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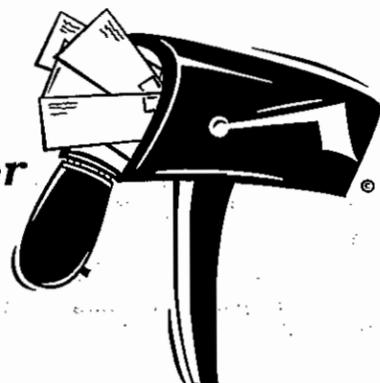
**FOR SALE:** Seven #204 green Racing Champions; four #221 black Racing Champions; one #189 red Racing Champions - all \$13 each. Two sets of Micro Machines #46 Body Shop (includes a 1965 Corvair in primer) - \$10 each. Five copies of the 45 rpm record "Corvair Baby" by Paul Revere and The Raiders - these were dealer promos given out to prospective Corvair buyers in the early sixties. Getting harder to find - \$30 each. Contact Ben Stiles (717) 391-2985, or by e-mail at bastiles@paonline.com.

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## Letters to the Editor



A response to Jim Jimenez and "JW",

On the recent article on modifying FC tail lamps- If we look back a couple years you will find a Tech article on how I installed an additional lamp in the outboard point of the tail lamp lens. This gives you about 30% more stop and turn signal light.

Installation is quite simple and all of the Palmer FCs have this installation.

Also one more Tech article I am working on.... How many Corvanatics members would like to hear how I installed a 1965 Corvair Car turn signal switch assembly into my father's 1962 Rampside? Works great too.

Happy Vairing

Dave Palmer

1364 Cottonwood  
Fillmore, CA 93015

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## Lost in the Seventies-- A Corvair Story

by Duane Wentlandt

I recently purchased a 1961 Corvair Rampside that was truly lost in the 70's. Nineteen seventy-one to be exact.

When speaking to the second owner of the 1961 Deluxe Rampside, I learned that the engine leaked oil so badly that a four-mile trip would require quarts of oil to be added. On that fateful day in 1971, the Rampside leaked so much oil that it was put away in storage as a project to attend to some other day. The storage facility had many other cars in this second story dry storage and as time passed, the Rampside became more and more lost and buried with the thirty-plus other vehicles stored there. It sat, basically undisturbed, for twenty-eight years. The owner would occasionally place extra parts in the Rampside bed until the truck was overflowing with parts, many of which belonged to another make of car.

I discovered the Rampside when a friend told me about it. I followed a lead and learned that the owner would sell and I was instructed to look at the Rampside. I looked and could not really see much as the bed was over-flowing with parts. The other vehicles were parked so close that it was nearly impossible to see, and a fine oily coating covered the entire vehicle. I could tell that the tailgate seemed straight and the ramp appeared to have no rust. It looked like it had the original paint, but black primer was sprayed in several spots all over the body. I noted that the Rampside had one of its original Oregon, *Pacific Wonderland*, license plates with a tag proclaiming that it had expired in 1971. (The other plate was found inside the bed.)



I decided to purchase the vehicle, knowing that it had an engine and transmission, but unable to tell much about either, as the truck's cab was full of stuff and the truck bed was also filled. I could only peek inside the access engine cover in the rear and see some type of engine, but that was all.

The owner agreed to sell the truck and the transaction was completed. The picture I took told only part of the storage story, as the truck had been made ready to transport, meaning the bed was partly cleaned out. The truck was freed of its place in line by moving several cars and only a push down a steep ramp set it free after twenty-eight years of no sunlight. (Well, the sun was not shining that day, so this truck still remains vitamin D deficient).

Continued on page 7.



## They're Here! Interior Panels for FCs

Corvanatics' Director-At-Large, Bob Marlow (right) takes delivery of the first complete set of reproduction Greenbrier interior panels from Cal Clark of Clark's Corvair Parts in Shelburne Falls, Massachusetts. This photo was taken in one of the rooms at Clark's where reproduction upholstery is manufactured for all Corvair models.

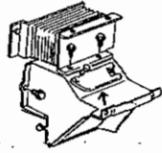
Cal Clark describes the reproduction Greenbrier interior panels as "a labor of love", in that they were the "most difficult interior project we have ever undertaken". But the labor has paid off, because these panels are faithful reproductions. Panels are available not only for Greenbriers, the only FCs in which they were offered from the factory, but also for all other FC models--Corvans, Rampside and Loadside.

Clark's began this reproduction project at the Lake Placid CORSA Convention, where Cal first examined closely the factory panels in Charlie West's 1964 Greenbrier, and Charlie permitted Cal to "snip" a portion of the textured vinyl at the bottom of the panels. Bob Marlow then supplied Clark's with a full set of original panels for copying, and the first prototypes were seen the following year.

Ordering information was mailed to customers in the fall of 1999, and Bob visited Clark's soon thereafter to take delivery of the first complete set. This set of panels is destined for Bob's 1964 Deluxe Greenbrier, which has been in his family for more than thirty-four years.

Both 1961-63- and 1964-65-style panels are available. Corvanatics members can request ordering information from Clark's Corvair Parts, Inc. Route 2, 400 Mohawk Trail, Shelburne Falls, MA 01370, phone (413) 625-9776.

# Tech Topics



## Early Shifter Boot Replacement

Do you need an excellent and functional boot for your early manual "rowboat" shifter (1961-63 1/2)? I have been informed of and have installed a Ford/New Holland Combine Tractor boot on Ben's Bus and it works and fits great! First, the specifics. The part number is Ford/New Holland #257406 and it costs right around twenty dollars.

Difficult installation? Not even close! Once you have the boot in your possession, simply trim off the largest two bellows and the largest one remaining will fit exactly into the original retainer for the stock, and always torn, missing, or decayed shift boot. That is about all there is to it. I got just a bit fancier than the initial installation step because my shifter is extremely sloppy. Because of this, I actually have to touch the stick shifter to the edge of its opening to hit reverse and this threatened to tear my new shift boot. Solution? Equally easy. I used a piece of bar metal as long as the side of the opening, but which was wide enough to protect the new shift boot from being torn. I put the retainer on top of the bar metal, drilled holes, shimmed it using ground down nuts due to the lip on the opening, and attached it using bolts and nylock nuts (you will need a partner for this). Now the shifter hits the bar metal and not the boot. The boot sure is good to have for the cold Pennsylvania winter we are enduring.

*Ben Stiles*

1595 Wabank Road, # 1  
Lancaster, PA 17603  
(717) 391-2985

## Windshield and Side Window Rubber Seals

Our 1964 Greenbrier lives in sunny southern California. We all know what sunlight does to rubber weatherstrips, and our 'Brier was no exception. The rubber window weatherstrips were crusty - yellowing and hard. Now forget the vinyl protectors they advertise today - and don't even think of the old-time remedy of DOT 4 brake fluid that will eat up your paint and leave a greasy residue. Instead try Liquid Glycerin. This is a solution that won't hurt your paint and you can buy it at any Horse Tach and Saddle Supply shop. We used a nylon scrub pad like you would use on dishes and a couple old towels. Scrub off the old crusty gunk from those rubber window seals with the liquid glycerin. Not only will it clean them up to look black and new, but the seals will feel soft and pliable. It won't harm the paint either. The first time we did this was about six years ago and the seals still look great!

*Dave Palmer*  
Fillmore, CA

*Editor's Note: I also purchased "liquid" glycerin from my local drug store--- 4 oz. bottle for about \$3.35. Use it for my cracked hands in winter.*

## Installing Cam Gears

After a recent failure of a defective cam gear, and that after almost 60,000 miles of reliable service, I was confronted with this procedure once again.

Corvair cam gears are made of aluminum and can only be installed once onto the cast iron shaft. Removing a good used cam gear and re-installing it on the same or a different cam shaft, is one of the main reasons cam gear failures occur. Enough material is "gulled" loose that a second installation will result in a loose gear, even if it looks tight. I have witnessed several of these with local chapter members' Corvairs over twenty years. "Used an old cam gear huh?" The other problem is improperly installed cam gears. In "How to Hot-rod Corvairs" it is recommended that cam gear run out or "wobble" should not exceed .010. Even that is too much in my opinion!

With my recent failure the cam gear was machined by the manufacturer, not GM, too thin around the center hub, and broke out in this area.

So, with keeping the "only install once rule" in practice, the procedure for installing the cam gear had better work with one shot, and not gull or miss-align the gear on the cam shaft.

### FIRE AND ICE:

Here is the method that I use. This is also similarly described in the CORSA Tech Guide.

Put the new or to be used cam shaft, complete with thrust washer and key, in the freezer. The wife won't mind if you hide it way in back behind the frozen peas. Let the cam shaft freeze for a couple days.

Next, when the wife is out shopping, bake the new cam gear in the oven at 450° for about a half hour.

Now be careful! Using heavy gloves, the hot cam gear can be slipped onto the cam shaft completely by hand. If the gear does not seat completely in place it can be pressed on the remaining few thousandths of an inch. I don't recommend a socket and a hammer.

The gear will shrink immediately to the frozen cam shaft, so you have one shot and only a split second to install these two parts. However, this method works extremely well and the gear will be running true when installed.

So now, how do you check cam gear run out? Simply install the cam assembly in a crankcase half and rotate the cam by hand. The run out can be checked with a dial indicator, but generally you can see radial run out or wobble as small as .005 if this tool is not available. My findings indicate that run out with this method is around .002 to .005 depending upon the quality of the cam gear manufacturing.

That's it!

*Dave Palmer*  
1364 Cottonwood  
Fillmore, CA 93015

"I think of lotteries as a tax on the mathematically challenged." -Mathematician Roger Jones -

## VALVETA

### AKA: Stump Puller

by Dave Palmer

As some of you know, I use my 1964 Greenbrier for everything. It's a daily driver, but I still like it to look nice. This year, as a matter of fact, I entered it in two shows hosted by CORSA West and South Coast CORSA. I won a prize in the wash and shine competition at each event. So you won't see primer paint blotches and tattered upholstery on my 'Brier.

But--ah, yes--I use this vehicle for a lot of things--hauling - driving - camping - moving, etc. And with that, let me introduce you to another great use for a Greenbrier van. Have you tried stump pulling? OK, so I don't mean sequoias, but rather tree and shrub stumps no more than four inches in diameter.

When my brother wanted to remove the hedges bordering his yard, the 'Brier and twenty-some-odd-feet of heavy chain made short order of the extrication. Another time I had cut down an old dead fruit tree and left the stump about four feet tall for leverage. This one only took about four good tugs to pull out! A couple medium-size palm trees and some evergreens also succumbed to the Greenbrier tug. Such a handy vehicle this is!

But now, here is the secret: Step one is to assess how big the bush or tree is. Don't go crazy!.....well if you are contemplating this it may already be too late! Next is to secure the chain at a strong point. I have found that the loops on the bumper bracket work OK, but I also have a

trailer hitch bolted to the engine box frame. Secure the chain to the tree stump or other suitable volunteer. Next remove all the slack by pulling the chain tight with the van and give the extractable item in question a few good tugs. The final step is to back up close to this plant of choice, take a deep breath, and take off like a wild man. This takes full advantage of the twenty-foot slacked chain. Screaming like an idiot is optional! Once you hit the end of the slacked chain.....it's only a good jolt and usually the stump will pull right out.....OK, sometimes it takes a couple tries. In any fashion the driver of said 'Brier should brace ones' self for a possible dead stop if the delegated organic item of extraction decided not to cooperate.

One time I pulled out a tree from a front yard. Now this particular tree had a sprawling and shallow root system. Oh, the 'Brier won the tug-of-war, but the roots spread all over the front yard, just under the surface of the soil. So, with this valiant effort, we got a special bonus. The whole front yard came out with the tree. This required at least one parade lap around the neighborhood with the tree and lawn in tow.....complete with horn blowing, lights flashing and waves to the zombie-faced neighbors.

Oh, yes, my Greenbrier is truly a multi-use vehicle. And your's can be too!

Think more about your character than about your reputation! Your character is what you are; your reputation is what others think you are. -John Wooden



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## Greetings from Ben's Bus

I have no idea how to start this article, because I do not know where the last one ended. I guess I should tell you that the van's favorite weather has arrived in Central Pennsylvania. We have lots of snow! That, however, is not necessarily a good thing. Perhaps the story would be different if my spare tire had not gone flat on its own.

Picture it, Lancaster, PA, 1999. I walked out from the school and found the van leaning precariously to one side. Yep, left rear tire had gone flat. No problem, change it, drive less than a mile, have it checked out....and we're in business. Not so fast Ben! This story is about your bus. You know it's never that easy. Changing the tire, the original jack was so tight, due to stripped threads, that it rolled the van off of it. After the Agricultural teacher saw my plight and brought out a hydraulic jack, the van was in the air. I put the spare tire, which was still good, on the van and drove to the tire place. Next day, no problem with the actual tire. They filled it, watched it, checked it, checked it again...for twenty-four hours. No problems. That tire should not have gone flat...there was nothing wrong with it. Anyway, let's move the plot.

The next week, the spare tire I had just used a week earlier looked strange. No wonder, it was flat. Took it to the same tire place and they gave the diagnosis. Bad bead. Not repairable. Saturday morning came and I drove to the Corvair Ranch and got a good mountable, bias ply tire. Hey- it was five degrees below and every tire looked good enough for a spare. It would do. I traveled back to Millersville, had the bias tire mounted, and we were back in business for two more days.

Then it happened! I was at Penn Manor High School for an in-service day I was not even required to attend. The snow had fallen, but I had a Greenbrier. No worries. Upon taking two friends to lunch, and due to a poorly-plowed parking lot, I ran sideways into a curb. This dented the rim and air was leaking out of my front driver-side tire. I drove it to the tire place still leaking air and had my good tire mounted on my spare rim. This is the rim onto which a fair to good bias ply spare tire had just been mounted two days earlier. Another trip to the Corvair Ranch, a new jack, rim, and spare tire end the story for the time being. I hope I never have so much trouble with tires again. This epic tale was not as exciting as it might sound.

Enough of that. Ben's Bus has been serving me quite well. I still drive it everywhere, and besides the fact that it lets me know by slow idle that it is damp out, it runs very well. Except for the tire trouble, I have had very little go wrong with it.

I have been working on the interior little by little, but not much has changed. I need to finish my seat cabinet which sits directly behind the driver's set. Finishing requires the energy and motivation to finish sand it and paint it. This motivation I speak of is hard to muster when the air is so cold outside. The cabinet houses the spare tire and a cooler. It will fit perfectly behind the factory front split bench seats which I have recently had re-upholstered. After I get new fiberglass doglegs on the van, I will

actually install the new split bench seats and have a true walk-through camper. All in good time....

I have "winterized" the van by temporarily sealing off the fresh air vents with rubber roofing material. This is simple. Each winter, as the air is getting too cold, I take off the fresh air vent covers, put a piece of cut-to-shape rubber behind it, and re-install it. I know I could replace the seal permanently, but the constant and small leak is much less noticeable, and even welcomed, with warm air breezes in the summer.

I realize that my van will never truly have heat until I replace the front door weather-strips, but that requires the new doglegs, warm weather, and the vicious circle is started again. Nobody ever told me what fun old cars really are.



One toy I recently bought for the whole camping experience is a Volkswagen Westfalia Side Tent, as described by Dave Palmer in the March-April 1999 *CorvanAntics*. This tent adds a whole room onto the van and enough sleeping room for four more people. Lynn and I have no kids yet, but we figured this would be cheaper than a trailer for when the family grows. It clips onto the rain gutter just like it was made for it and really had a vintage look. A real tent made from real canvas. How often do you see those anymore? Now if Dave could get me one of those "Greenbrier Single Family Homes" signs he displays with his Greenbrier. My van even has the attic!

Lynn and I hope to see all of you at Daytona. We are going to go down and tie the CORSA convention in with a trip to Disney. We are really looking forward to it. If any of the officers has information on being a Division Director, I would like to communicate my interest. I think it would be fun to actually have a role beyond membership in the club. Happy travels in your favorite FC.

*Ben Stiles*  
1595 Wabank Road, # 1  
Lancaster, PA 17603  
(717) 391-2985

"Be bold in what you stand for and careful what you fall for." -Unknown

## Lost in the Seventies

Continued from page 3.

After trailering the truck home, I found some interesting items inside. Under the passenger seat, wrapped in a napkin, was a half-eaten, perfectly preserved, ham and cheese sandwich. It appeared to have been freeze-dried. This sandwich attested to the rodent-free environment that the Rampside was stored in. I can tell you the gas price on 9-30-62 for Chevron gas in Portland was 26.9 cents a gallon. In 1965, the gas prices had soared to 30.9 cents a gallon at a Texaco station.

The gas tank had held three quarters of a tank of gas since 1971. It smelled very BAD. I removed the liquid and learned that, by moving the tank around, a thick tar-like substance had decided to congeal into a round mass the size of a very large grapefruit. (This seemed to be the real source of the odor.) This is only one of the interesting problems I have encountered so far.

The engine now runs, the 3-speed transmission works and the emergency brake works. In fact, all the electrical items work.

The search for New Old Stock parts has begun and I have been very fortunate to find parts all over the country. This truck will be finished in its "original" factory state. But, until the Rampside re-emerges, it remains in storage, as its "lost in the seventies" odyssey continues.

You can contact Duane at [www.antkoto@aol.com](mailto:www.antkoto@aol.com). He is a member of CORSA Oregon.

The world is a comedy to those who think; a tragedy to those who feel.

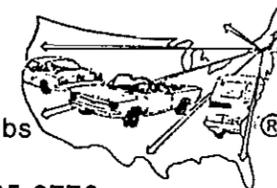
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## Another Adventure

By Bob and Diane Galli

At the end of October, Bob & I were headed to Laughlin, Nevada for a little R&R and we decided to take a side trip on a road we had been wanting to try out as a possibility for the Ultra Van. This would effectively eliminate one very long up-hill climb, and as we were in our 1961 Greenbrier felt it to be the perfect trip.

So off we went into the wild blue yonder, as the song goes. About 20 miles from home I took a right turn onto Bitter Water Valley Road, about 1 mile from the Jack Ranch Cafe, had I continued on instead of turning.

We traveled over some nicely maintained roads in cattle ranching country. No fences in a lot of places; they just don't need them. The ranchers own all the land, and why fence it off?

So the watch word being drive carefully so as not to encounter any sudden road blocks. And a few road blocks we did encounter. The cows were just starting to calve. What a glorious sight it is to watch the new babies cavorting beside Mamma in the warm sunshine.

Several times we had to stop to let a cow or steer cross the road in front of us, talk about your bucolic settings, we had found it. Like a couple of city slickers set down in the late 19th century or early 20th century, we oohed and aahed our way down the road slowly so as not to miss anything.

Well, we finally came to a fork in the road, and decided it was a straight, not a right turn that we wanted. So off we went, into the greater unknown. A few miles on the road forked again, and the road got significantly narrower, and straight up. Now as this trip was to find a relatively flat road for the Ultra, Bob had me take a left turn. After I backed up, no traffic, you know, so I could safely do that. Proceeding onward we went, when suddenly we saw the object of our desires, highway 46, traffic, trucks. Eureka, we were there! One hour later, we had reached our objective. NOT!

When I got to the highway, it was to find that in a 30-mile trip I had actually gone, had I not gotten off the beaten path, 2 miles. We were one mile from the Jack Ranch Cafe. What a revolting development that was, because we still had to climb the hill I had been trying to avoid.

We did eventually find out the error of our way on our homebound trip from Laughlin, Jim's in Joshua Tree, and Palm Springs the following week. And it will indeed make a lovely trip in the Ultra. We should indeed have made the right turn Clyde on the original foray into the unknown.

Bob and I have gotten many a laugh out of our first attempt, so all I can say is: never be afraid of the unknown road, it may be a laughter, and a heck of a lot of fun.



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CORVANATICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair 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 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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