

# CORVAN ANTICS

July/Aug 2018, Vol. 46, Issue 4



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



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## Riding with the President *by John Nickel*

This letter will be my last one as President of Corvanatics as I am stepping down from the job at the Annual Corvanatics Meeting in Pittsburgh Wednesday the 25<sup>th</sup> of July at 3:00 pm. Having written 54 separate *Riding with the President* articles over the past 10 years (minus 2015-16 when my grandson was president) I have been privileged to communicate with all of you in some way. I know many of you by name and lots of you by sight, but somehow it is nice to know that you all seem to know me both on sight and by name. On the other hand, that might not be a good thing if I have disappointed any one of you in some way. It has been fun anyway.



I want to thank all those members of the B.O.D. and specially Molly Bacon for all your support and enthusiasm running the largest Chapter in CORSA. Molly gets special thanks because she has put up with my constantly being the last person/article that she receives for this newsletter, even though I always promise I'll get it to her right away. Her dedication to the chapter has resulted in many new and innovative ways to attract new members as well as to keep the ones we have.

My projects have really slowed down this year; mainly due to my COPD getting worse enough now that I can't do many of the things I want without help. The 64-8-Door is ready to have her power train re-installed and my "new" 61 Ramp's power train is in the garage waiting to be freshened up and checked out. My 62 Ramp is just sitting here needing a new battery, brake lines and master cylinder. They will get done sometime this summer before our Vairs in the Valley Corvair show in Maggie Valley, NC October 12<sup>th</sup> and 13<sup>th</sup> (I hope).

Thanks for your support and enthusiasm and keep those FCs on the road!



These show up now everywhere. Some of you might know what they are, but for those of you who do not, here is a quick explanation. They are called a QR (Quick Response Code) code. In the world of mobile devices, it allows for easier access to a website or some information. Mobile devices nowadays all have cameras and most will automatically scan a QR code. Since typing web addresses in a browser app on a mobile device isn't always convenient, scanning a QR code with the camera is easier and faster. The one here will take you to the Corvanatics website where you can renew your dues, read the latest newsletter or back issues, and also peruse the multitude of documentation available on the website. You'll see them here and on dues notification postcards. Try it out.

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**Corvair Event Calendar**

- **CORSA International Convention**, 07/23/2018-07/28/2018, 500 Mansfield Ave., Pittsburgh PA 15205, hosted by Western Pennsylvania Corvair Club  
 website: <http://corvairpittsburgh.com/>
- **Homecoming 2018** 8/23/2018—8/26/2018, Detroit Area Corvair Club, Comfort Inn Clocktower, Plymouth, MI 48170. Additional info, contact Pete Cimbala [hcinfo@detroitcorvairs.com](mailto:hcinfo@detroitcorvairs.com)  
 website: <http://detroitcorvairs.com/Homecoming2018.html>

**Corvanatics Merchandise**

Details, pictures and how to purchase at <http://www.corvair.org/chapters/corvanatics/merchandise.php>

Item	Price
Corvanatics Jacket/Hat Patch	\$2.50
Corvanatics Surface or Window Sticker	\$2.00
Corvanatics Magnet	\$2.00
Corvanatics Lapel Pin	\$3.00
Corvanatics Key Fob	\$8.00
Corvanatics Hat	\$18.00
Corvanatics Roster (available to members only)	\$4.00
Corvair 95 Toys & Models Update Booklet	\$4.00
Powerglide Transmission Book by Bob Ballew	\$10.00
Differential Booklet	\$5.00
3-Booklet Set <ul style="list-style-type: none"> <li>• Paint Codes (includes cars thru '64)</li> <li>• Prices and Options</li> <li>• Paint and Trim Combinations</li> </ul>	\$5.00

**Unique, special Corvanatics merchandise**

Special items, some one of a kind, will be available for sale at the convention. Stop by the Corvanatics table at the indoor vendor area Wednesday through Friday. Look for the flag.





# GEN-erator

by Fran Schmidt

The GEN on my '61 FC was acting up, so I swapped it out with one off the shelf. I'm waiting to see if the symptoms went away or if they stay with the vehicle.

Took the bad boy apart to exam and found only some surface dirt, but it did have some connections that were possibly not tight enough. After tightening things up I put it all back together and tested it. Thought you might like to see how easy it is to test a Late-Late-Model GEN.

Background: On the dash is a lite labeled GEN. Turning on the Key lights it up. Recall that it takes current to light up a bulb with a wire inside...and reducing the current makes the wire not so hot - - till you can't see the hot-ness of the wire. Sometimes that GEN lamp seems to glow in the dark - - meaning there is a little current flowing through it. You might also recall that a light bulb can/will light up with current going either way through its wiring. This sometimes happens with the GEN on the Early Model and rarely happens with the GEN on the Later Model.

Back up even more: recall how we used to have to POLARIZE our Early GENs? Tapping a positive lead (a wire from the Plus terminal of the Battery) to the Armature terminal of the Early GEN would send a current pulse through the Armature and the Field of that GEN making weak magnets of the two units. When the engine's belt started to spin the rotating element the two magnets fought each other

producing a small GENerated current. This minuscule current went to the REGulator and turned it on. Once the GENerator and REGulator were turned on everything worked the way we wanted it to, including the operation of turning out the GEN-lite on the dash.

That light did not go dark because it was unplugged. The GEN-lite went dark because both of its wires were hooked to the same power source – namely plus 12V. There is no current flow through the bulb under these conditions.

The GEN on the Late Model uses the current that flows through the GEN-lite, when you turn on the Key, to stimulate the magnetic field in its rotor. That light must light or the GEN won't work. When I test one on my bench I use a little tool I made up that looks like this.

1 and 2 are numbers cast into the back of the GEN so I don't get them mixed up. The clip lead goes to the GEN output terminal and the bulb acts as the GEN-lite. Wire #1 is the brown wire that goes to the bulb on the dash in all CORVAIRs. In this case I have simulated hooking it to the "Key" as shown. Turning on the 'Key' lights the GEN-lite until #1 goes High (when the GEN is "putting out") and the light goes dark.

Early or Late you can operate a relay off that brown wire to fire things up, such as a Fuel Pump or maybe Automatic Headlights...something to think about. I know people who have boats that power their fuel pump directly off that wire! If/when the engine stops so does the that added device (relay, pump, etc.).

In your CORVAIR you don't connect the GEN's output to #2, this setup is only for testing.

Now you may want to make a tester for yourself. First you will have to find the correct size Bakelite connector – there are imposters in the wiring harness that might fool you. Here's a pair to choose from. Choose the 7/8" (smaller) guy.

That Bakelite connector has brass connectors inside. I have sketched the innards of a GM connector to show you how to remove the female brass connectors from the Bakelite housing.



(Continued on page 5)

## GEN-erator (cont.)

(Continued from page 4)

Let's take a look: That Tab on the brass female connector is a spring that snaps into a catch to hold the brass inside. To remove it you must depress the spring. I have a nice piece of steel, from a windshield wiper blade, that fits right into that slot.

That release tool can't be much over 0.050" thick (mine is 0.030") to fit into the release slot. About 1/8" wide will also be your limit. The springy part of the connector is not that good as a spring so when you replace the newly

wired female brass piece you will have to reposition that Tab. Just lift it up a bit. Caution: you can easily break it off by lifting it too far. I don't think the factory planned on that Tab being used more than once, or possibly twice!



Now that you have made your tool and plugged it into your GEN and turned on the GEN-lite (meaning current is flowing through the rotor) you can spin the GEN to guarantee that it works.



The front hub on the rotor of the Late Model GEN has a female 5/16" hex fitting so you can hold the rotor still while unscrewing the hub-nut. However; you can also use that 5/16" hole for spinning the rotor for testing. A variable speed drill motor lets you watch as you hit the critical speed.



I once had a Late GEN that would not GENERATE and I had to take it to an expert (Waln Electric down on Lake Street). It took him a while to figure it out too, but he was more experienced than I. In my fooling with the rotor I had sent current through it the wrong way and had "polarized" it backwards so it could not function. So, if you try this yourself do what I did (later) and put a BIG bulb in your tester. Like this one here, on the right:

The factory did the same thing by putting a resistor in the wiring - around the little dash lite bulb – to allow more current to flow to the rotor. I'm certain they figured somebody might fool with the GEN somewhere along the way and they wanted to guarantee a good run on the first try.

You can do this bench testing with a '65 GEN too. You just plug in a grounded Regulator attached with a short connector that has a bulb in the brown wire. Early GENs don't have the hex port in the front end of their Armature so you would have to spin that with a belt.



The guys at Waln had a motor under the table with a belt coming up -- sort of like Gary's infamous chop saw! Not that hard to do. Start with a 2x6, a 1/4 HP motor, a clamp and a belt – maybe even variable speed to slowly watch the lite go out as it kicks in. I'll help you build it...anybody?

Keep on CORVAIRing, Fran

**From your newsletter editor**

### Attention!!

Please do not send me for sale or wanted vehicle or parts ads for the newsletter. In this day and age of internet and social media, a newsletter that only comes out every other month is not the way to market your requests. There is a Corvanatics Facebook group, a Corvair Trader Facebook group and two online forums, Corvair Forum and Corvair Center. Plus, don't forget the CORSA website; they have classifieds there, too. And, even Clark's has a place to sell your Corvairs. Thanks.



## John and Gail Policella's Greenbrier Camper

We have owned this deluxe Greenbrier since 2001 and have extensively restored it back to its original glory. We have been driving and camping in it since 2003 and have put 39,000 miles on it in that time. We have been invited to many Concours d'Elegances including the Boca Raton Concours d' Elegance, Hilton Head and Pinehurst. We received a best in class award at the 2010 Hilton Head event and the prestigious Dedman award at the Pinehurst event in 2016. We are proud of the fact that it has always been driven and never trailered. We have been featured in the September 2004 Corsa Communiqué and in the March and April 2012 edition of Corvan Antics. Our passion for the Greenbrier has introduced us to many prominent people. Watch John tell about this fabulous camper using the YouTube link below.



<https://www.youtube.com/watch?>

## Speaking of Generators — Mounting Bolt

**by Fran Schmidt**



The other day I was changing out my GENerator and one of the bolts did not tighten. I looked down there to notice a couple threads that had not been used by my 2" bolt. I turned it a couple more times just to make certain that it was what I thought it was! Bummer. Removed the bolt to see if the threads were full of Aluminum but they were clean! Interesting.

I figured the best approach would be to use a longer bolt with an external steel nut. If the clearance was not acceptable I would have to remove some Aluminum from the housing so the steel nut could be recessed – increasing the distance between the nut and the belt.



The new bolt was a three incher – I figured I would be better off doing some bolt cutting than deciding any other way. Here's how close, all of that stuff comes, when the bolt is too long. I cut off a half inch – 8 threads – so I would still have 6 to work with. (6 threads on an 18 tpi bolt is 3/8" so I am not compromising the bolt/nut strength).



This view shows the cut-off bolt has almost enough clearance. When I added the nut I saw that I was clear but decided that the single thread sticking out was extra. Once the bolt is out of the nut it's not doing any good, so I snipped it just a little bit more and came up with this (on the left). Since this portion of the belt is always under tension, there would be no ballooning of the belt as the engine ran. So, I figured this was a good fix for my stripped thread on the GENerator of my 1961 FC.

Keep on CORVAIRing, Fran

# Corvair Museum Grand Opening

**Story by John Herkenratt**

**Pictures by Kevin Clark & a few others**

On a fine Friday morning, Vince (Rohr) and I jumped into the Ramp and headed south 525 miles to Decatur, Illinois to attend the grand opening of the Corvair Museum in its new home with the Chevrolet Hall of Fame Museum. After an eventless ten hour drive, we arrived safely at the host hotel, the Hampton Inn. The next morning we headed for the Chevrolet Hall of Fame Museum to register and tour both museums, tour the big selection of Corvairs in the parking lot (voting was held for Peoples' Choice awards) and to check out the nice selection of Corvair vendor parts also in the parking lot. President Mike Hall oversaw the official ribbon cutting which was done by Pam Cole, daughter of the GM worker (Cecil Cole) that assembled the first Corvair by hand in order to be able to train other Corvair line assemblers.

Part of the ceremony included the unveiling of a special Greenbrier now owned by Patrick Skiver. The story goes that GM built the Greenbrier in 1959 for their Motorama. While installing the Van in the Waldorf Astoria for a display, the rigging slipped and the poor Corvair ended up with a large amount of damage to the front end.

Even though the van was repaired on site, GM built another for William Randolph Hearst and he used it on his estate at San Simeon for many years to give tours to celebrities. Of special note on the van is the large cloth sun roof installed by the predecessor to the well-known company ASC. Richard Lentinello of Hemmings was there as well as Paul and Mona Bergstrom, Harry Jensen, Mike McGowan and seven members of the CORSA Board. Sonny Balcaen of IEKO fame sent a message which was also read at the ribbon cutting.

Saturday night the majority of attendants (probably over 200) joined together in the former museum café for a catered dinner and short presentation to acknowledge the top 3 People's Choices for each category. The next morning after coffee (and a waffle!) it was off again for the long drive home.



## Our members stole the show in the Forward Control category—ed

Allen and Jeannette Short - Rampside

Kevin and Susan Clark - Corvan

John Herkenratt - Rampside



Our illustrious president, John Nickel, was also in attendance.

# 1965 Greenbrier Roof Replacement

by Billy Cannon

The storms of April 26th, 2011 that devastated the Lake Guntersville, Alabama area affected Vulcan Corvair Enthusiasts (VCE) members in many ways. About 6:30 that morning, an EF-2 tornado crossed the lake and swept across the property of Bob and Wilma Siemens on Buck's Island toppling trees on the majority of the Siemens Corvair collection. It also cut through the woods and left a tangle of snapped trees at the 2,000-acre park's landmark Point Rock, a high, rugged overlook of the forested valleys below.

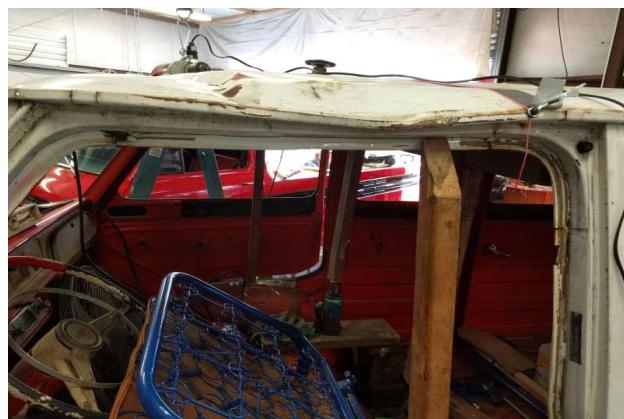


VCE members made several trips to help Bob and Wilma clean up some of the mess and through the efforts of other charitable organizations managed to remove necessary vegetative debris from their hill.



But this is the back story to the topic of this article. One of the vehicles that was salvaged was a white and red 1965 Greenbrier Deluxe pictured above as it was after the storm. A large pine tree

had fallen on the shed that the truck was stored under. It was a team effort by all concerned to extract the truck. Four of us managed to hold up the shed while the other two team members pulled the vehicle out into the sunlight.



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Russ Thuleen bought the roof damaged GB from



Bob with all intentions of getting it back on the road as a daily driver and slowly through the past few years has been straightening and jacking the roof structure close to it's former position.

Now it is time to remove the damaged roof skin and replace with a donor roof that Danny Joe Robertson cut from the van that was kept as a parts vehicle (also damaged in the storm).



And so begins a series of articles as we go through the process of putting this rare Greenbrier back on the road. What do you think Russ, should it's name become 'Lazarus'?

Mark McCary, a long time friend of VCE and body shop instructor at the Shelby County School of Technology, has volunteered to show us the ins and outs of roof repair and replace. Above he is making the first cut into the roof as Russ looks on.

Sparks fly as the first 'exploratory surgery' cut

breaks through into the interior of the Greenbrier.

And soon enough the front of the top section is lifted to reveal other structural elements that will have to be accessed so that Mark can repair and ready for the donor roof skin.



Stay tuned for further info and pictures of the process as Russ, Mark and other VCE volunteers continue with putting right what was made wrong almost seven years ago.

## Facebook overflow

**Mike Moyer—keeps bringing them home**





**Heart of Texas Reunion, Boerne, TX hosted by ACCA (San Antonio)**

by Dave Brown

Held on April 22nd. There were a total of about 48 Corvairs, 6 of which were FCs (Rampsides)



**Greg Wroble's 61 Orange/Wht Ramp  
took 1st place FC and 2nd place Overall**



**Ricki Jannise's 61 Red/Wht  
took 2nd place FC**



**Mike Tidwell's 64 Green/Wht  
took 3rd place FC**

**Other FCS**

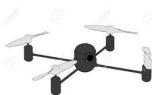


**63 - Walter Fletcher, ACCA**



**61: Ed Murphy,  
Corvair Houston**

**61 - Greg Fox,  
Corvair Houston**



Overhead picture taken from a drone (-)

## KATIE ROSE at a cruise in

by Ronald Young



Here are a couple of photos on my van, KATIE ROSE, at a cruise in at Saint Pauls, NC last Saturday. I had several questions about her, and one young admirer who wanted a picture with the van.



## Jesse Wright

Being one of many baby boomers and having cancer treatments, I don't get to any events anymore. I have many memories of finding, fixing and really using my work Corvan hard. It now is in its third restoration that I am able to do slowly, but sitting with our grandchildren takes time too. Their hugs and smiles makes life worth it.



It's been really strange cool and rainy weather here in south central Pennsylvania. I just yesterday installed a battery and started Neptune (my original show van) this year. It really could use a run.

I still have a few miles left and plan to get a few more from my Corvans.

## Other Awards to Members

As editor, I try to take note of when I see our members in newsletters or social media so when no one else writes about them, I can still make sure they are included..

### Virginia Vair Fair



**Alan White**—Forward Control and the Mark Ellis Award for Excellence



### Springfest

**Mike Callahan**—3rd Adult Valve Cover Races

**Billy Cannon**—3rd FC Trucks & 1st FC Autocross

**Billy McColl**—2nd Late Autocross

**Jim Cheek**—3rd FC Vans & 3rd Early Autocross

**Mike Gassmann**—2nd Best Engine—65 Monza

**Stan Gee**—2nd FC Vans

**Dean Gemberling**—1st Best Paint—63 Rampside

**Gary Greenwood**—1st FC Trucks & 2nd Adult Valve Cover Races

**Mike Hall**—Chairman's Choice & 3rd Best Interior—FC Tow Truck

**Eddie Meadows**—3rd Specialty Autocross

**Bill Pritchard**—1st Specialty Autocross

**Russ Thuleen**—3rd Specialty (shortened Loadside)

(Continued from page 13)

### Art Landis' 61 Loadside (cont.)

I ran into a time delay snag when I was putting on the new AC air filter decals. I've used the water transfer decals plenty of times but I tore one this time. Rats! Oh well... these things happen. Couple of days later, Clark's sent me another one. Just when I thought I was in the home stretch with the project, the fuel pump crapped out on me. Double rats!! Impatiently, I called O'Reilly's and got a fuel pump that afternoon.



Balance the carbs, adjust the idle, check the timing... I got it dialed in and she was purring like a kitten. Or so I thought... A couple hundred miles after all this work and the engine began to sputter intermittently. At first, I thought the new fuel pump was faulty but I was getting sufficient gas volume to the carbs. Then I figured it was a vacuum leak caused by the correct PCV. Nope. That's not it. What could it be? I noticed that the sputtering got worse when the engine was warmed up and it dawned on me. The ignition coil! Of course! Sure enough, I replaced what looked like the original Delco Remy coil and that solved the mystery.

I'm really glad I took the time to do this and have received a lot of compliments. So there you have it. My '61 Loady is back in commission and now I'm even prouder than ever to show it off to anyone who will look.



# Found on Facebook

Alan Bristow hard at work



Alan Gonick



Gary Greenwood



Patrick Skiver's very special FC at the museum. A must go and see



Marlon Weyand



Bill Findiesen



Jim Williams—more progress



Jerry Murray, his cool trophy, and his FC collection



# 1961 Loadside Engine Bay Spruce Up by Art Landis

Last September, I traded my '66 Corsa clone for a '61 Loadside with Chris Shade of Hastings, NE. By the way, Chris is a great Corvair guy who's fair and honest so if you're in the market for a Corvair, check him out. Anyway, as soon as I got the Loadside home, I began driving it everywhere and was overwhelmed by all the attention the truck gets. Everyone wants to look at the engine, so of course I'd be happy to show it off, but it was in dire need of cleaning and detailing. A previous owner installed hinges and a pull ring on the engine cover so it was easy to lift up to show folks the mechanical marvel it concealed, but I desperately wanted to knock off some of the ugliness every time I lifted the lid.

There had obviously been an engine fire at some point in the past and the battle scars were still visible. The top shroud was scruffy, dull and missing paint in places. The carbs were dirty and the cross shaft was encrusted in corrosion. The PCV was cobbled together with odds and ends and the air cleaners were in desperate need of some love. The underside of the engine cover had old glue that I guess had insulation stuck to it years ago; probably came from a donor van. Don't get me wrong, the engine started up fast and ran perfectly but it just needed some TLC to make a better first impression by the many Looke-Loos.



I was having too much fun driving the truck and really didn't want to take her out of commission to do what needed to be done so I waited until this past March to begin the detailing. I ordered, scrounged, and lined up the parts I thought I needed and then bit the bullet to start the job. I disassembled the air cleaner and cross tube then took apart the carbs and soaked them for rebuilding. The top shroud and generator came off next and was set aside for detailing later. While things were soaking, I started on the carburetor cross shaft. I hit the shaft with 220 grit sand paper by hand to knock off the corrosion then 440 grit, 600 grit and finished with 0000 steel wool to bring back the luster it once had many years ago. I'll probably replace the cross shaft with one of Steve Spilatro's beauties at some point in the future. I gave the balance tube the same sand and polish treatment as well as the NOS PCV upper tube I bought from Dave "Motohead" Watson. I was going to polish the fuel lines, but my arthritis convinced me that there had been enough hand rubbing already, so I bought some new ones from Clark's. Things were getting shiny and clean so I was a happy man.

While I had the top shroud off, I went ahead and changed the spark plugs. They really didn't "need" to be replaced but since I had not yet pulled a plug on this engine, I figured this would be a great opportunity to knock out that task. I'm glad I did because the old plugs weren't fouled but they were obviously old and I wanted to see if there was any other issues that a spark plug can tell you. I replaced the points, cap, and rotor, too. Again, not really needed because the engine ran fine, but with new spark plugs, I figured why do a half tune up? I told myself: if you're going to do a tune up, might as well do it all now. This prompted me to get new spark plug wires. The old ones could have been cleaned up and reused, but the boots were hard and the coil wire boot was torn, so this is money well spent in my opinion.



Painting was the next step. I'm not set up to do anything other than a rattle can special, so like a graffiti artist, I chose my aerosol powered friends and went to work. Semi-gloss black for the top shroud, air cleaner assembly, and sheet metal. Gloss black for the generator and red for the fan. Yeah, I know... red. But I also went with red spark plug wires and I think it looks good. After the paint dried, I began the reassembly of everything. I hit a snag with the generator install. That generator bolt in the back is a... um... well, it's not my friend. I ended up taking the fuel pump off to get a better shot at the generator bolt and finally vanquished my new enemy.

*(Continued on page 11)*

## Last Ride (A memorial to James Law)

by Lillian Law



Thursday, May 17, James and I traveled five hours to attend Corvairs on the Track (COTT) sponsored by The Vulcan Corvair Club. Due to his failing health we knew he would spend most of his time in the hotel room. Many of our Corvair friends were attending and visited with him in his room.

Saturday morning, I drove our regular car to the Talladega Gran Prix Raceway in Munford, Al. Our son, Chris, and his wife, Joan, had driven our 63 Rampside over for the event. The Corvairs were allowed five laps on the track at 35 mph. Chris drove, and he and his dad went around the track. This was James' last ride in his beloved 63 Rampside.

He was admitted to the hospital on June 5, his 89<sup>th</sup> birthday, and passed away June 7. We were married 69 years. Our Corvair family was very important to him. We cherish the many friends we have made through the hobby. I plan to keep the Rampside and continue to drive it to many events.



James E. Law, 89, of Leesburg, GA died Thursday, June 07, 2018. The United States Marine Corps Honor Guard will provide Military Honors. Mr. Law was born in Montezuma, GA. He entered the United States Marine Corps in 1953 and served our country seven years. He came to the Albany area in 1980 from Montoursville, PA and worked as a mechanic for W.W. Williams. Mr. Law was a member of the Heart of Georgia Corvair Club and the Artesian City Car Club. Survivors include his wife, Lillian S. Law, Leesburg, GA, his son, Chris Law (Joan), Worth County, his daughter, Pat Taylor (Bill), St. George, Utah, his grandchildren, Derrick Law (Valerie), Riverview, FL, Wade Law (Jessica), Piedmont, SC, Emily Taylor, St. George, UT, and two great-grandchildren, Kenly Law and Ruby Law

Corvanatics has donated \$50.00 to the Corvair Preservation Foundation Museum fund per Lillian's wishes for donations.—ed.

## Corvan Antics—thru the years

by Chris Brown—Historian



### 10 years ago - 2008 issue 4

Mike Moyer, Corvan Antics editor at the time, took delivery of an 18,000 mile 63 Corvan. It had been sitting for 20 years.



### 20 years ago - 1998 issue 4

Fran Schmidt wrote a detailed explanation about dropped valve seats.

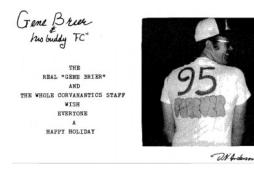


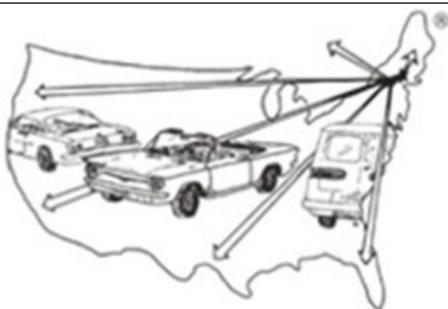
### 30 years ago - 1988 issue 4

The CORSA Convention in Ashville NC was the big news in this issue. 16 FCs are pictured, unfortunately only Lem Redick's custom pick up (featured on the cover) is the only one identified.

### 40 years ago - 1978 issue 4

Dave Anderson creator of the Gene Brier cartoon becomes Corvan Antics editor





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Corvanatics is open to anyone with an interest in Forward Control Corvairs. Annual dues are \$10 for an emailed newsletter and \$15 for a mailed newsletter. Application and payment is made to the Secretary/Treasurer either through the Corvanatics website at [www.corvair.org/chapters/corvanatics/membership.php](http://www.corvair.org/chapters/corvanatics/membership.php) or by mail. If mailed, include a completed membership form. Forms can be printed from the website or obtained directly from the Secretary/Treasurer.

Stories, articles, photos, memorabilia, or any other item for publication should be sent to the editor. They can also be sent by email to [CorvanAnticsNews@gmail.com](mailto:CorvanAnticsNews@gmail.com). Authors are asked to submit at least a photograph of themselves for the article with any other photos.

Technical material will be sent to the Technical Editor for review.

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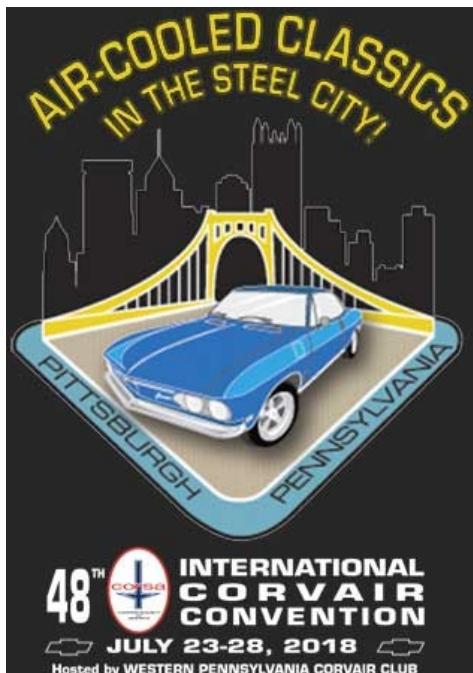
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Link for convention registration

[https://www.corvair.org/index.php?  
option=com\\_civicrm&task=civicrm/event/  
register&Itemid=445&id=283&reset=1](https://www.corvair.org/index.php?option=com_civicrm&task=civicrm/event/register&Itemid=445&id=283&reset=1)

**See you there!!**



Molly Bacon  
5425 Morrow Rd.  
Gladwin, MI 48624

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