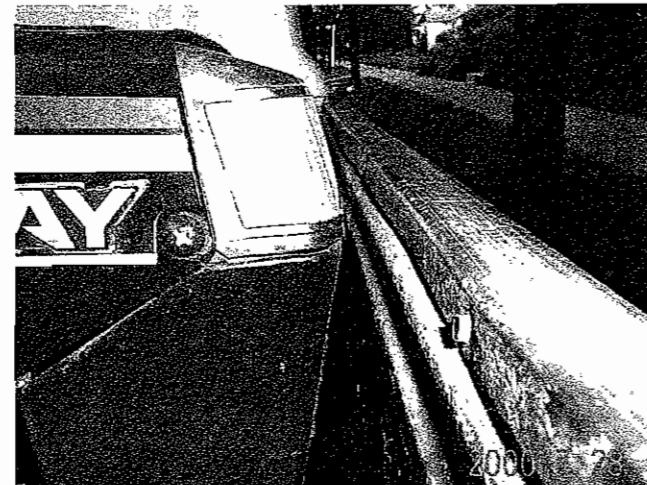


Turns out that I have a Rampside, and I have three sons who live within a few miles of my house and each has a lawn to mow. So I went hunting for a mower tractor type thing, also one that would have a big snow blower for me to use at my house as I have a 100 foot piece of bank that needs snow THROWN over it when the sidewalk is being cleaned of the legendary Minnesota snows.

So, we have the snow blower requirement...all by itself and we have the Mower/Rampside/Lawns argument as the other piece of the story. Question is how to, "get those two requirements to fit in the same story?" The inside dimensions of the Rampside are ~53.4" deep (straight in from the Ramp). Also the gate is 45" wide so I had to look for a mower that was less than the 46" ones presently on the market.

Luckily I found this used 53.5" long Murray with a 42" wide mower and a snow blower. A match made in heaven, to be sure. The rear tires fit nicely against the 'back' wall and the headlights(!) [I suppose in the winter I might actually be plowing in the DARK] are tight up against the Ramp. If I back in the least bit crooked and one rear tire is not touching, I can't close the Ramp. It's a perfect fit. Also notice where I park my Fire Bottle! It too, is a perfect fit!

The other day I went to the Junkyard



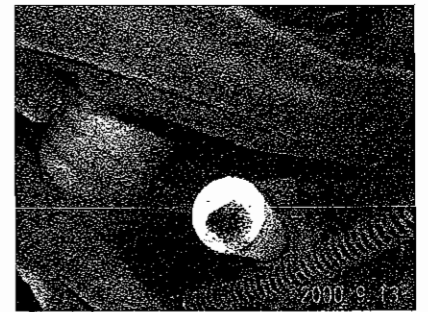
with my son Paul to buy a used engine for his son's Toyota. The guys in the yard were ecstatic when they saw the Ramp! All the usual questions about, "Did you do that yourself?" and my usual answer...something like, "If your grandfathers had bought more of these they would still be on the market". Needless to say they were happy to see such a neat idea, whether Grampa bought one or not.

Fran says, RAMPSIDES RULE !! Read on.....

## THE REST OF THE STORY

Not too long after I started to do my grand Rampside/mower arrangement I was coming home from an adventure somewhere and the Rampside stopped going. I thought "this is strange" as the motor seems to be running -- you may laugh at that statement but since the Rampside is the quietest of all CORVAIRS there are times that you can't tell for certain if it is running or not. Well, this time I stepped on the gas and saw the speedometer head for the hills. The motor was running all right....it was me that wasn't moving, that's all. First off I had to decide to get out of the traffic lane so I got out and started to push the Rampside to the curb. A fellow stopped and hopped out of his car to help me push it. I thanked him and he took off, don't know if he knew he had touched a real RAMPside or not...guess we'll never know the end of that story.

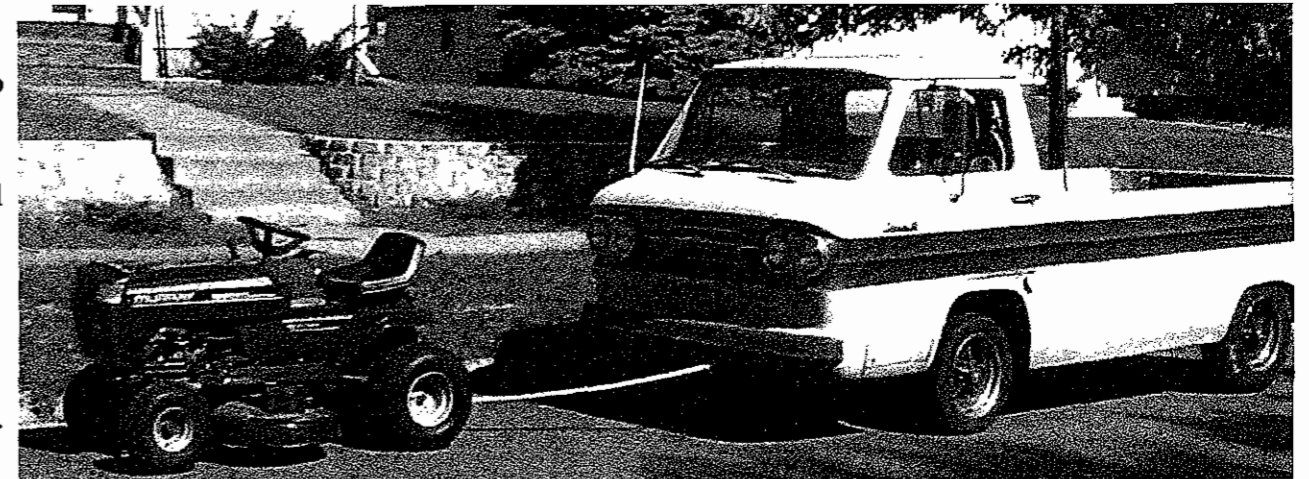
I then got out to assess the problem and when I looked underneath I saw what the problem was. The axle shaft had decided to separate right in its very own middle section. Not on either end by the spline or the bearing but simply half way up the shaft! Here's my worm's eye view of what I saw when I first took a gander underneath.



You can see the shiny white broken shaft but the dark area appeared to be the scar of an old crack that had never healed (!) When I gave it a jolt the whole thing let loose. "At least it wasn't the bearing", I thought, as I've got plenty of axles! OK, now how to get home to change out this mess? Of course, I have my spare tire in the cab with me but I also have a "spare tow truck in the back!" So I opened up the ramp and drove the little tractor out. Gave a yank on a load securing strap that was behind the seat and hooked the two vehicles together.

Yes indeed that little red guy pulled his big brother home just as sweet as

pie. I got a neighbor guy to sit in there to steer / brake if the need be and the job was easily taken care of. When I dropped out the axle stub -- actually two axle stubs as



each end was about the size of the other -- I could see that the previous break had been nearly all the way across....no way to tell how long it had been cracked. Not fun to speculate on where else it could have let loose...like at 60 MPH on the freeway!

Here's where the axle broke, almost exactly in the center. The Differential spline and U-joint stayed stuck in the Diff all the way home, can't tell you if I took it out of gear though, so it could have been merrily spinning along all the way home.



Anyway that's my story of how the rampside invented a use for itself that ended up being "very useful" indeed.

## Greetings from the Director-at-Large

The Chicago Convention is just around the corner. I hope all of you are making arrangements to attend and that you will drive your FC to the convention. I know there has been some confusion about my request for the pictures for the Corvanatics Display Board. Here are some details:

The Corvanatics Display Board will be created similar to a science fair display. In the center will be a description of the club, it's membership requirements, and logo. Surrounding that central section, I would like to attach pictures of member's vans and trucks at work and play. I am requesting your extra pictures, pictures you take for this purpose, or even scanned pictures. You will not get these back. They will stay attached to the display board and will travel to each convention to "drum up" interest and possible increased members in the club. The elected directors can arrange to make sure the display board travels to each convention, and the board could even be made available for smaller chapters and displayed to make people aware of our little club.

Are you aware of how many people in CORSA do not know we exist? Are you aware of how many Corvair car owners are not aware that Chevrolet even made Corvair trucks of any kind? We need to get the work out there to these other members. **Please send me your extra pictures for the board.** One member who sent pictures said he had 250,000 pictures of his van. Surely you have a few extra lying around. I would hate for Ben's Bus and two other trucks to be the only ones represented on the Corvanatics Display Board at the convention.

If you have any ideas for the Corvanatics meeting or the club in general, please run them past me, another director, or the president of the club. We are all eager to make the club more beneficial and enjoyable for you. The names, addresses, and phone numbers of all officers can be found on the back of each *CorvanAntics* issue. I hope to hear from each and every one of you very soon.

**Benjamin A. Stiles**  
Director-at-Large

"There ain't much fun in medicine, but there's a heck of a lot of medicine in fun." - Josh Billings

feel like I am driving a new truck. What small projects can you tackle in an afternoon? You might just get the feel of owning a new truck as well.

A recent tune-up was done to the van. This was simply a preventative maintenance-type of thing. I had noticed some hesitation in wet weather, so I thought new spark plug wires were in order. While Jeff at Corvair Ranch replaced those, he checked my air cleaners (VERY DIRTY) and some fuel hose in the engine compartment. With a few new parts and a friendly smile from my mechanic, the van was running great again. My dad rode up to the Ranch with me and we had a great time. Dad made an observation about Jeff's work. He called Jeff a "real mechanic". Dad has been bitten one too many times by so-called "mechanics". His comment about Jeff was very complimentary, meaning that Jeff has the ability to find problems quickly and has a sound solution for them. He fixes things. If you have similar feelings about your local Corvair mechanic, let him know it (and others, too). Some of us can't fix everything on our own and it is nice to know that there are people who specialize and help to keep our "babies" healthy.

I am planning to install a CB radio and an auxiliary set of 12-volt (cigarette lighter) outlets into the van. What would be the best way to wire these into the van? Would it be best to wire them directly to the battery using an inline fuse, or to come from the fuse block? I do not think that I have any more ports on the fuse block and am not sure if the radio and CB could be run off the same block. Also, should the CB or auxiliary 12-volt outlets be wired to be inactive when the ignition is turned off? Any answers would be appreciated!

Are you planning to attend the Chicago CORSA Convention? Lynn has a possible itinerary planned out and it looks like we will have a great vacation. The only thing that might hinder my ability to attend would be graduate classes. I am starting my Master's Degree in School Counseling this summer. My classes should be finished by then. We hope to see all of you at the convention. Keep your eyes peeled for my "Ben's Bus" license plate. It was a Christmas gift from Lynn.

Until next time . . . happy travels, in your FC Corvair, of course!

**Benjamin A. Stiles**  
212 Georgetown Road  
Strasburg, PA 17579  
(717) 687-7558

*Tech Ed. response to posed question:*

*Back in the 70's when everyone had a CB in their vehicle, the recommended set-up was to run a separate circuit from the battery. This would isolate things like alternator whine and ignition noises. You could do that in your FC, mount a terminal block on the firewall and have a source to tie in your auxiliary power outlets. Be sure to install an inline fuse to protect the circuit.*

*Jim Jimenez*  
Tech Editor

## TECH TOPICS



### FC Windshield Installation

In a back issue of *CorvanAntics*, I read an article on how "impossible" it is to install an FC front windshield with "new" rubber seal. And if you have a deluxe model with the chrome trim strip ... ooooooh boy!

Well, the project is not impossible, but does take some practice. If you have never done this installation before, you may have to re-set the windshield and rubber seal a couple times to get the hang of it. I have found, however, that most local auto glass shops have no idea what they are doing either. I have installed several FC DeLuxe windshields with excellent success.

If the original rubber seal still looks salvageable, I recommend replacing it with the new reproduction anyway. I don't like leaks and broken glass so I recommend removal of the old windshield by the factory method. This will give you some practice that will come in handy later.

Start on the inside upper corner, you will need a medium to small size Phillips screw driver bent to a right angle or L shape. Pull out the rubber lip and push it outward and under the body metal. This takes some practice, but once you get it started, it should fold outward under the body metal edge rather easily. Continue this process until the rubber seal lip is poked out across the top and down both sides of the windshield. The bottom will release when the glass is carefully pushed out and forward. Don't get in an hurry!

Remove the windshield weather strip and any factory sealant that may be stuck to the glass. Also clean the body metal around the seal area. This is also the best time to repaint that dash board if that is possible!

#### Installation:

This is a challenge but not impossible. Two people can make this job a lot easier. I always put the new weather-strip seal on the glass first, with the seam on the bottom and center. Here is a trick. With the Deluxe models install the stainless trim into the seal first. Another trick is to apply some liquid glycerin to lubricate the rubber. Liquid glycerin can be bought anywhere they sell saddle cleaning supplies. It won't harm the paint either.

With the trim in place, install the runner seal on the windshield. This is where I install a nylon cord in the weather strip where the seal goes over the steel body edge on the FC. The cord should go all the way around in a complete circle, and I tie it off to a complete loop with about a six-inch tail hanging free at the lower left corner. With a small brush apply liquid glycerin to this same seal groove area. Also brush some on the FC body lip. You don't need much!

Now set the windshield and seal assembly onto the FC, seating the bottom of the seal in place and the tail of the cord inside the vehicle. The windshield is then set back into place and the cord carefully and slowly pulled out. This will roll the seal lip inward and over the FC body lip inside the cab. GO SLOWLY! You can help things along with the Phillips screwdriver tool mentioned earlier. The liquid glycerin will really help at this point.

Now the windshield will settle back toward the

cab, but will have to be pushed "up and back" to seat properly. With DeLuxe models you have to keep a close eye on the trim as it likes to pop out at the wrong moment. Your helper outside can keep an eye on this. One on the outside and one inside will make this part of installation a lot easier. If the stainless trim pops out or does not seat correctly, pop everything out and start over. Two or three tries with Deluxe trim is not uncommon.

The new windshield weather-strips are very good, but I have never had the deluxe trim fit quite as perfectly as factory stock, but the fit is still very good.

The final step is to inject windshield sealer into two places on the seal. This material and hand pump are available from your favorite Corvair Parts Vendor. This sealant should be injected under the seal outside between the glass and the rubber seal and between the seal lip and body of the FC. Fill the seam on the bottom too.

Only a small bead of sealant is needed to make a weather-tight bonded circle around the rubber seal. DO NOT USE silicone sealant. This will not stick well to the rubber, but will stick to the paint too well. You will never get it off. It will leak and next time you remove the glass, the silicone will not come off the body or paint.

So there it is. Not a small job, but definitely doable. I have not found an auto glass shop that can do a better job than you and I can do on our FC.

*Dave Palmer*  
Fillmore, CA

### Letter from the President continued from page 1

convention will be held. It looks like things will be cooking for our July get together. Hmmmm Chicago style pizza, maybe not a bad idea for our meeting. That will get everyone there on time!

Another note on the convention. Two way radios. FRS radios are becoming quite popular these days. Lite, small and you can get a good distance. We gave a pair away as door prizes at Daytona. The price of these radios has really dropped over the last year. Hopefully the mode of communication at this years convention can be on FRS. One channel for the concours, one channel for autocross, rally and so on. One channel for general info. So if you want to find out where or when Corvanatics will meet just ask on the info channel. Most radios have 14 channels to choose from.

So, now how to join our list:

To subscribe, send mail to majordomo@corvair.org with "subscribe corvanatics" (no quotes) as the first line of the message. To unsubscribe, just send mail to majordomo@corvair.org with "unsubscribe corvanatics" (no quotes) as the first line of the message. To post a message, send mail to:

corvanatics@corvair.org. For help, send mail to: corvanatics-help@corvair.org.

It's ready to go now, so let's get the word out!

So for those of us who own computers and are online lets start moving on the web! Two way radios, lets start talking! I'm going back to work so I can pay my natural gas bill that has tripled over the last two months! Happy Motoring!

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

Membership in Corvanatics is open to any CORSA member with an interest in Forward Control Corvairs. 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.

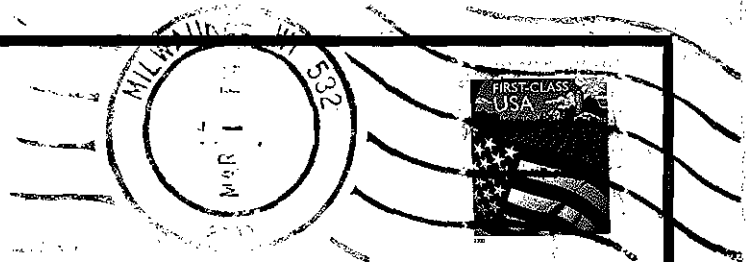
Stories, articles, photos or anything of interest to Corvanatics Members should be sent to the editor: David A. Hartmann, 1111 Evergreen Road, Plymouth, WI 53073-4110. Technical material should be sent to the Technical Editor.

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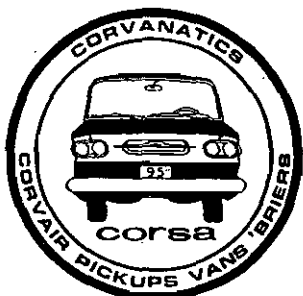
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