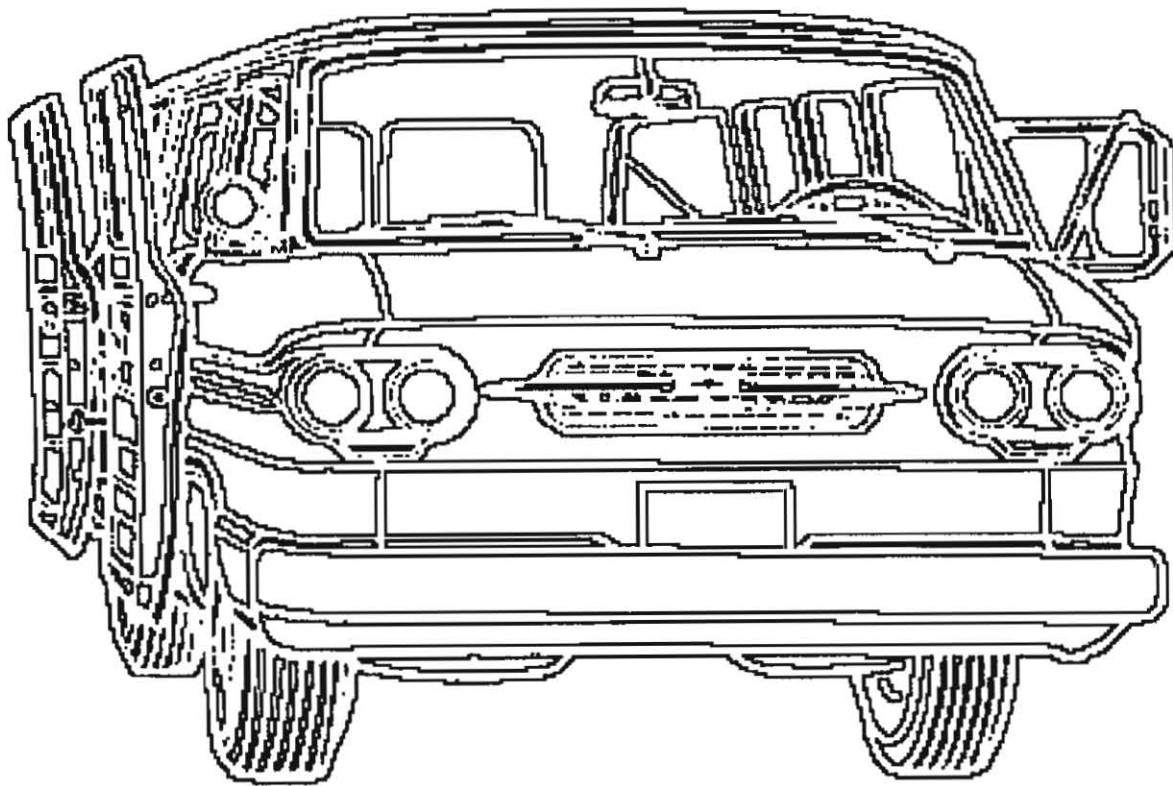


Corvairisation

Tucson Corvair Association
Volume 25, Number 2

Tucson, Arizona
April 1999



Tucson Corvair Association
Established 1975

Corvalsation is a monthly publication of the Tucson Corvair Association, which is dedicated to the preservation of the Corvair model of the Chevrolet Motor Division of General Motors. The Tucson Corvair Association is a chartered member of the Corvair Society of America (CORSA), Chapter 857).

Monthly Meetings are held on the fourth Wednesday of each month except December. One technical/social event is planned for each month except August.

Membership Dues are \$15 per year for singles and \$18 per year for families. Initial dues are \$15 for singles and \$22 for families (includes name tags). Make checks payable to Tucson Corvair Association.

Change of Address: Report any change of address or phone number to the Membership Chairperson. Do not report such changes to the **Corvalsation** Editor.

CORSA Membership Dues are \$27 per year and include a subscription to the **CORSA Communique**, a monthly publication. CORSA membership is not required for membership in TCA, but is highly recommended. See any TCA officer for more information.

Classified Ads are free to members and \$2.50 per 4-line ad to all others.

Deadline for all materials submitted for publication in the **Corvalsation** is the 10th for that month's issue. Mail or deliver all materials to the **Corvalsation** Editor.

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THE PRESIDENTIAL EPISTLE

Yes indeed, it's time to think Tahoe. Lake Tahoe, that is. Boy oh boy, are we going to have fun winning all that money in the Casinos, seeing all those great shows and then, after that, going out and winning the Eward N. Cole Memorial Award. This competition is open to all CORSA members in good standing who compete in their personally owned Corvair bodied and powered vehicle. The points earned by each competitor are all tallied up and the winner is announced at the banquet. Since some one from our Tucson club will be sure to win I hope that he/she will let the trophy be displayed in the Tucson Corvair Association library for a little while at least.

I'll have convention application forms and a schedule of events at our April meeting, or give me a call and pick up copies earlier. I'll also have a list of alternate hotels in case the host hotel, The Horizon Casino Resort is full.

Since Don endeavors to get the Corvairsation to you before the mid-month event, I can say let's have a good turnout at Picacho Peak Sunday April the 18th. It's not that far and it will be good exercise for your machine.

We come to our meetings and participate in the mid-month activity for entertainment because we enjoy it. If we didn't have fun we wouldn't participate. So, I suggest that all members come to the meetings with ideas and things to talk about. How about each, member, ladies excused, bring a corvair part so that we can guess what the part is and it's function. What do you say?

TECH SESSIONS-----Learning in the best entertainment of all. Let's have good tech sessions and how about a TUNE-UP CLINIC, say in November.-----I bet we can put on a good one even if Don Chastain can't help. We have Barry, Gordon, Al, Don and many other knowledgeable members.

DAVE BAKER

APRIL 99 TREASURER'S REPORT

BEGINNING CASH ON HAND.....1502.47

INCOME: (ACCOUNTS RECEIVABLE)

Ads.....	00.00
Badges/Pins.....	00.00
Raffle Tickets.....	19.00
Can Money.....	0.00
Merchandise.....	2.00
Larry Dandridge memorial.....	<u>70.00</u>

DUES: Van Pershing.....	15.00
Bill Maynard.....	<u>15.00</u>
TOTAL DUES:	30.00

TOTAL INCOME (ACCOUNTS RECEIVABLE).....121.00

EXPENSES: (ACCOUNTS PAYABLE)

Stamps.....	23.10
Badges.....	4.20
Returned checks.....	40.50
Larry Dandridge memorial collectioin to Ethel Moore.....	<u>495.00</u>

TOTAL EXPENSES: (ACCOUNTS PAYABLE).....659.83

ENDING BALANCE: (CASH ON HAND).....1063.64

Respectfully Submitted,

Allen Elvick

Minutes of Membership Meeting – 3/24/99

Incoming President Dave Baker called the regular meeting of TCA to order at Denny's Restaurant at 7:30:17 PM by resurrecting a Corvair Pledge of allegiance that some of us had never heard. No guests were present, but several new members were. Previous month's minutes approved as published.

Treasurer (Allen Elvick) – Treasurer's report was distributed separately.

Membership (Beverly Baker) – Still some members haven't paid their dues. All membership dues were due in January. After March, delinquent members will be dropped from the mailing list. If you don't pay soon, this will be the last time you'll be able to read this entertaining document. Once again, the amounts are \$18 family and \$15 single. Considering sending newsletters to past members as an inducement to rejoin. Discussion of placing ads for member solicitation.

Library (Dave Baker) – Continues to be full of good stuff, including tools for loan. See Dave to check out items.

Merchandise (Don Robinson) – Have started taking orders for the new logo shirts from Jim Wilson's Creative Stitching in Grand Junction. The price is \$15, several colors available.

Corvairsation (Don Robinson) – Compliments were extended to Don for the gradual improvements in the newsletter, especially the historical articles. All members are requested to submit editorial material, even if you have to make it up. Deadline is the 10th of the month.

Activities (Barry Cunningham) -

Past:

March 20: Reid Park Zoo : Eight people were reported to have attended the outing at Reid Park Zoo. There was no report as to how many returned. Search parties have been dispatched, but nothing was found except one partially eaten Corvair tennis shoe. Other clues may turn up during the spring thaw.

April 17: Picacho Peak Picnie with Cactus Corvair Club. They bring the meat for the barbecue and we bring pot luck dishes. No one is organizing the pot luck so be prepared to have too many salads or too many desserts. This will not be difficult preparation. Club will provide beverages, but if you just must have sassafras tea, you're on your own. We will meet at the McDonald's at Ina & Thornydale at 0900 hours. Shove off at 0930.

May 28: Gaslight Theater - The Three Musketeers. Doors open at 6:15, Show starts at 7:00 PM. Money must go to Allen by two weeks before the event. \$11.77 for adults, \$6.42 for kids if we have 20 or more. If less than 20, you must also bring along your first born, and prepare to sell all his stuff at a yard sale soon after.

June: CORSA International Convention at Lake Tahoe. So who's going?!

Old Business - **Paul Dunn** discussed our new website under the URL www.corvairs.org. We still need some consensus on what should be on it. Photos of members and their cars will be welcome.

New Business -

Proposal made to elect **Ethel Moore** (Larry Dandridge's mother) to honorary lifetime membership. Adopted unanimously. Congratulations to Ethel! Dave reminded us that we used to have a **Technical Coordinator**, but the job has been vacant lately. Volunteers were requested. Someone volunteered **Barry Cunningham** who was not present at the moment. Just then he arrived and accepted. Gee, what timing!

Program/Tech Talk - Professional Detailer, **Doug Trudeau** was the guest speaker. Doug is a correctional officer who does car detailing when he is not administering corrections. He offers several levels of detailing service and gave us a talk on the products he recommends to keep your car in like new condition. He offers a 10% discount to club members on all his services. Doug mentioned the Classic Chevy Club show at Reid Park on 4/17 and another benefit show there on May 1.

Raffle: Winners – Barry: Halogen headlights, Arthur Dunn: oil filter, Herb: screwdriver set.
Next month's prizes donors: Don R, Don H, Allen E, and Randy G.

JOE – Herb had one about a blind parachutist and his trusty guide dog. Everyone thought it was just great!

Meeting adjourned sometime around 9:00:00 PM, more or less.

Respectfully submitted,
Herb Berkman, Secretary

from the editor.....

If you haven't mailed in your income tax---- you're late! But then who cares?

Hope you care about and will enjoy the feature article this month on forward controls. Thanks to Van Pershing for his fine work in preparing these articles every month. There are lots of things I like about the early model forward controls. My Rampside and Greenbrier still have their original 80 HP engines and they are very reliable and can be driven anywhere with confidence. In fact, the Greenbrier has been on several trips to the mid-west hauling four bikes on biking-camping trips and two trips hauling furniture. Always smooth and quiet, but slow.

This weekend is TCA's annual tour to Picacho Peak to picnic and fraternize with Cactus Corvaire from Phoenix -- lots of fun and time to enjoy just being in a beautiful spot. See Coming Events for details!!

We will soon have new TCA golf shirts. There will be a sign-up list at the April meeting to place your order. Each shirt will have a TCA logo on the right front and your name on the left front. These are being made by Creative Stitches, so you are getting a quality shirt at a bargain price, thanks to Jim & Laurel. We will place the order after the this April meeting, so be certain you we get size, name, and money (\$15) before the end of April. Questions? Orders? Call the merchandise chairman 297-1356.

Coming Events:

Picacho peak tour & picnic with Cactus Corvaire Club (this weekend) April 18 (SUNDAY). Bring a dish to pass and TCA is providing sodas. Want to caravan? Meet at McDonalds, Ina & Thornydale, at 09:30.

April 28 Regular meeting at Denny's.

May 28 Gaslight Theater— More at the meeting!

LOCAL CORVAIR PARTS

from

TUCSON CORVAIR ASSOCIATION

TCA has a large stock of new and used parts for all models of Corvairs.

Support the Club and save a little money!



Contact Al Crispin
722-9445

Paul H. Dunn
Executive Director



4425 E. Broadway Blvd
Tucson, AZ 85711
520-323-8585
FAX 520-323-0088
pdunn@computerlandsss.com

Forward Control Corvairs by Red Davis



Introduction

Less familiar than the Corvair cars, but equally interesting are the Forward Control (FC) Corvairs, which were built 1961-1965. They came in four body styles: conventional pickup (called a Loadside), pickup with fold down side ramp (called a Rampside), panel side delivery van (Corvan) and window van (Greenbrier Sportswagon or Corvan with window option). Forward control Corvairs were produced at Flint, Michigan and St. Louis, Missouri from parts manufactured and partially assembled elsewhere.

The Corvair 95 name was used on FC's intended for industrial use, and was derived from their 95 inch wheelbase. These were sold as part of the Chevrolet industrial vehicle line. The station-wagon variant of the window van was called a Greenbrier Sportswagon and was sold as a car.

Corvair FCs are popular with many Corvair enthusiasts, and there is a special interest chapter within the Corvair Society of America devoted to them: the Corvanatics.

[return to directory](#)

Origins:

The Corvair FC's were designed to compete with the Volkswagen Transporter/Microbus/Pickup type II vehicle of the time. Chevrolet did some market research and determined that those who bought the VW products did so because they had more interior volume than a pickup based sedan delivery, were smaller outside, were more economical and easier to handle in city traffic. VW owners complained about the type II's lack of power, lack of an automatic transmission, small load rating and the relative uselessness of the pickup body.

The Chevrolet reply to the Volkswagen is really very much like a modern minivan or mini pickup. It has 80-110 horsepower, 130-160 lb-ft of torque (depending on year and engine option), weighs 2800-3000 lb, and has similar exterior dimensions to a Plymouth Grand Voyager. Unlike the modern vehicles, though, all Corvair FC's have a gross vehicle weight rating of 4600 lb, which works out to about a 3/4 ton payload. All Corvair 95's with stock paint were delivered in two-tone: one of about six colors with a white accent stripe. A white body was also available, which came with a red accent stripe. The Greenbrier Sportswagon was available with a limited range of the Corvair car colors for that year. The same accent stripe color rule applied. Fleet purchases could be any color or combination by special order, and were indicated by special codes stamped onto the body dataplate on the front cowl. So if you look in the book to find the original paint color for your FC Corvair and discover that the number on the body data tag (which is located on the kick panel by the handbrake) isn't in the book, chances are your truck was factory painted in some commercial livery. These numbers are decodable by Chevrolet, should you desire to reproduce the original paint.

Models:



The Corvair 95 Corvan panel van (model R1205) was an industrial delivery van and was produced 1961-1964. It had a lot of volume in a relatively small package and had a loading height of only 18" above the pavement into the side doors. It could be optioned from bare-bones (no heater, no radio, single speed wipers, painted bumpers) to pretty nice (chrome bumpers and trim, dual speed wipers with washer, direct air or gasoline heater, second and third bench seats, side and rear doors with windows). Normal Corvans have six doors: two front, two on the right

side, and two rear. A second pair of side barn-doors was available on the driver's side as an option. Ma Bell bought quite a few Corvans.

The Corvan was also available with a full-window option, which made it look like a Greenbrier. But the comfort options had to be individually checked off just as with the panel van. The four square side windows didn't roll down unless you bought the "roll-down windows" option. The window option Corvan was primarily intended for ambulance and taxi use.



The Corvair 95 Loadside pickup (model R1244) is a pickup truck variant of the Corvan body and was produced 1961-1962. The relative inaccessibility of the payload area made this pickup slightly more useless than a conventional front-engine truck. The original idea, as this photo of

the styling buck shows, was to provide a level load floor and lockable storage underneath in the center-bed area. Unfortunately, this arrangement was never produced and the production Loadside couldn't be loaded through the side at all. As a result, they weren't very popular and only 369 were produced in 1962, which makes the '62 Loadside the least-produced of all Corvairs.



The Corvair 95 Rampside pickup (model R1254) is a Loadside with a big ramp on the passenger's side where the side barn doors would mount on the van body. It was produced 1961-1964. The ramp folds down from a piano hinge at the bottom of the bed and has a rubber edging on top to save the paint when the ramp is folded down. This is probably the cleverest addition ever made to the American pickup truck: It allows you to roll or slide most any object into the bed without lifting. The Bell Telephone company bought a bunch of these because they could roll cable reels right in and out of the bed.



The Corvair Greenbrier Sportswagon (model R1206) was basically a fully optioned window-option Corvan with roll-down side windows. It came with two-tone interior paint, color coordinated interior floor mats, a full-width bench seat, chrome bumpers and trim, and one of a subset of the Corvair car paint colors for that year. You could add more options to a Greenbrier however: The trim and convenience package (R.P.O. Z01) added two speed wipers with washers, a passenger side rear-view mirror, day-night mirror, and extra brightwork on the dash and exterior. Rarer and plusher was the Deluxe option package. This added a two-tone vinyl interior (seats and side panels) that made the inside of your Greenbrier look pretty much like a deluxe Corvair car of that year. The front bench seat got more comfortable, too, because of a different frame and padding. Like the Corvairs, Greenbriers were also available with eight doors as an extra cost option. An eight door deluxe Greenbrier is quite a prize today. Greenbriers were built 1961-1965 and were the last FC's to be built.

[return to directory](#)

Powertrain:

FC engines were the same size as the Corvair car engines of that year: 145 c.i. from 1961-1963, and 164 c.i. in 1964 and 1965. In all year models they have a special oil filler/dipstick tube location: a 1" hole on the right rear of the crankcase. This allows the engine oil to be checked and adjusted on an FC without raising the rear cargo deck, which is normally screwed down and is raised only for maintenance items like changing air cleaners, synchronizing carburetors, or overly intrusive concours inspections at CORSA meets. FC's also have a special low-height version of the 1961-1963 car air cleaner system to make the drivetrain fit under the deck.

Early Corvair 95s and Greenbrier Sportswagons were only available with one engine: a heavy-duty truck rated version of the 80 hp base car engine. Compared to the car engine, the FC version had exhaust valves of tougher metal, exhaust valve rotators, reduced compression, and richer carburetor jetting. As with the cars, the 1961-62 Forward Controls came with the highly efficient "folded-fin" oil cooler. 1963 models were equipped with the 8-plate cooler.

The 1964 and 1965 standard engine was the 95 hp base sedan engine with the same modifications mentioned above, except that they use the "heavy duty" 12-plate oil cooler. Greenbriers were also available with the 110 hp engine as an option. 1965 Greenbriers (and therefore all 1965 FC's) have alternators, all other years and models have generators.

All years and models came with a 3-speed manual transmission as standard equipment, with optional 4-speed manual and Powerglide automatic transmissions. Three final-drive ratios were available: 3.27:1 (default with '61 four-speed Greenbriers-good for highway cruising), 3.55:1 (default for all other FC's) and 3.89:1 (for heavy towing or mountain climbing). Manual transmission FC's had different gear ratios than the cars of that year to better match the power curve of the engine to the larger tires and greater weight of the vehicle. Powerglides were equipped with a special external fluid cooler under the battery box.

Body

The body construction of the Corvair FC is a semi-unitized assembly, which is both bolted and welded together. The body was partially welded together from stampings in alignment jigs at the stamping plant. These body segments were then loaded into train cars and shipped to the two final assembly plants. There, the segments were bolted together, aligned as necessary, then welded together to form a unitary structure. There is a recognizable load carrying chassis beneath the vehicles, but it is an integral part of the structure, and a "body off" restoration would involve major surgery with a cutting torch. The subframe is necessary because of the large side-ramp/side-door opening on one or both sides of the FC body, depending on model, which would allow excessive flexing in a true unitary structure.

[return to directory](#)

Suspension:

All FCs have fully independent front suspension based on other full-size Chevy models of that year. The rear suspension is a heavy-duty version of the 1960-1964 Corvair car rear suspension with coil springs and swing axles. Brakes are the same as Chevrolet 1/2-1 ton truck. FC's ride on five-bolt 4 3/4" circle 14" dia. x 5" wide wheels. Originally they came with a special low-cord angle 7" bias ply tire which improved handling over the common bias ply tires of the day and was similar to a modern radial. The FC's unusual suspension, good weight distribution, and low center of gravity are responsible for its excellent handling characteristics (for a utility vehicle). Corvair Society of America has two autocross classifications specifically for FC Corvairs.

[return to directory](#)

Model Year Variation:

The Forward Control Corvairs were produced in year models just as the cars were, but most of the variation is in the drivetrain and in the badgework on the front doors. There was only one major change in the construction of FCs during their production run, and this occurred in the middle of the 1963 model year. FCs can be divided into "early" and "late" types just like the Corvair cars can, but at a different date.

The major areas of difference are manual shifter, clutch linkage, engine access door, cowl vent, and front suspension.

The manual shifter on the early FCs is a little unusual: It is mounted on a vertical panel under the front bench seat and is operated with a different motion (up-down instead of forward-back) than is common. The linkage is mounted very low on the frame and can be damaged when the vehicle is high-centered. Late FC's have a conventional floor-mounted shifter, and the linkage is relocated through a tube in the middle of the fuel tank to get it out of harm's way. So almost no linkage parts interchange between early and late shifters. The fuel tanks are different too, but a late tank can be used on an early FC. Powerglide FC's don't care what kind of fuel tank they have, since their (never revised) shift linkage is a flexible cable following the frame rails.

The clutch linkage could also be damaged if an early FC dragged bottom. On the late FCs it was relocated up. The cable and pedal system are the same for all, but the rear linkage is different.

The early engine access door is a metal stamping with the license plate in the middle and two protruding lamps to illuminate it. The lamps kept breaking off and the latch handle was often bent when climbing in the back of the vehicle or hooking up a trailer, so Chevrolet changed to a molded fiberglass door with the license plate recessed on the driver's side. The latch handle was changed to a sturdier, lower profile shape.

Early FC drivers in cold climates complained of air leakage from the cowl vent. The vent intake is mounted at the very front of the vehicle in between the headlights, and has the highest possible airflow pressure on it. It makes the FCs pleasant to drive in summer, but hard to seal up in winter. Late FCs come with a large lever operated door to seal the intake, as well as the two cable-operated foot well vent doors common to all models.

The front suspension on early FCs is mostly borrowed from the 1960-61 full size Chevy station wagon. Late FCs come with front suspension from the concurrent Chevy pickup truck.

The only FC's produced for the 1965 model year were Greenbriers. They were all built in late 1964, and were assembled because a steelworkers' strike delayed introduction of the water-cooled one-box design Chevrolet van meant to replace the Corvair FC line. Chevrolet needed something to sell in the one-box window-van market, and built about 1500 '65 model Greenbriers to fill the requirement.

Special Purpose FCs:

Since the Corvair FC was produced for fleet and utility applications, there are several unusual GM or third-party factory produced variations. In no particular order, they are:

1. The Bell System Corvan: These are Corvans with half a window option. There are only windows in the rear doors and on the right side behind the driver's seat, and the left side is a plain panel van side. These were built specifically as lineman's trucks and would've been painted in Bell system gray originally.
2. Mixed Door Option Corvans The windowless Corvan is as dark as a mineshaft inside with the doors closed, and there's no rear view out the back doors. Fleet purchasers often selected fixed panes in the rear and/or side doors to brighten things up a bit. Likewise, I have heard of at least one example of a window option Corvan (large quarter-window panes and rear door panes) which was delivered with windowless side doors. This particular vehicle is an 8-door van, which makes it even odder.
3. The Dual-Ramp Rampside: Q: What do you get when you make a Rampside from an 8-door Corvan chassis? A: The dual-ramp Rampside. I have seen only photos of this one. Supposedly this was available as a factory option, though I have seen no official record of it. The frame flex must be terrible.
4. The Camper Option Greenbrier: As the Chevrolet competition to the microbus, the Greenbrier Sportswagon was also available with a factory assembled, dealer installed camper conversion sold through Chevrolet dealers as a production option.

The 1961-1962 Custom Camper Unit (Chevrolet part 985103) featured wood interior fitments, vinyl floor, removable upholstered pads, Coleman cooler, LP gas stove, and color-coordinated drapes. The revised and rearranged 1963-1964 camper (part 985654) added a pump sink with 14 gallon water tank, and replaced the cooler with a 25 lb ice chest. These are pretty decent campers by the standard of the day, and could be optioned with such things as a roof-mount tent (985102) and child's front-seat bunk (985359). There were also third-party factory camper conversions sold; these vary widely in quality.

5. The Drop-in Rampside Camper: As with most American pickups of the time, there were drop in campers made specifically for the Rampside. What makes these unusual, however, is that the ramp is normally removed and the entrance to the camper is through a door in the side-ramp area, which makes entrance and egress a much easier proposition than usual. The low floor height of the center bed also means that the camper need not be so high above the road to give adequate interior headroom as in a conventional pickup, which improves both handling and fuel economy. Rampside's which have been modified to carry one of these campers will usually have some holes cut in the bed, wiring added to power the camper, small holes along the top of the bed where the mounting strips attached, and heavy duty rear springs to give normal ride height with the camper in the bed.



6. The AmbleWagon Greenbrier: This was a factory produced ambulance conversion of the Greenbrier Sportswagon. Only three are known to exist. It was built by Automotive Conversion Corporation of Birmingham, Michigan.
return to directory

Production Numbers:

(source: *The Corvair Decade* Author: Fiore, Anthony LCCN: 80-66713)

Total Production: 127,221 (7% of all Corvairs)

Quantity Produced by Year and Model:

Year	Rampside	Loadside	Corvan	Greenbrier	
Model	R1254	R1244	R1205	R1206	Total
1961	10,787	2,475	15,806	18,489	47,557
1962	4,102	369	13,491	18,007	35,969
1963	2,046	-	13,161	13,761	26,969
1964	851	-	8,147	6,201	15,199
1965	-	-	-	1,528	1,528

Sources Used:

Chevrolet Motor Division: 1961 Chevrolet Corvair Shop Manual •Chevrolet Motor Division: 1964 Chevrolet Corvair Shop Manual Supplement •Chevrolet Motor Division: 1965 Forward Control Assembly Manual •Chevrolet Motor Division: The Corvair 95: A Space Age Panel Van SAE Tech Paper •Fiore, Anthony: The Corvair Decade LCCN: 80-66713 •Corvair Society of America: CORSA Communique August, 1991 pp 6-7 •Wall, Lon: Wall's Corvair Underground 20th Anniversary Catalog •The yellow Greenbrier is owned by Garry and Denise Parsley.

Acknowledgements:

•The scanned images were massaged into thumbnails by Mark O'Neil. •Mark also cleaned up the suspension and drivetrain pics, and created the Virtual Vairs page theme. •Kent Sullivan provided the scans of the GM FC Pickup prototype photographs.

Vairs and Spares

For sale: 1965 Monza 4-door ,white, automatic, good body ,tires &stero.
Needs engine work. \$ 1500 obo. (520) 297-5659.

For sale: 1961 Lakewood. White with new dark red interior, 110 hp engine,
a/t, air conditioning, roof rack, and many other extras. Asking \$2800.
Vic Howard (520) 768-6062.

1969 chevy 3/4-ton. 396, AT, Pwr Disc Brakes, PS, AC, Cruise, Stereo, Shell,
Carpet, Air suspension, Custom seat, Dual spots, 3 tanks, Dual batterles,
Telescoping bumper, HEI, CB wiring, Traller brake controller, Manuals, Spare
parts, Ugly paint. \$ 1/pound obo (That's \$5050, I'll start at \$4750).
(520) 751-9500 eve, (520) 663-9122 day. (Note: This truck has been to
seven CORSA National Conventions and has towed Corvairs to four of them.

For sale: 1967 Monza 4 door sedan. Restorable. Minor front end damage.
No rust. \$500 OBO. For more info call Eddie (520) 748-8507 or (520) 740-
1234 or call Gordon Cauble (520) 299-1122.

For sale: 1965 convertible 110/auto, new mist blue paint new white top and
upholstery, good tires. \$4300/make offer, call Don Henn (520) 743-3346.

For sale: Corvair parts—large outdoor yard full of great Corvair parts. Call
Barry Cunningham at (520) 747-9028

For sale: 1966 Monza sport coupe. AC AT, look nice, runs well. \$2495/OBO
will consider nice truck or van in trade. (520) 629-0257 leave message.

From one Corvair lover to another...

Corvairs

By

Creative Stitches

2710 Cancun Court

Grand Junction, Co. 81506

(970) 245-4722

Member of Corsa and Tucson Corvair Association

