



2/22/2006

*Head of the Lakes Corvair Association Newsletter*



***Think Spring!!!!!!!***



With spring just around the corner, now would be a good time to do a little preventative maintenance on your Corvair. Some of the things I do are to give the battery posts and cables a good cleaning, change oil and filter, and grease the front end good. This year I plan on replacing the positive cable to the starter because it has one of those repair ends on it and every spring they are badly corroded and could cause a bad connection and no charge for the battery. I check over the main harness connection in the left front of the engine compartment and check for corrosion. As far as ignition goes I replace the points and rotor every spring. It might sound like over kill but parts are cheap and I feel it's good insurance. If your distributor cap is old it might be time to install a new one also. I'll pull the spark plugs and check them and re-gap. One option for the ignition is a Pertronix Electronics Ignition conversion. This eliminates points totally. There has been a lot of controversy on this system in the past and I personally stick with points. But I know a lot of Corvair Owners that swear by the Pertronix. Another thing I do is spray a little WD-40 on all the door hinges. I hate those squeaky doors. I jack up the front end and check and grease all the fittings. This is a good time to check for play in the front end. The Pitman arm bushing is a common piece that wears out after time. "Ed Says" article will deal with this in a future article. One area always forgotten is the oil cooler. I pull the small cover and make sure the top of the cooler is clean of debris. A quick cleaning can eliminate overheating problems later. Now on to the belt. Every Corvair should have a spare belt in the trunk. Depending on how much you drive your corvair will decide if you should replace your belt or not. I carry a new spare belt and replace mine every few years. I install my spare and the new one become my new fresh spare in the trunk. Check all the pulleys for rust also, this can cause wear on the belt. I always store my spare belt as it comes rather than fold it up. It seems to hold it's shape better this way. Now I can see some people reading this and say This is a bit of overkill. Yes it might be but I can drive my Corvair all summer and be trouble free. It's like the old TV commercial said, "Pay me now, Or pay me later" I would much rather do a repair in a warm garage than on the side of the road. Now, lets make our list and get started!!!

Ron Thompson Editor





## **NEW MEMBERS**

**Member Total**  
**25**

## **Treasurers Report** **January-February**

**No Report Recieved**

Beginning Balance	\$309.62
Income:	
Dues	
50/50	
Contributions	
Expenses	
Ending Balance	

We are Now:

## **CORSA CHAPTER 558!!!**

In the Feb Issue of the Communique we have 2 articles in the open forum. One by Ed Lampi and one by me, Ron Thompson. Also in the back of the book we are listed as Chapter # 558 so it looks like we are officially a chapter. GOOD JOB!!!! This is only a beginning. Now lets get started on some plans for this spring and summer activities. If you have an idea, share it with us and lets make it happen.

## **Vendor List**

**Corvair Underground**  
503-434-1648  
[www.corvairunderground.com](http://www.corvairunderground.com)

**The Source Inc.**  
[source@andc.com](mailto:source@andc.com)  
858-259-3843  
<http://www.thesourceparts.com>

**Larry's Corvair Parts**  
[K6RO@Earthlink.net](mailto:K6RO@Earthlink.net)  
310-070-9851  
[www.larryscorvair.com](http://www.larryscorvair.com)

**Clarks Corvair Parts Inc.**  
[clarks@corvair.com](mailto:clarks@corvair.com)  
413-625-9776  
[www.corvair.com](http://www.corvair.com)

**California Corvairs**  
[CACorvairs@aol.com](mailto:CACorvairs@aol.com)  
323 223-2775  
<http://www.californiacorvairparts.com>

## **March Activities and Events**

- Feb 28** Monthly meeting Perkins London Rd Dinner @t 6PM Meeting @7PM
- March 7** Board of Directors meeting at the Pruddens
- March 14** Newsletter articles due
- March 16** **Ryan Yax Birthday**
- March 28** Monthly meeting Perkins London Rd Dinner @ 6PM Meeting @7PM

## *Meeting Agenda February*

- 1. Secretarys Report*
- 2. Treasurers Report*
  - ~Fund Raiser*
  - ~Mailing Address-Patty*
- 3. Committee Reports*
  - ~Car shows-Jeannette-Rice Lake Days-GM-Larson Chev*
  - Newsletter Calendar*
- 4. Corvair Calvary-Lemke-Verthein-Murphy-Running*
- 5. Petes Parts*
- 6. Newsletter –Ron Thompson*
  - ~articles-Birthdays-On Line Newsletter?*
- 7. Old Business-Hinkley Get Together-Holiday Party-Petes Picnic*
- 8. New Business—Patches and window stickers*

### **Head of the Lakes Corvair Club Meeting Minutes January 24, 2006**

The meeting was called to order by Dan Rutka at 7:06pm. Pat Prudden was absent. There were 12 members and 5 guests present. Jeannette Olson read the minutes from the December meeting which were accepted as read.

Ron read the treasurer's report in Jim's absence. The balance was corrected and printed in January's newsletter. The 50/50 drawing was held. Ron won the drawing for \$11 and donated it back to the club, so \$22 will be added to the club's balance.

Car Shows -- Ron wrote an email to the Cities and hasn't heard back yet. Larson Chev may be receptive to a Saturday event. Ron will follow up with both. The GM show will be held the first Sunday in June at the State Fair grounds.

Post Holiday Party will be held on Saturday, January 25th. Tammy Rutka will call members not in attendance to get an accurate count for the party. Details are in the January newsletter.

Vern Rubesh's car is for sale and is advertised in the newsletter.

Pete's Parts -- Qualifying orders will reduce CORSA membership through coupons included with your order from Clarks.

Newsletter -- Ron needs articles and want ads. Contact him with either.

Birthdays -- Irene Lampi on 1/24 and Mike Wortruba on 2/7.

On line newsletter -- Tammy will donate an adobe program if it will work for Ron. They'll check it out.

Web page -- Thank you to Tim Verthein!

Past newsletters need to be archived. Can this be done? It will be checked out.

New Business -- Pete's Picnic will be held at noon on February 18th. Pot luck with hot dogs provided. Come watch movies and have fun!

Ron got an email from Winnipeg re: the web page they came across -- ours! People are discovering us on the World Wide Web!

Glen Lempke needs help with his Corvair. Let's set up something in March. We'll discuss it further next month at the meeting. Ron Verthein needs help with his car, also. It is a '65 Corvair with a '66 engine.

Meeting adjourned at 8:02pm. Next Board meeting is February 7th at Pruddens' and next Club meeting is February 28th at Perkins London Road.

 *Jeannette* 

# Corvair Classifieds



## For Sale:

1965 Corsa-Evening Orchid 180 HP Turbo  
60,854 Original Miles, Garage kept since the  
70's. Body good, 1 small rust spot on front  
fender. Many new parts with receipts from  
Clarks. Papers from original owner.

**\$5,500.00 or Trade for 65-69 Coupe or Con-  
vertible W/Automatic transmission and of equal  
Value.**

**Contact Glenn 715-462-3978**

**Or E-Mail Glen at [gjlemke@cheqnet.net](mailto:gjlemke@cheqnet.net)**

## NOS Parts For sale

As I am no longer restoring early's and FC's, I  
have several NOS parts for sale. 7451254 Axle  
bearing 61-62, 7451328 axle bearing 63-64,  
3790672 tie rod end 60-62, (2) 1945376 points  
60-61, (3) 6255721 pitman bushing & bolt 60-  
69, (2) 908076 blower bearing 60-63,(2) dome  
lens FC, (2) Glove box lock complete w/keys,  
(2) 1993317 Stop light switch FC, 1116626 igni-  
tion switch w/cylinder & Keys, 3157112 heater  
lever FC, 3833127 heater knob kit FC, 3826596  
tie rod end 63-64 FC, 3848873 inside door han-  
dle FC, Also miscellaneous early and FC used  
parts.

**Prices are 1/2 of Clarks.**

**Vern Sundbom 218-847-6631**

**[vmsundbom@lakesnet.net](mailto:vmsundbom@lakesnet.net)**

## Parts Wanted:

Rear antenna Late Model L & R lower door  
hinges late, 66 140 emblem for engine lid, 66  
turbo Dist, any late turbo sheet metal or ex-  
haust parts, 66 Corsa dash & wiring. 66 black  
interior 2DR

**Vern Sundbom 218-847-6631**

**[vmsundbom@lakesnet.net](mailto:vmsundbom@lakesnet.net)**

## For Sale:

1964 Corvair Coupe

1966 110 Engine Runs Great!!

4 Speed Transmission

Wheel Cylinders rebuilt and all new brakes.

New master cylinder

New Floors

AM Radio

This is a complete car with all the parts. The  
car has been dismantled and stripped to bare  
metal and all body work has been done. All  
that's left is paint. **For pictures contact:  
[corvaid50@aol.com](mailto:corvaid50@aol.com)**

## If interested in this car contact:

**Vern Rubesh**

**344 8th ST.**

**Cloquet, Minn 55720**

**218-879-8234**

## For Sale:

Set of 4 Nissan Rims 15" with early Corvair  
bolt pattern. Came off my 1964 Monza. Great  
condition. Presently have 195-60R-15 tires  
on them which worked GREAT on my car.  
Two of the tires have some sidewall cracking  
from age and need to be replaced but the  
other 2 are excellent. All necessary lug nuts  
and washers included.



**\$150.00 For All.**

**Call Tim 218-245-1782 in Bovey or E-mail  
Tim at [minoxphotographer@yahoo.com](mailto:minoxphotographer@yahoo.com)**

	6	5	4	3	2	1
<b>CORVAIR</b>						
<b>1960 Standard, 6-cyl.</b>						
4d Sed	360	1,080	1,800	4,050	6,300	9,000
2d Cpe	380	1,140	1,900	4,280	6,650	9,500
<b>1960 DeLuxe, 6-cyl.</b>						
4d Sed	364	1,092	1,820	4,100	6,370	9,100
2d Cpe	388	1,164	1,940	4,370	6,790	9,700
<b>1960 Monza, 6-cyl.</b>						
2d Cpe	568	1,704	2,840	6,390	9,940	14,200
<b>1961 Series 500, 6-cyl.</b>						
4d Sed	360	1,080	1,800	4,050	6,300	9,000
2d Cpe	380	1,140	1,900	4,280	6,650	9,500
4d Sta Wag	372	1,116	1,860	4,190	6,510	9,300
<b>1961 Series 700, 6-cyl.</b>						
4d Sed	376	1,128	1,880	4,230	6,580	9,400
2d Cpe	480	1,440	2,400	5,400	8,400	12,000
4d Sta Wag	388	1,164	1,940	4,370	6,790	9,700
<b>1961 Monza, 6-cyl.</b>						
4d Sed	384	1,152	1,920	4,320	6,720	9,600
2d Cpe	540	1,620	2,700	6,080	9,450	13,500
<b>1961 Greenbrier, 6-cyl.</b>						
4d Spt Wag	480	1,440	2,400	5,400	8,400	12,000
NOTE: Add \$1,200 for A/C.						
<b>1962-63 Series 500, 6-cyl.</b>						
2d Cpe	384	1,152	1,920	4,320	6,720	9,600
<b>1962-63 Series 700, 6-cyl.</b>						
4d Sed	384	1,152	1,920	4,320	6,720	9,600
2d Cpe	484	1,452	2,420	5,450	8,470	12,100
4d Sta Wag (1962 only)	390	1,170	1,960	4,410	6,860	9,800
<b>1962-63 Series 900 Monza, 6-cyl.</b>						
4d Sed	484	1,452	2,420	5,450	8,470	12,100
2d Cpe	544	1,632	2,720	6,120	9,520	13,600
2d Conv	600	1,800	3,000	6,750	10,500	15,000
4d Sta Wag (1962 only)	490	1,460	2,440	5,490	8,540	12,200
<b>1962-63 Monza Spyder, 6-cyl.</b>						
2d Cpe	564	1,692	2,820	6,350	9,870	14,100
2d Conv	620	1,860	3,100	6,980	10,850	15,500
<b>1962-63 Greenbrier, 6-cyl.</b>						
4d Spt Wag	392	1,176	1,960	4,410	6,860	9,800
NOTE: Add \$1,600 for K.O. wire wheels. Add \$900. for A/C.						
<b>1964 Series 500, 6-cyl.</b>						
2d Cpe	372	1,116	1,860	4,190	6,510	9,300
<b>1964 Series 700, 6-cyl.</b>						
4d Sed	384	1,152	1,920	4,320	6,720	9,600
<b>1964 Series 900 Monza, 6-cyl.</b>						
4d Sed	480	1,440	2,400	5,400	8,400	12,000
2d Cpe	552	1,656	2,760	6,210	9,660	13,800
2d Conv	580	1,740	2,900	6,530	10,150	14,500
<b>1964 Monza Spyder, 6-cyl.</b>						
2d Cpe	564	1,692	2,820	6,350	9,870	14,100
2d Conv	620	1,860	3,100	6,980	10,850	15,500
<b>1964 Greenbrier, 6-cyl.</b>						
4d Spt Wag	484	1,452	2,420	5,450	8,470	12,100
NOTE: Add \$1,600 for K.O. wire wheels. Add \$900 for A/C except Spyder.						
<b>1965 Series 500, 6-cyl.</b>						
4d HT	332	996	1,660	3,740	5,810	8,300
2d HT	368	1,104	1,840	4,140	6,440	9,200
<b>1965 Monza Series, 6-cyl.</b>						
4d HT	360	1,080	1,800	4,050	6,300	9,000
2d HT	520	1,560	2,600	5,850	9,100	13,000
2d Conv	600	1,800	3,000	6,750	10,500	15,000
NOTE: Add 20 percent for 140 hp engine.						
<b>1965 Corsa Series, 6-cyl.</b>						
2d HT	520	1,560	2,600	5,850	9,100	13,000
2d Conv	620	1,860	3,100	6,980	10,850	15,500
NOTE: Add 30 percent for 180 hp engine.						
<b>1965 Greenbrier, 6-cyl.</b>						
4d Spt Wag	380	1,140	1,900	4,280	6,650	9,500
NOTE: Add \$1,000 for A/C.						

	6	5	4	3	2	1
<b>1966 Series 500, 6-cyl.</b>						
4d HT	340	1,020	1,700	3,830	5,950	8,500
2d HT	376	1,128	1,880	4,230	6,580	9,400
<b>1966 Monza Series, 6-cyl.</b>						
4d HT	368	1,104	1,840	4,140	6,440	9,200
2d HT	520	1,560	2,600	5,850	9,100	13,000
2d Conv	620	1,860	3,100	6,980	10,850	15,500
NOTE: Add 20 percent for 140 hp engine.						
<b>1966 Corsa Series, 6-cyl.</b>						
2d HT	544	1,632	2,720	6,120	9,520	13,600
2d Conv	640	1,920	3,200	7,200	11,200	16,000
NOTE: Add 30 percent for 180 hp engine. Add \$1,000 for A/C.						
<b>1967 Series 500, 6-cyl.</b>						
2d HT	360	1,080	1,800	4,050	6,300	9,000
4d HT	340	1,020	1,700	3,830	5,950	8,500
<b>1967 Monza, 6-cyl.</b>						
4d HT	368	1,104	1,840	4,140	6,440	9,200
2d HT	520	1,560	2,600	5,850	9,100	13,000
2d Conv	600	1,800	3,000	6,750	10,500	15,000
NOTE: Add \$1,000 for A/C. Add 20 percent for 140 hp engine.						
<b>1968 Series 500, 6-cyl.</b>						
2d HT	360	1,080	1,800	4,050	6,300	9,000
<b>1968 Monza, 6-cyl.</b>						
2d HT	520	1,560	2,600	5,850	9,100	13,000
2d Conv	640	1,920	3,200	7,200	11,200	16,000
NOTE: Add 20 percent for 140 hp engine.						
<b>1969 Series 500, 6-cyl.</b>						
2d HT	480	1,440	2,400	5,400	8,400	12,000
<b>1969 Monza</b>						
2d HT	580	1,740	2,900	6,530	10,150	14,500
2d Conv	640	1,920	3,200	7,200	11,200	16,000
NOTE: Add 20 percent for 140 hp engine.						

## What's it Worth?

Most everybody who owns a corvaire has heard of the Old Cars Price Guide. The Price Guide classifies collectable cars in 6 different categories: 1-Excellent 2- Fine 3 Very Good 4-Good 5-Restorable 6-Parts Car. These prices are determined by collector car auctions, Verified reports of private sales, and input by experts. The prices are for complete vehicles except for the #6 category. The list for Corvairs as listed in their October 2005 publications is shown here. Many of you in this area know that these prices could never be reached especially if you have tried to sell your car. But it does show you that these cars are sold at this price elsewhere.

# Please Remove This Page for Your Records

## “The Tool Chest”

This area will have our club tools listed for member use. We have several Corvair specific tools that will be listed and members can check them out. This is available to members only. Also if you are doing a project and don't have a manual, contact Pete, Ron, Or Ed and I'm sure one of us will have what you need and can get a copy made for you. Between us 3 I know we have a library of books.

Here is a list of Repair and maintenance equipment available:

1. Brake wheel Cylinder Hone
2. Cylinder Ridge reamer
3. Cylinder hone and stone kit
4. Valve removal / spring compressor tool
5. Valve lapping tool
6. Valve lifter removal tool
7. Valve guide remover / installer
8. Piston ring grove Cleaner
9. Piston ring compressor
10. Engine removal jack and Cart
11. Empty Axle housing for engine bench run
12. Dwell Tachometer
13. Timing light
14. Uni-syn carb tool
15. Blower bearing Grease tool
16. Muffler bearing remover
17. Harmonic Balancer Puller
18. Steering wheel puller
19. 5 ton jack stands

Service manuals: 1960 1961 1963 1964 1965 1966      62 67 68 69 Shop Manual  
61-63 shop manual CD version    1962 1967 1968 1969 Chassis shop manual Supplement  
Body and chassis Manuals: 1963 1965 1966

Turbocharger Section  
Corvair 95 and Greenbrier

Assembly Manuals 1963 1966  
(The really detailed ones)

*\*These tools are available for members use, see any officer or director for additional information*

### Books:

How to hotrod Corvair Engines

Chiltons Corvair Repair and

Tune Up Guide

Corvair Basics (Paper and PDF)

Unsafe at Any Speed

Assassination of the Corvair

The 60-69 Corvair  
Authenticity series

Everything you wanted to know  
about a Corvair but were afraid to  
ask



## MY CORVAIR STORY

By Jim Linder

For many years I was the proud owner of a 1960 Corvette. Not a show car, not with original parts, but a fun driver. I traded the car for all the cement work in our new house (1994). Since then I regretted the trade more and more. For a few years prior to 2005 I talked with KC about going to Arizona to the auctions to find another 1960's series Corvette. In 2005 she ok'd me to go to Arizona for the auctions that are held in late January each year. A problem arose in early January when we had the chance to buy a friends, very nice, motor home, which we did. This killed my Arizona car search. KC, being the great woman she is, said I should still go to Arizona and at least see the auctions, which I did. In Arizona I found out quickly that a 1960 series Corvette was way out of my budget as they were all restored show cars. Then at the Cruse auction in their "car corral" I found the nicest Corvair I've ever seen. I used to own a 2 door Corvair coupe back in the 60's so I was familiar with the car. I called KC back in MN and she gave me the ok to buy the car, which we did. The owner trailered it to Denver and in March I went to Denver and trailered it to Duluth. I soon learned that Ed and Peter were the Corvair Gurus in Duluth. Peter looked over my new purchase and quickly found that several very important repairs were needed on the engine. Peter spent many hours (with Ed and Ron looking over his shoulder) and lots of TLC to get things back in order. Some of the things that were found were the block was a 140 manual Transmission block, with the distributor from an automatic. NOTE\*\* Distributors from Automatic cars require "vacuum Advance" in regard to ignition timing while the Turbocharged cars have a "pressure Retard" system. The unique thing about the Corvair engine is you can trade heads to a certain degree and have a different size engine. My140 block had 1964 Turbo heads on it making it a 180 HP Turbo. A few things were not correct on the change over. They installed the wrong top cover on it so only half the oil cooler was covered. It had leaking exhaust log gaskets and the Rear Exhaust duct covers were missing. Also the rear damper doors were installed upside down. All these things caused the engine to overheat. The generator bolts had lock washers instead of flat washers and this was causing an oil leak. All these things were corrected and I am now the proud owner of a beautiful red 1964 Spyder Turbo Convertible. it's a rust free very nice car and runs sweet. The previous owner had it for 13 years and spent more dollars on it than I paid. It was the last car in a collection that his son inherited and sold them all. The car has 69,000 actual miles and all though in excellent condition still needs more TLC. I love my Corvair, but am still looking for a restorable 56 to 60 Corvette.

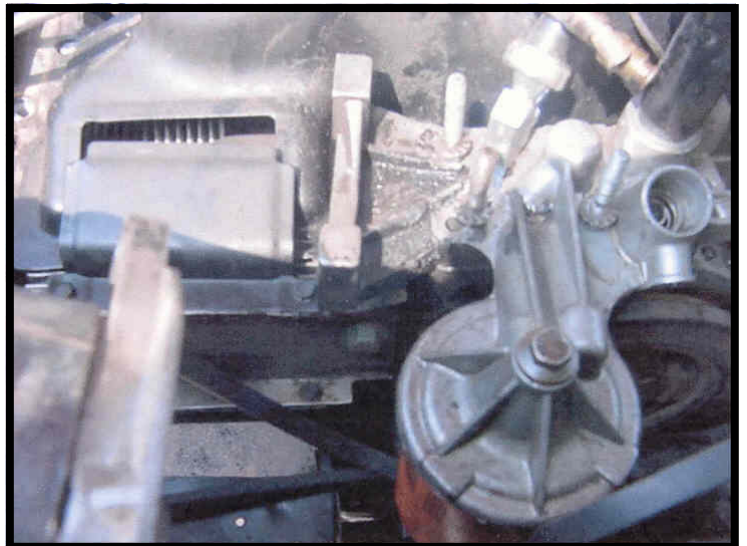
Jim Linder

**Jim's Spyder right after he purchased it. What a sweet ride!!**



**The Previous owner left a Ratchet and extension in the failing motor mount.**

**Here's a shot of the Oil cooler half covered because of the incorrect top cover on the engine.**





The Following article was taken from the Vair-iety. It's a newsletter from the Corvairs Northwest Corvair Club from Seattle Washington. It's a club I still belong to. Thanks Roland!!

## Let There Be Light!

By Roland Martin

Dark days and darker nights are the norm in the Northwest during this extended "non-summer" season we find ourselves in. Nothing to do about the weather but if you daily or even regularly drive a Corvair at this time of year you probably have wished for brighter lights on and in your Vair. Well, headlights are easy to improve by replacing the stock units with halogen replacements as long as you provide the new wiring and a relay to carry the increased current that halogens demand.

Tail and brake lighting can also be upgraded by an easy bulb replacement. Simply replace the original #1157 lamps with #2057's. This will increase the light output by at least 1/3. Another cheap tail/brake light improvement is to line the inside of the taillight housing with aluminum foil to increase reflectivity. Just press the foil into the lamp housing (with lamp removed) and push it over the socket (keeping any foil from inside the socket). Then just insert the lamp into the socket and trim the foil to fit and install the lenses after cleaning them. Voila! brighter, safer tail and brake lights. On early models it is a good idea to sand the tail light housing grounding points in the body which can make a huge improvement just by itself.

Now one of the last but certainly not least important lighting problem areas: the dash gauge lighting. A simple fix for dim dash illumination might just be to improve the dash grounding by adding a separate ground wire from the body to the dash rear panel. (As a bonus, this just might make that intermittent or inaccurate gauge work properly once again!) Like the tail/stop light fix, there is a bulb (or lamp) available that we can use to increase dash illumination but, unfortunately, that bulb is hard to find and Auto Zone is the only local parts store that stocks it. That is #1816. All other dash bulbs are limited to 2 candle power or less. The 1816's produce 3 CP. Simply remove all the old dash bulbs and replace them with #1816's. You will notice and enjoy the improvement immediately.

The turn signal indicators have always been difficult to see, especially during daylight hours, but #1816 bulbs will help here as well. In addition, the following low cost remedy will increase the visibility of the directional indicators even more. The turn signal bulbs are housed inside cardboard tubes that direct light from the lamps to the front of the dash. Cardboard is a poor reflector so we are going to make it reflect more. After removing the dash per the shop manual procedure, you will need to disassemble the dash and remove the two  $\frac{7}{8}$ " x  $2\frac{3}{8}$ " cardboard tubes and line their insides with . . . you guessed it, aluminum foil! Then reinstall them back into the dash and reassemble and reinstall the dash. How bright it is!

If you are still not satisfied with your Vair's lighting, you may need to replace the wire harnesses or headlight or dimmer switch. Corroded harness connectors and bad switch contacts can greatly diminish the current available to power the lights and accessories and, in the worst case, can cause a fire. Replacing the car's wire harnesses can make a dramatic improvement in your nighttime driving experience so go ahead and replace those old harnesses and switchers and make the upgrades described above and light up your life.

## 2005

### **Bard of Directors**

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