

CORVAN ANTICS

Mar/Apr 2019, Vol. 47, Issue 2



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Riding with the President

by Stephen Brown

We recently emailed out a "member satisfaction survey". Thanks to the many members who have responded (*ed - we have had 51.1% respond*). If you did not respond, (*ed - come on, respond if you haven't, it's totally anonymous!!*) you still have until March 10th to complete the survey (*ed - if you didn't receive a link, please check your spam folder or let me know - my contact info is on [page 10](#)*). At the next Board meeting we will be discussing your comments and suggestions and I will report back on our progress. This is one of the ways you can affect the direction of our club.



My Rampside is on a rotisserie....slowly....getting restored. Winter in the Northwest can be rather wet and gloomy. So when I was invited to go to California for a swap meet I jumped at the chance. Six of us took a week and visited vendors, saw some fabulous car collections and a couple junk yards on our way to the meet. One of the junk yards claimed to be the world's largest with over 50,000 cars. It was enormous; we found maybe a dozen Corvairs and FC's in various states of disrepair. We stopped in at the Damper Doctor in Redding, California. The owner, John Wyss, showed us his process and rebuilt several harmonic balancers we brought. I know there are several vendors rebuilding balancers, but after seeing his work he should be one you consider when needing a replacement damper. John is a Corvanatics member and we talked Corvair and about his Rampside he is working on. Could have stayed there all day but the others started complaining. It was a great trip, I was amazed how we were welcomed to see the amazing private collections. At the meet and along the way, I actually found a few Corvair parts to buy.

Each year during the annual meeting at the convention the members elect Board members. (President, VP, and the four Regional Directors). If you've ever had a desire to "really" be part of Corvanatics, I suggest you consider putting your name in the hat. We will gladly run a statement of your desire to be on the Board and your photo in the next edition of Corvan Antics; just send it to the Editor (contact info on [page 10](#)). It's not a hard job and you can make a difference in our club and you might actually have a good time doing it.

Hope to see you in Chicago. Until next time; "Keep it out of the ditch".

FC SIGNAL LIGHTS

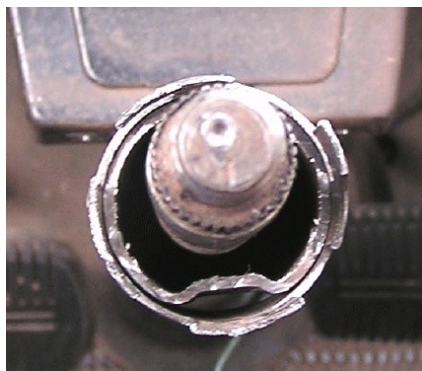
BY FRAN SCHMIDT

My '61 Rampside has the old style signal lights from the 50's that GM used - way back then. Over the years I was frustrated by how difficult it was to keep the middle position in a working order.....I could always get the signals to cancel on one side or the other but it was quite difficult to adjust them so that both left and right would cancel. I read in a CORVAIR publication - or heard from somebody - that a person could modify the old setup by cutting the switching parts off a '64 or later steering column and fitting it onto the truck shaft. I got a steering column with signal light switch from a '65 car.....and commenced to hack and saw.



After cutting off an inch of the FC's column I thought I'd better take a picture of it so you would know what to look for. The early signal unit is secured to the outside of the column with a wedge fitting against this substantial piece of pipe. The entire signal switch assembly just fits over the end of the steering column. The later versions use an internal castellated catchment system to grab into the end of the pipe. The end of the later pipe looks like this with its castle tower appearance. The method of attachment to the end of the castle part is the slotted disc shown here.

Putting them together on the FC's column turned out to be easier than I thought it might be, at first, as I didn't know if I would have to swap out the entire steering column or (?). Turns out the later column has an ID that is exactly the OD of this truck pipe. So I just sawed off the last couple inches of the '65's column and slipped it on to the truck's post. Fitting the new version of signal switch to the column was then just the same as putting it back onto the '65. The first test showed the steering shaft didn't stick out enough.....so I had to cut some more off of the FC's heavy pipe. I did not measure the wall thickness of the two steering columns but this photo shows a "thicker" wall on the FC pipe than is found on the '65 steering column. Note how nicely the FC pipe fits inside the later one.

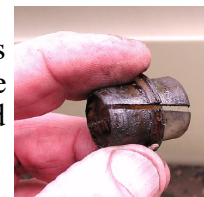


Not knowing exactly how this all would fit together and remembering the old adage of "measure twice and cut once"..... I cut off another section of the FC pipe and fitted the castle on and checked where the steering wheel came down.....cut it off three more times till I had shortened the FC post by two inches. Turns out you can cut off more than the 2" (if you like) and then when you slide the new pipe over the old pipe just don't slide it on so far. The final position is determined by how much gap you want between your



steering wheel and the signal switch housing. It's very easy to assemble and reassemble for this type of adjustment. The final position was chosen and I tack welded the two pieces together with the castle showing off very nicely. When I went to install the signal assembly onto the castle piece I found the horn contact and bearing assembly would not fit over the end of the Steering shaft.....I thought Oh! Oh! This is not good!

However, I soon discovered how the smaller diameter steering shaft on the latest was used along with the same bearing assembly from the earlier. There's a neat little plastic spacer shoved into the bearing to accommodate the skinnier shaft. I just pulled out the spacer and the bearing slipped right on over the shaft.....like this.



(Continued on page 3)

FC SIGNAL LIGHTS (CONT.)

(Continued from page 2)

Another small adjustment had to be done on account of these two different sized steering shafts..... that is, when you unscrew the old canceling prongs.....and plug in the new canceling



ring you find that it too has to be "opened" up. However the fine application of a knife edge takes care of that and you are on to the next thing!

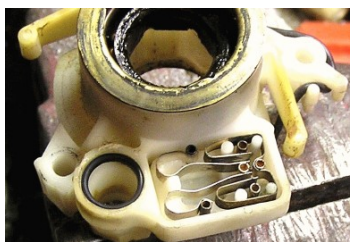


While you are doing all of this mechanical work you notice the cracks in your 40 year old steering wheel. Grind the cracks out and fill them with epoxy - I've been told - and then paint over the smoothed out epoxy and you will have a like-new steering wheel. This can be done as you work on the rest of the job as the epoxy sometimes takes a while to set up.

When you think you have it all prettied up and ready to go, it should look something like this....or this, as mine did/does.



Now to the fun part. Hooking the new wiring into the old harness. By comparing the wiring diagrams from the '61 manual with those in the '65 manual I could see which wire went where. I made an appropriate connector - - checked my scheme several times - - and changed it several times. Wiring into a plug requires that you pay attention to which side of the plug you are looking at - or else the male purple gets plugged into the green female...etc. When I finally felt I had it right I plugged it all together and turned on the switch - - only one light worked. BUMMER! What had I done wrong? Take it all apart and check the wiring, etc. Only to find that I should have checked the switch inside of the "new" unit - - in the first place. The actual switching contacts are visible if you take off



enough parts. Here you see the silver plated electrical contacts. I guess this method fell into disuse when they found oxidized silver contacts don't conduct. I was able to remove the silver plated bronze springs and clean them with a mild acid - - probably not the right cleaner but it was all I could think of at the time - - and when reassembled, each and every switch position worked flawlessly. I gave them a little WD40 treatment to slow down future oxidation. There are three spring/contacts in the switch. Here's one of those three contacts that is removed for cleaning. If you look closely inside the switch picture you can see where this spring fits on the right end. The real test only came the



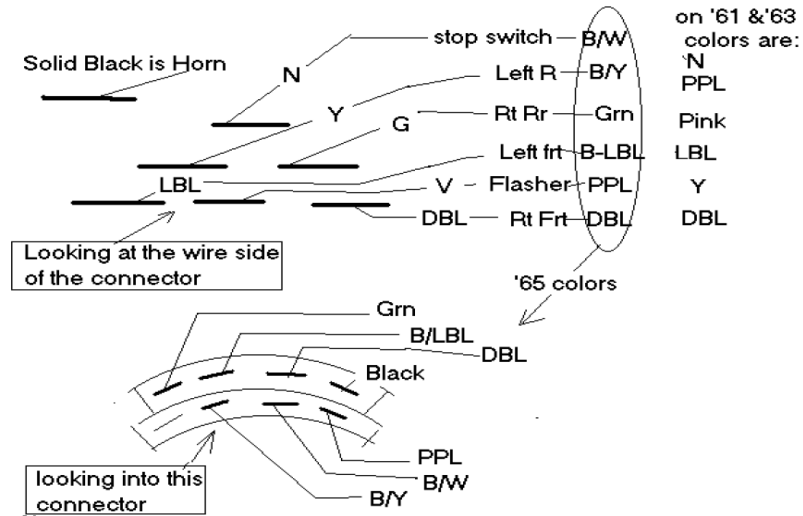
next day when I took the Rampside for a spin and found how quickly the signals canceled - - both right and left!!!

(Continued on page 4)

FC SIGNAL LIGHTS (CONT.)

(Continued from page 3)

Here's a breakdown of how the wires transferred from '61 to '65. You have one input from the brake light switch and one from the signal flasher.....and you need to connect to the four corner lights - - left Rr, Rt Rr, Frt left and Frt Rt. The switch interrupts the brake circuit on the Rear-signaled side so that the flasher can take over. The 'fronts' never see the brake circuit. A very nice design!



'65 manual gave colors for the round connector wires. and where they went '61 manual spoke for the triangle and which lights they drive. Verify that Pink and DBL are on the Right side on the '61 FC → Yes!

Quick little Tech Tip: One more...

If your steering wheel is off a bit...giving you a slanted view of the world around you, try this.

Let's say you are driving along on a nice straight road which has a minimal crown and your camber is balanced and you could take your hand off the wheel without anything happening, BUT the wheel is not centered! If that doesn't bother you, OK. If it does, here's an easy way to remember how to adjust it.

For example, let's say you are always driving with the wheel tilted to the left...that means, if you put the wheel straight you would go RIGHT, so you need to adjust the wheel, just a bit, to the left.

If your steering wheel is then aiming to the left, you will need to move your wheels (steer them) to the left – to straighten things out and bring your steering wheel back to the middle. You will need to rotate the adjusting sleeves on your tie rod ends so the wheels both aim more - to the LEFT.

To do this, loosen the clamps on both tie rod ends and turn each sleeve so that you move the top of the sleeve forward (toward the front of the vehicle). That will move the left wheel to the left and when you do this to the right-hand sleeve it will also steer the right wheel to the left. The manual says to turn each sleeve in the same direction, which is absolutely correct. However, I'm not always certain of what is the SAME direction when I go on the other side.

OK, once again...if you move the TOP of each sleeve towards you, both wheels will steer more to the LEFT. Because your steering wheel was aiming to the left, you compensate for that by turning the wheels more to the left, so you don't have to drive them there. This keeps the Sector box in its zero-slop condition, (called high point centering, in the shop manual); intended for almost all your steering wheel time – straight ahead!

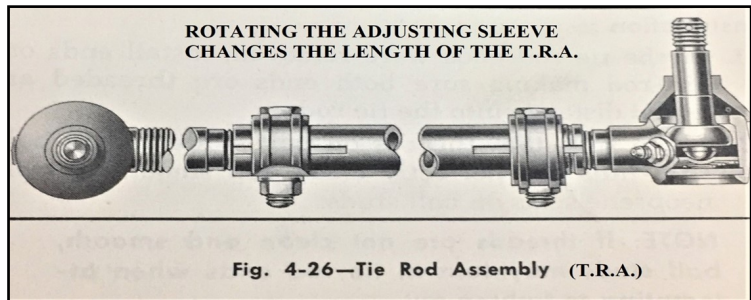
WRITE THIS ON YOUR GARAGE WALL...!

Tops of both adjusting sleeves - move **forward** - to steer both wheels **left**.

Keep on CORVAIRing, Fran Schmidt

ADDENDUM FROM KEN HAND

That is a good tech tip and works well on the cars. Our FC's have a nice little feature where there is a link from the steering box to the boomerang that is adjustable. Instead of changing the tie rods all you need to do is adjust the link longer or shorter to center the steering wheel all without changing the toe settings.



From the Secretary

BY MOLLY BACON

Hi all,

I bet most everyone is really ready for spring. I know I sure am, especially since we are living in northern lower Michigan instead of Georgia. It's also time for everyone to get ready for local car shows that will start fairly soon and the Convention in July, too.

Since the last newsletter :

- 290 members
- 5 new members
- 17 members renewed their dues
- 9 members dropped



WELCOME !! to our new members

- Rob Schield* IL 1961 Corvan
- Dan Ries* IA 1963 Greenbrier
- Lindsay Sorenson* MT 1964 Greenbrier Camper
- Robert Schultz* NJ
- Eddie Embrey* VA 1961 8-door Corvan

Dues Due!! Pay now so your name goes away from the list

Due in March

- | | |
|--------------|----------------|
| Tim Bramble | Robert Elwood |
| Cap Devitt | Don Hudock |
| David Feasel | Paul Huelskamp |
| Chris Pickel | Jerry Moyer |

Due in April

- | | |
|---------------|-----------------|
| Cole Adcock | Ardean Ashelman |
| Jack Bacon | Brenda Brittan |
| Bruce Coleman | Herb DuPlant |
| Robert Gold | Walt Matenkosky |
| Jim Pennell | Eric Prosis |
| Jim Reich | |

Due in May

- | | |
|-----------------|------------------|
| Alex Becker | Brandon Canfield |
| Dale Dewald | Jim Diell |
| Jeffrey Murrell | Thomas O'Leary |
| John Pinnell | Billy Price |
| Danny Robertson | Gary Rubin |
| Ted Worley | Jim Worthington |

Due in June

- | | |
|-----------------|---------------------|
| Stan Darke | Mike Gassman |
| Gordon Hunter | William Kobelschlag |
| Ralph Loewinger | Ted Moon |
| Gary W Moore | Dwight Riley |
| Lisa Wasson | Matthew Wingleth |
| John Wyss | Dave Ziegler |

START PLANNING NOW!!

2019 INTERNATIONAL CORSA CONVENTION

July 23, 2019 through July 27, 2019

Rumor has it that our meeting is Wednesday evening, 8:30 - 10:00

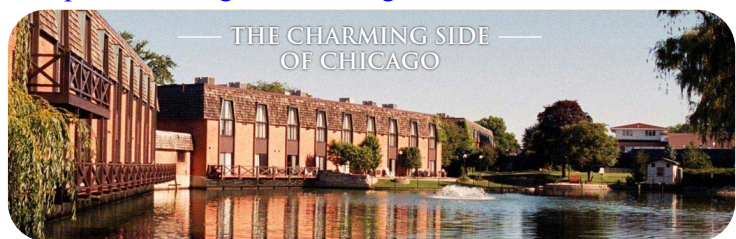
Hosted by Chicagoland Corvair Enthusiasts

Held at Pheasant Run Resort, 4051 E Main Street, St. Charles, IL 630-584-6300



Click here to make a reservation with the group rate <http://corvair.org/2019hotelreg.html>

Hotel website: www.pheasantrun.com



Overview of of my Custom 1963 Rampside Restoration

by John Carter

I have owned Corvairs since 1990. From 1990 to 1996, I completely restored a 64 Monza Convertible. Then in 2002, restored a '63 Spyder Convertible. After that, in winter 2016, needing a truck, decided to locate and restore a Rampside.



In April, 2016, I purchased a 1962 Rampside, not running, for \$3,000 in Ponca City, OK. It looked okay from the outside, but the underside was rough. Brought it to Tulsa and stripped all of the parts off at my home garage and then send it to the body shop.

In June, 2016, I needed more parts and located a '63 Rampside \$400 parts truck in Harrah, OK. It had no motor and was in very rough shape, but mainly intact. A month later, I had the '62 media blasted and determined it was too rusty/far-gone to restore. Decided then to swap and send the '63 parts truck to the body shop, remove all parts, and blast that body, which ended up okay. The '63 was then restored over the next year.

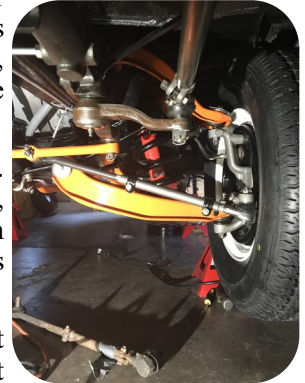
All of the parts were blasted and powder coated or repainted. The body work was done on a rotisserie with every nut/bolt, and component rebuilt: steering box and new suspension with bushings and ball joints. The body's underside was coated with bed liner or powder coat.

The body was complete by March, 2017. At this point, it was returned to my home garage and I begin reassembling it through June, 2017. It was running the next month.

The drivetrain and motor are a 1965 140 HP built by Jim Allen, Peoria, IL. The 140 heads were staked by Michael Leveque. The transmission is 4 speed mated to a 3.27:1 differential; good for highway travel. The exhaust is a dual w/crossover installed by Randy's Muffler in Tulsa.

These options were added:

- Power inverter, 15 amp, 2 outlets
- Front springs, one coil removed/lowered
- Bucket seats, 1963 pattern - Clarks upholstery
- Sound - 2017 Kenwood 7" Double din, touch screen, in place of the ash tray
- Speakers - Front - Bose, Rear - JBL
- NOS under dash accessory lights
- NOS FC clock
- Chrome bumpers, guards and hub caps
- All new glass in the windows with stainless window trim.
- Seat belts, 3 point harness from LMC Truck
- Dual stainless mirrors
- NOS Passenger Sun Visor
- Custom gauge cluster in radio housing. Tachometer 63 Spyder, Head Temp, Oil Pressure.
- Electric fuel pump
- Koni full adjustable Shocks
- Bed level platform with Marine plywood
- Cab vents. 1953 Chevy Truck louvers
- Fuel filler moved from the cab to bed with a custom, filler pipe, 1955 Chevy headers.
- Bed side boards - Maya walnut sides, Mississippi River walnut drift wood stakes
- Body emblems: 65' 140hp emblem on rear bed sides, 66' 140 emblem on tailgate, other period decals as original.



(Continued on page 7)

Rampside Restoration (cont.)

(Continued from page 6)

Renovation Cost Overview:

Parts and outside labor: \$30,000

Body - using 2 trucks done by Bucks Classic, \$40,000

Total - approximately \$70,000

Renovation was completed in September, 2017. Then from September 8 to 12, 2017, I drove from Tulsa to St. Louis to Green Bay, WI for a Packers game and back to St. Louis. After this initial break-in of 1,600 miles, I changed the oil and continued on to Tulsa.

Motor issues... At 3,000 miles, the motor started throwing belts. Determined the idler pulley was out of round. Still every now and then it would throw a belt. Had to run it loose to have it stay on. Then in July, 2018, I was driving from Tulsa to Toledo, OH. In Dayton, OH, with 9,000 total miles since the rebuild and in summer rush hour traffic after driving 400 miles this day, I looked down and the temperature gauge was pegged. I shut the motor off and rolled up the off ramp into a gas station. Smoking and severely overheated, the belt had thrown again. Now the truck wouldn't start. I rented a Penske truck and trailer and hauled it back to St. Louis.

During 2018, I had another 140 motor built for another rampside project and it was sitting on the shelf. So, I swapped out motor #1 and installed the new rebuilt motor #2; identical 140 HP. I drove for 100 miles around St. Louis and everything seemed OK. I then drove to Tulsa. At Fort Leonard Wood, MO, after 125 miles, the oil gauge dropped to 10 psi. I shut the motor off and it let cool. When I restarted the motor, it knocked; it spun a rod bearing. This time I rented a tow truck and returned to St. Louis. So now, both 140 motors were down.

I took the first motor to Peoria, IL, so Jim Allen could rebuild it, again. The motor had gotten so hot it melted the bearings. After the rebuild was complete, I picked it up a few weeks later and this time was the charm. Over the rest of 2018, I drove it 2,000 trouble free-miles. Finally it is driving like a dream. Current odometer since the total restoration is 11,000 miles with 2,000 miles on the latest motor.



On December 30, 2018, I hauled a half-ton walnut stump, a Mississippi River driftwood tree, from St. Louis to Tulsa and then to a sawmill in Coffeyville, KS. I'm having it cut up for rustic furniture. I continue with daily driving; enjoying the ride.



Also, in December, 2018, I added side rails so our three Golden Retrievers could safely ride in back. They love running up the ramp, into their spot, and riding to the Arkansas River for a swim.



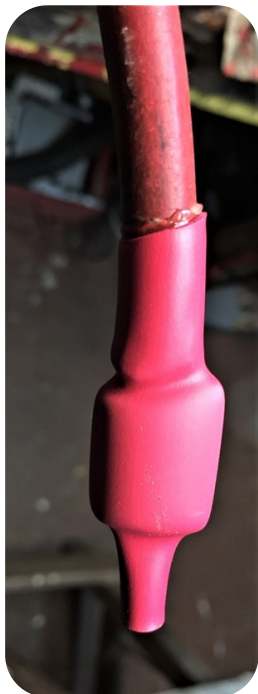
Reader take away:

Restoration is expensive. Many unknowns will arise, so plan for a contingent event as things will go wrong/be challenging. Once sorted out, very rewarding. People take pictures of my truck everyday on the road.

My next goal is to attend the CORSA Convention in Chicago this summer.....


THREE TO ONE SHRINK TUBING

The other day I needed some red shrink tubing so I went on-line to look for that sort of thing. I was pleased to find some that was a good enough RED for me, but also that it was lined with hot-melt glue (which I have wanted to try since I heard about it). AND, I thought, at a good price. Oh, it's also a great shrink ratio – claiming 3:1.



First: The RED is a bit redder than the red jumper cable I wanted to cover.

Second: You can see the glue being squeezed out of the space between the tubing and the cable.

Third: You can see how small it gets with nothing in it. I did that just to show its shrink range. Then, I thought it would be better to show it “end-on” like this 

You are looking into the end of a 1/4” brake line and the un-constrained end of the 1/2” shrink tube – AFTER!

OK, you say 1/2” down to 1/4” is not three to one.

So I checked that out too.

Here’s a shot of the tubing when it is nearly flattened out.

The tubing measures > 3/4” across and shrinks to ~1/4” and only ~1/8” if you count the glue diameter inside!

Anyway: I was pleased to find this stuff online at an affordable price of \$5.52 for a four foot piece of tubing.

AND, free shipping, too! I found it @ Prowireusa.



Keep on enjoying your CORVAIRing adventure, Fran Schmidt

The Wing-Ding of a Truck Idea

by Bob Marlow

The advertising industry went through some significant changes during the Corvair’s production time; going from fairly staid and straightforward in the Fall of 1959 to more imaginative and emotional by 1969. Some of the earliest advertisements for our FCs were of the staid variety; one of which used the rather lame tagline, “Wing-Ding of a Truck Idea!”

But, while it is a unimaginative tagline, it is an accurate one. When people unfamiliar with a Rampside see mine today, they are blown away by the sheer practicality of the side loading ramp. “They should make that today” is often heard. Sometimes they don’t even believe that it’s a factory job. “Did you cut down a van to make that?” they ask.

I bought my first Rampside in 1972. It was not only my first Rampside; it was my first pickup truck. Very quickly, I came to wonder how anyone could get by without such a useful vehicle! Somewhere – I can’t put my hands on it right now – I have a photo of landscape equipment being loaded into that first Rampside during my college years. So easy!

Just recently, the distinctive practicality of the Rampside was underscored again. A friend has started a new business here at the beach, renting 49cc scooters by the hour, and in my retirement, I have been helping him from time to time. When the need arose to transport one of the scooters for promotional purposes, I eyeballed the size of the scooter, dropped the Rampside ramp, and rolled the scooter right in. It fit perfectly, diagonally across the loadbed.



55-years after my truck was built, my friend marveled at how well-suited it was to 2018 business needs. I wonder how modern advertising agencies might handle that?

Found on Facebook

Pictures of our members/their vehicles randomly found posted on Facebook

New member Rob Schield's extended cab Rampside



Wesley Heiss and his 3-D printed Rampside toy



Kent Sullivan



Gerald Fleming's Rampside work



Dealing with rust

New member Dan Ries



Alan Gonick



Contact Information**President**

Stephen Brown 503-628-0291
32829 SW Unger Road
Cornelius, OR 97113
SGBGJB@yahoo.com

Vice President

Ken Hand 248-613-8586
1896 S. Gregory Road
Fowlerville, MI 48836
vairmech@aol.com

Secretary/Treasurer

Molly Bacon 989-246-8046
5425 Morrow Road
Gladwin, MI 48624
corvanatics@gmail.com

Eastern Director

Tim Schwartz 201-447-4299
5 Riverview Lane
Ho-Ho-Kus, NJ 07423
tim@bristolnj.com

Central Director

Dale Dewald 906-482-2872
49595 Blessent Road
Hancock, MI 49930
dkdewald@pasty.net

Western Director

Duane Wentlandt 503-632-1710
15616 S. Saddle Lane
Oregon City, OR 97045
antkoto@bctonline.com

At Large Director

Robert Marlow 201-444-1859
PO Box 155
Lavallette, NJ 08735
vairtec@optimum.net

Technical Editor

Gary Baxter 918-645-8451
7590 North 140 East Place
Owasso, OK 74055
morsa66@outlook.com

Historian

Steve Spilatro 740-374-8778
625 Fifth St
Marietta, OH 45750
spilatr@s@marietta.edu

Newsletter Editor

Molly Bacon 989-246-8046
5425 Morrow Road
Gladwin, MI 48624
CorvanAnticsNews@gmail.com

Corvan Antics—thru the years

by Steve Spilatro

40 years ago 1979 CorvanAntics Volume 7 #2

The feature article in this issue was a motorhome billed as the world's largest Corvaire. The box-shaped RV was constructed by Jim Zeien "on the chassis of a rear section of a late model Corvaire sedan with 110/PG" and was 20 ft long and weighed 6000 lbs. Oil consumption was rated at 1 quart per 2500 miles. (Hmmm . . . it certainly weighs more than a Ultra Van)

**30 years ago - 1989 Corvanatics Volume 17 #2**

Annual Corvanatics membership dues are \$6. Here's the 1979 BOD and Officers.

FOUNDER	Ken Wilhite
PRESIDENT	Tom Silvey
VICE-PREZ	Ed Gridley
SECT/TRES	Caroline Silvey
BOARD OF DIRECTORS:	
EAST	Robert Marlow
CENTRAL	Mike Demeter
WEST	Jim Craig
AT LARGE	Ed Gridley
AT LARGE	Cecil Miller
HISTORIAN	Dave Newell
EDITOR	Ken Krol
TECH ED.	Robert Kirkman

20 years ago - 1999 Corvanatics Volume 27 #2

Bob Marlow answers the eternal question "Why Greenbriers" in an article explaining why this model is his favorite. His reasons included having a very comfortable driving position, the great utility of being able to carry nine passengers and luggage, and the "very non-truck-like nimble-handling and smooth-riding performance that was - and is - unique to Greenbriers."

10 years ago - 2009 CorvanAntics Volume 37 #2

Ruth Ann Boxdorfer wrote about her husband, Richard's, completion of a Corvaire tow truck, a modified '62 Rampside with boom, pullies, cables and hand-powered winch salvaged from a WWII bomber plane. Historian note: This is one of four "flat bed" modified Rampside that I am aware of. Two others are also 1962 models: the well-known "Flatbed Fred" ([2R126S111790](#)) and the less known "Flat Frank" (on cover of CORSA Communique vol 6 #12). The fourth is a 1961 model, [1R124S113062](#). Does anyone know of any other flat bed Rampside?

Erratum – *ed - Last edition, the author, proofer, and editor all overlooked the misspelling of Ben Stiles last name. There have been personal apologies, but here is a public apology. Thanks for your understanding, Ben. Coincidentally, Ben's name was pulled for the Clark's gift certificate giveaway.*



Clark's Corvair Parts®

Our catalog lists over 15,000 parts for your Corvair. We carry engine parts, body panels, upholstery and much more! There are 1,000's of reproduced items available, pages of technical information and lots of other helpful hints.

Check us out at www.corvair.com or call today to order a copy of our printed catalog. You will quickly see why we are the world's largest supplier of parts and all your other Corvair needs. Clark's - More than Parts!

Clark's Corvair Parts® 400 Mohawk Trail,
Shelburne Falls, MA 01370
(413)625-9776 www.corvair.com
email: clarks@corvair.com

CORVANANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (COSA). Established September 1972, Corvanatics is dedicated to the preservation and enjoyment of America's most original and innovative small vans and light trucks, the Chevrolet Corvair 95 Series.

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 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. 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.

For advertising in the newsletter, please contact the Secretary/Treasurer. Members can have a free small ad in the newsletter. Display advertising is also available at the following rates:

- Full page \$25
- Half page: \$15
- Quarter page: \$10
- Business card (2" x 3.5"): \$5
- Photos for ads are \$6 each and can be color or black/white

Please submit print-ready or typed copy and pre-payment to the Secretary/Treasurer. Authorization and payment must be received prior to each issue. Deadline for publication is the 15th of February, April, June, August, October or December. All ads must be Corvair-related.

DragFree Cross Shafts

Stock Cross Shafts with Bearings

Reconditioned cross shafts for the 21st Century Corvair - now with newly improved bearing mounts.

VairFare, LLC
Marietta, OH
vairfare.webs.com
vairfare@gmail.com

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