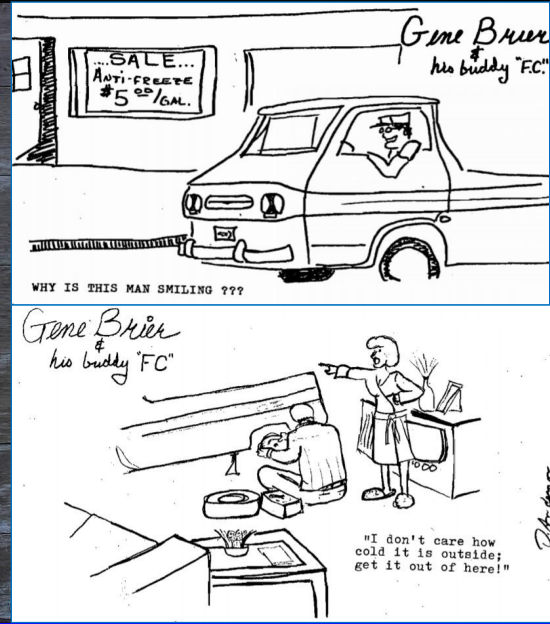


CORVAN ANTICS

Jan/Feb 2020, Vol. 48, Issue 1



INSIDE:

From the Secretary

[Page 2](#)

Riding with the President/CPF Museum

[Page 3](#)

Searching the Web...site

[Pages 4-5](#)

Rampside Bed Plugs/ Special Honor/Found on Facebook

[Pages 6-7](#)

Wheel Backset & Offset/LED Lights

[Pages 8-9](#)

Diagnosis Difficulties/ Thru The Years/ CORSA— CPF Money

[Page 10-11](#)

Merchandise/ Classifieds

[Page 12-13](#)

About/ Officers

[Pages 14](#)

Corvan Antics is published for the benefit of the members of Corvanatics. We're the largest chapter of the Corvair Society of America and are supported solely by membership dues. If you are not a Corvanatics member, please consider joining us. Membership information can be found at <https://www.corvair.org/chapters/corvanatics/membership.php>.

From the Secretary

BY MOLLY BACON

Hi all,

We've just passed the first day of winter. Even though I'm sure it'll get worse, it seems like it's only a short time until spring. So, get those FCs all spiffed up and ready to go and don't forget to plan for the 2020 CORSA Convention in San Diego, CA.

Since the last newsletter :

298 members

7 new members

14 members renewed their dues

4 members dropped

THANKS FOR THE DONATION

Robert Langdon

\$10



WELCOME !! to our new members

Doug Rojas TX 1964 Rampside

William Wise MA 1961 Greenbrier

Norman Gilmoure IL 1962 Rampside

Jean-François (Jeff) Broussaud Defaux France 1962 Corvan

Christopher Wooltorton United Kingdom 1964 Greenbrier

WELCOME BACK to returning members

Stan Darke VA 1962, 1965 Greenbrier

Darrell Woofter MO 1962 Rampside

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

You will not be penalized for paying early, your due month stays the same

Due in January

James Cheek III	Seth Emerson
Ron Hinz	Mitch Hodge
John Miller	LeRoy Rogers
Philip Sheridan Jr	Ben Stiles
Christian Timmermans	

Due in February

L D Brent Jr	Mark Chindlund
Brian Fiffe	Rich Greene
Mark Lewis	Jerry Murray
Michael Pfingsten	Kenneth Ragan
Dan Reis	David Sanger
Larry Schmuhl	

Due in March

Robert Babcock	Richard Bayman
Dennis Cain	Cap Devitt
Eddie Embrey	Ron Fedorczak
Bill Findiesen	Robert Grieshaber
Robert Hall	John Herkenratt
Don Hudock	Bryan Jaumot
Elvis King	Ed Lindsay
Sam Schneider	Robert Schultz
William Watertor	Brian Whittaker

Due in April

Ardean Ashelman	Jack Bacon
Paul Broyles	Walt Matenkosky
Douglas Middleton	Jim Reich
Jesse Wright	Gary Zeller

The Winner Is
Bruce Coleman

\$10 Clark's Gift Certificate

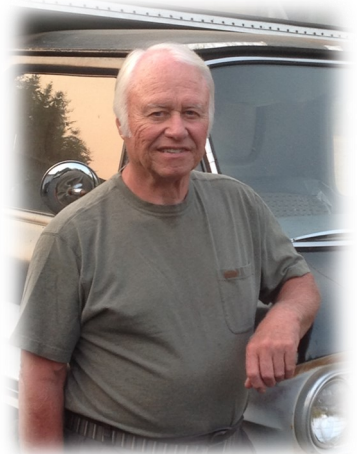
Remember, you can only win if your dues are current

Riding with the President

by Stephen Brown

W

ow, Christmas and the new years are upon us...oh so soon. Since we last talked I've been fortunate to go to the Fan Belt Toss in Palm Springs. Along the way we stopped and visited with several Corvair folks. Was nice to see Jim Craig and his wife in Joshua Tree; saw his collection and what he is working on now. The attendance and weather at the Toss was good. There was 3 Greenbriers and 1 Rampside in the car show and a bunch more in the parking lot. Several from the San Diego planning committee were there and had good reports about their progress. They reminded everyone to get your host hotel reservations in soon...things are filling up. There was a fellow there selling disc brake kits for early and late models which I was very impressed with (Valvair Works).



A few weeks later, with the aid of my barber (a story in it self), I was able to attend SEMA in Las Vegas. What a show....what a show! For a first timer it was really hard to take it all in. I did see "Corvair" on a vendor's booth, what a surprise. Two products caught my attention. Powermaster makes a one wire, 90 amp alternator in a generator housing (generators are good but alternators are better). And Progression Ignition make a programable (cell phone) distributor for Corvairs. Pretty cool! What a show; fantastic cars, every vendor you can imagine and 170,000 looking on.

I came home just in time for shoulder replacement surgery. Needless to say I'm sidelined for the next couple months. Been a week or so now and I go wander into my shop thinking I'm going to work on something. Hard to with your arm in a sling and a one pound lifting limit. But I can dream and plan. So I'm planning on rebuilding the wing windows on my camper Rampside. I've been studying Steve Spilatro's rebuilding article we ran earlier in the year; and purchasing materials for the job. Wish me luck...I'll report on it in the issue or so.

Had a Corvanatics Board meeting a month ago. Our focus is San Diego, got several speakers we've been talking to for the annual meeting. I'd like to encourage members with comments or thoughts on improving our Chapter to contact me or any of the directors, love to hear from you.

Hope your winter time tune-ups and wax jobs are coming along as planned, hope we all get out with our FC's, to show them off and make us proud. Until next time...keep it out of the ditch.

CPF MUSEUM

THE CPF MUSEUM IS MOVING!

THEIR NEW ADDRESS, 10041 PALM ROAD, GLENARM, IL, IS ON THE HISTORIC RT-66 JUST SOUTH OF SPRINGFIELD, IL. THE NEW LOCATION IS GOING TO BE MUCH LESS EXPENSIVE TO OPERATE AND SHOULD DRAW MORE VISITORS ACCORDING TO MIKE HALL, PRESIDENT, CPF. PALM ROAD IS A SECTION OF THE HISTORIC RT-66 AND NOW SERVES AS AN ACCESS ROAD PARALLELING I-55 WITH EASY ACCESS. SO, THE NEXT TIME YOU DECIDE TO TAKE THE RT-66 TRIP FROM CHICAGO TO LOS ANGELES (OR THE REVERSE ROUTE), STOP BY THE MUSEUM AND TAKE A LOOK AT ALL THE CORVAIR MEMORABILIA!

Searching the Web . . . site

<https://www.corvair.org/chapters/corvanatics/index.php>

By Steve Spilatro, Corvanatics Webmaster



The Corvanatics website is an ever growing warehouse of information about the Corvair 95. With over 35 web pages and links to over 150 supporting files and outside sites, finding what you want, or even knowing what's there, may seem daunting. So this is the first of a series of articles to help members learn more about our website – what's to find and where to find it.

Site navigation

Let's first discuss getting 'round the site, you'll find that most everything is just a click (or two) away.

There are three website navigation tools on every page - the side-bar menu, footer links bar and the header quick links selectors.

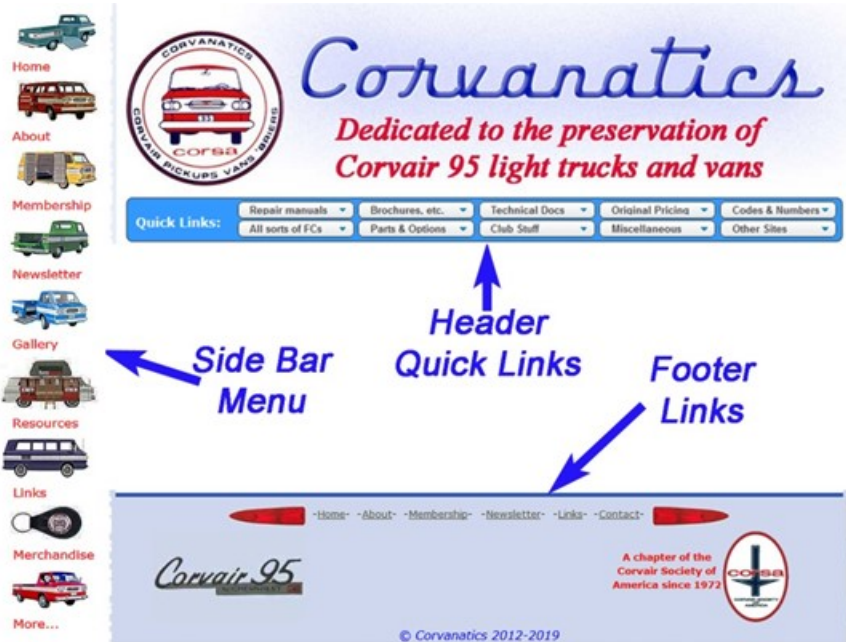


Figure 1. Navigation Tools

The side-bar menu is the primary gateway to the core pages of the site, generally the pages that most visitors frequent most commonly. Links to a few popular pages are also in the footer as a convenience, and clicking on the CORSA emblem will take you to the homepage of our parent organization.

The Quick Links in the header are a relatively recent addition. Here, the website is organized into menus for different types of content, such as repair manuals, brochures, etc. When clicked on, a menu will open to show links to many different pages or subsections of pages.

These are real “click savers” by allowing visitors to jump directly to specific information without navigating through other pages. You'll find many of the side bar menu items in the Quick Links “Club Stuff” menu.

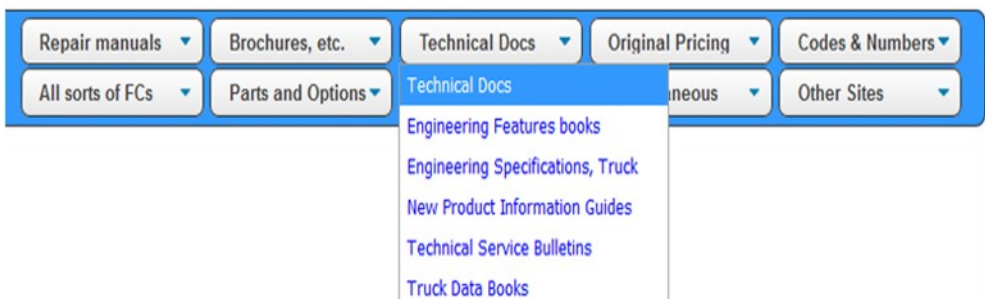


Figure 2. Quick Links Expanded

(Continued on page 5)

(Continued from page 4)

Newsletter archive

One of the most popular features is the newsletter archive, and it's a side bar menu item. Corvan Antics has been published continuously since 1972 (well, OK, maybe a missed issue once in a while, but never a discontinuance). All of these are posted on the newsletter web page, with about a three month delay for each new issue.

Organized by decade, each volume issue is in a drop-down menu (Figure 3). Most of the newsletters have been processed by OCR (Optical Character Recognition) to allow the text to be selected, copied and searched; although, in practice the OCR is somewhat sketchy in the earlier issues which have somewhat faded text.

Linked to the Newsletter Archive is the Newsletter Tech Article Search page (Figure 4). Built around a custom designed search engine (coded by yours truly), all of the technical articles since 1972 can be search by, topic, your own key words and phrases, or by Repair Manual Chapter. (Thanks to Molly Bacon and Rob Amsler for helping to build the tech article database.)

In the next article we will explore the Options and Accessories web page.

Newsletter Archive

2019 Vol 47	2018 Vol 46	2017 Vol 45	2016 Vol 44	2015 Vol 43	2014 Vol 42	2013 Vol 41
2012 Vol 40	2011 Vol 39	2010 Vol 38		#1		
				#2		
				#3		
				#4		
2009 Vol 37	2008 Vol 36	2007 Vol 35	2006 Vol 34	#5	2004 Vol 32	2003 Vol 31
2002 Vol 30	2001 Vol 29	2000 Vol 28		#6		

1991 Vol 19 issues 3 and 4 and issues 5 and 6 were combined
 1992 Vol 20 issues 1 - 4 were combined
 1994 Vol 22 #1 only issue that year
 1997 Vol 25 #5 mislabeled as #4

1999 Vol 27	1998 Vol 26	1997 Vol 25	1996 Vol 24	1995 Vol 23	1994 Vol 22	1993 Vol 21
1992 Vol 20	1991 Vol 19	1990 Vol 18				

Figure 3. Newsletter Archive

Newsletter Tech Article Search

Search: ☒ Key Words ☒ Title ☐ Snippet
 Topic

Search words

☐ Find all ☒ Find Any ☐ Find Exact

Search Results: 15 Articles

Note: OCR (optical character recognition) of the newsletters is imperfect and search results may introduce odd spellings and characters.
 The article reference is a hyperlink to the original publication.

The Preventive Maintenance Series - Rusted Brake Lines
[2012, CorvanAntics, vol 40\(4\), page 6](#)
 "Although all steel lines are subject to failure, the two places that fail the most frequent are the lines next to the gas tank where it is hard to see and at the ninety degree bend under the cargo area, forward on the left side ..."

Bending Brake Lines
[2006, CorvanAntics, vol 34\(2\), page 6](#)
 "A few years ago I spent some time working with one of the vendors on that very problem. The correct fitting was/is not available from any of the fitting vendors. ..."

Figure 4. Newsletter Tech Article Search

RAMPSIDE BED PLUGS

BY DAVE BROWN

The info on the "Door Check Retainer" from LMC prompted me to resend the following info on the 3 oblong hole plugs (left side panel in the bed) that are also available from LMC: As we are painfully aware, these 3 holes allow dirt, debris & water to get inside this panel & when missing are primarily responsible for these panels rotting out.



The only thing Clark's offers, if still available, are the original style grey plastic plugs that Cal *cut in half* (seriously! to make it easier to install these very brittle pieces). The plugs from LMC are nice supple black rubber & fit perfectly. They are for a 61-66 Ford F-100/250 firewall. **Part #: 40-1290, \$2.95 ea.**

I attached a couple of pictures (from my Ramp).

A Special Honor

With the passing of former Corvair Preservation Foundation (CPF) Historian, Stu Shuster, the current CPF Publicist and also Corvanatics member, Eva McGuire, was chosen to replace Stu as CPF Historian. In addition, she was made liaison to the GM Heritage Center. This picture shows Eva at the Heritage Center's reception desk while welcoming a Corvair group from the DACC Homecoming event this last August. On that particular day, the Heritage Center had also booked two other groups at the same time, so Eva had lots of work on her first day. As many of you probably know, the GM Heritage Center is not open to the public and is by invitation only. Attending DACC's Corvair Homecoming Event at the end of August is one of the best and easiest ways to be able to visit the Heritage Center.



Found on Facebook

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

Decorated FCs



Eric Prosise

John Miller

Alex Becker



**Stan Gee
Christmas &**



**Eva McGuire
Halloween & Woodstock at the D**



Kevin Thompson



Jean-François Broussaud Defaux
Our new and only French member

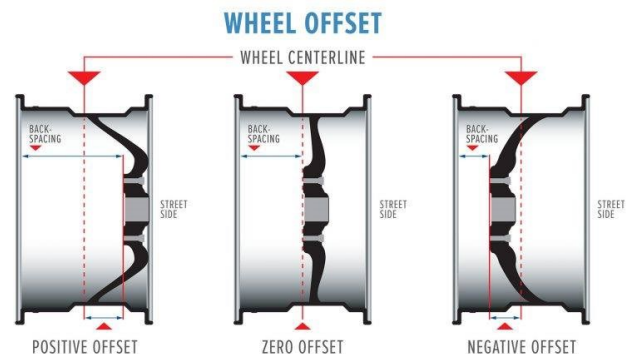
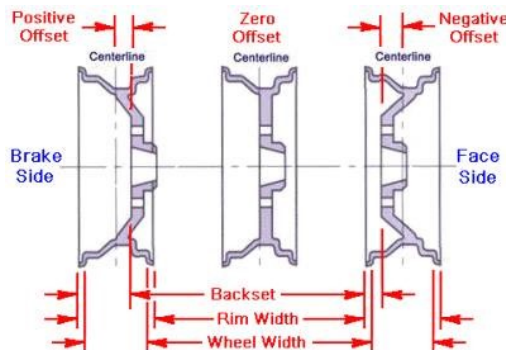
Rod Murray
Painting and mostly complete



WHEEL BACKSPACE AND OFFSET

BY MOLLY BACON

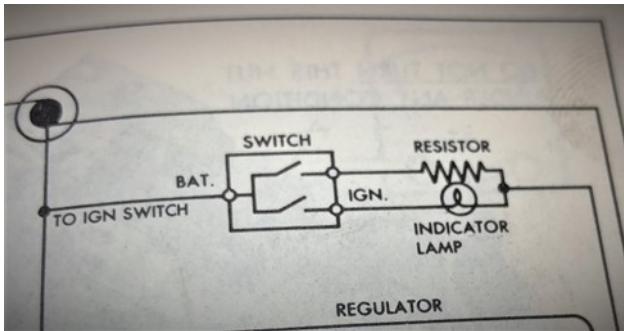
I see questions on the Facebook Corvair groups all of the time about will this or that size wheel fit. I found these diagrams that I hope will answer some questions when you read about someone talking about backspace or offset.



LED Dash Lights: To illuminate your speedo and gas gauge or other gauges, the LEDs are great.

To use an LED as the Tell-Tale lamp for the Temp-Press light is just fine. I recently wrote an article about having installed an LED in the Gen-Fan position and was perplexed by the Tell-tale's inability to get the Alternator going. A member wrote to point out what I didn't say and I apologize for the omission. Let's try a "DO OVER".

Here's the switch that turns on the GEN-FAN light in a LATE. Notice there is a resistor around the Light and that resistor has its own contact in the Ignition switch. That resistor carries enough current to light up the Alternator, by itself. The current through the 'indicator lamp' is not enough to turn on the Alternator. The lamp still "tells you" (as it is a Tell-Tale lamp) that the circuit is connected. As such it could be replaced by an LED, in a LATE. The LED would come on when the key was On and go out when the Regulator kicks in...so all would be well. Where I failed in the recent discussion was to assume y'all knew that the Spyder Dash I was using is an EARLY dash and as such does not have an Ignition key with a separate switch for the GEN-FAN tell-Tale lamp. This is an important distinction as many of us have put an AC GEN into our EARLY vehicles.



Many years ago (still in the late 60's) when we first started using the Alternators in our EARLY cars we observed the need to add a resistor. Turns out you can't just ADD the resistor, there's more to it, you need to ADD that other terminal to your Key. Unless you have a LATE switch with its other connection your added resistor will keep the ignition HOT after you turn off the key. BUM-MER!

Here's a solution for putting an Alternator into your EARLY without that extra terminal in the Key... You leave the BROWN wire as always, where it goes from the Dash lamp position to the engine compartment. Since you are changing to an Alternator you have a new Regulator but it too has the brown wire connection. If the Alternator has an internal Regulator – one of its wires is that same BROWN wire. Everything goes as usual, with this addition: here's a photo of a diode/resistor pack from 30 years ago, when we did this regularly.

The resistor (one Watt – 10 Ohm) goes where that LATE switch connection goes, from the Key to the brown wire, in order to feed current into the stator. What I am showing here is a 5 Amp diode that goes in series with that resistor to prevent the charging system from feeding the Ignition system when the key is turned off! This addition can be done in the engine compartment where the tan Key wire is next to the brown Tell-Tale wire. If you get the diode in backwards the Alternator won't light up, so you know enough to turn the diode around...no problem.

An LED at the dash in the position of the GEN-FAN light could then be accomplished, if you wanted.

Hoping this clears up any confusion, as I plan to Keep On CORVAIRing, Fran



LEDs can be BIG

When you buy a factory-made light made with LEDs it comes rated in LUMENS – meaning how much of its output light can be seen by humans. Our ‘old time’ bulbs put out a lot more heat than they did light so they actually were lousy light bulbs, but you could nicely warm your hands on them!



For comparison sake, the LEDs that can be used to replace our old 1157 STOP lamp give off about 200 LUMENS. A flashlight is around 30 LUMENS

Just for kicks, since I got a good deal, I bought a pair of HEADLIGHT LEDs. Specifically made to light the road in front of your car. \$6 for a pair, so I had to have a look! They are advertised to be 40 times brighter than a Halogen headlamp! Which is, of course, advertising! BUT, you really don't want to look at one of these while being up close and personal!

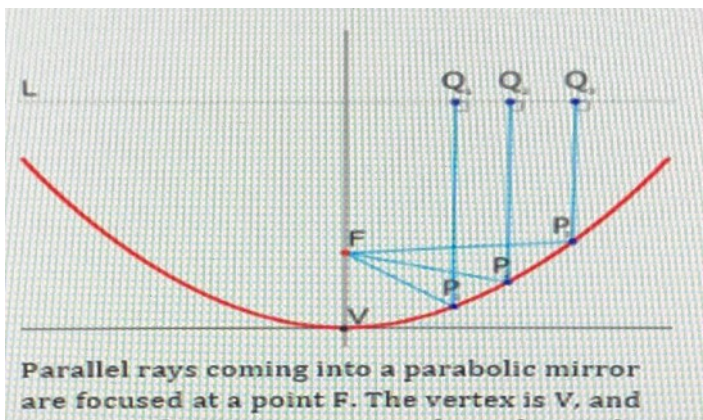
These Big LEDs are rated at 7000 LUMENS, each! And take a little over an Amp at 14Volts.

Here's a picture of one of the LEDs that I bought. The yellow pad (about 1/4" by 3/8") is attached to an Aluminum post with lots of fins on the outside of the reflector. This plugs into the butt end of a reflector with a rubber gasket to seal out dirt. Similar to most modern headlights. Our sealed beam headlights were originally made like a lightbulb in the house – with no air inside so the element wouldn't burn up right away. Lately we have seen Halogen bulbs that have a little sealed envelope inside of the “sealed beam” lamp which is only sealed to keep out the dirt, not the air. Then we got to turning the Halogen element into a plug-in – looks a lot like this unit. Now the idea is to change the Halogen to this very white light that only makes about 25 Watts of heat. That little heat is easily blown away with a small fan built into its base, see fan in the butt end of this headlight LED.



I looked into the possibility of using this technology in our CORVAIRs and it turns out the companies that make the “headlight LED” say they can screw it into anything. So I looked for 1965 CORVAIR “T-3” is what it's called in the shop manual. The vendors say they can provide a street ready “fits in the original hole” for \$100.

A note of optimism, to be sure, but also a cautious note should be added here. Since this is such new technology, it could be that these light sources that plug into the back of our reflector lens - - don't necessarily shine in the right spot. Therefore; they may not put the light out where we are used to it being, or where “it's supposed to be”! Here's how that could be.



The reflector in the back of a headlight is in the shape called a parabola. In such a case, a light source placed at point F on this diagram will send light in all directions – most of that light will hit the reflector and bounce off. If that source is really at point F then all the reflected light will bounce straight out, like a spotlight. I haven't seen enough information on these new units to know if they have all been made to put out an acceptable light pattern. I'm certain it will come to that in the near future, so right now let's keep watching this new technology. I believe we will see “good” and “bright” LED headlights [for CORVAIRs] that don't cost too much and that actually run cooler/longer than our old ones do (did)!

So, for now let's have a fun ride as we keep on CORVAIRing, Fran

The Preventive Maintenance Series

Things That Make Diagnosis Difficult

Mike Dawson

Recently I attended to a Corvair that arrived on a flatbed and would not stay running when started. It acted like there was a huge vacuum leak and after some inspection I found that the heads had been installed backwards. Since the heads are identical except for the balance tubes the correction for some folks is to use a rubber fuel line to connect the two heads by making two U turns and laying it across the front of the engine compartment. However, in this case the decision was made by the mechanic to just plug the two tubes with some type of soft rubber cap. The rubber was not fuel line grade so both caps disintegrated resulting in major vacuum leaks. I temporarily capped the tubes and the engine started and ran in what seemed like a reasonable manner. I did not take a test drive.

After completing several other maintenance and repair items I did make a good test drive and upon return encountered a rough idle and later a serious hot re-start problem. No amount of adjustment made any improvement, but looking down the carburetor throats I found no gas dripping from the venturi cluster after a fifteen minute wait so I ruled out a sunken float or leaking inlet valve. A compression check proved perfect and a scope check showed a good spark line but a lot of movement in the dwell angles; either a bad breaker plate or worn distributor cam. It turned out the plate was loose. The car had an aftermarket coil but it was an external resistor type and produced good spark. A breaker plate and new points should cure the dwell changes but the owner elected to have a Pertronix installed instead and agreed that a carburetor overhaul would also be in order due to the hot restart issue, one loose throttle shaft lever and one loose choke shaft lever.

After a total disassembly of the carburetors, cleaning, checking and replacing any questionable part I re-installed them, adding the Pertronix. I was ready for a second test drive. The engine started fine, ran on a fast idle and I was off for a trip out the highway and back. Upon return, the idle was smoother but now it misfired fairly regularly at idle. Letting it sit for 15 minutes produced a no start for way too long and it smoked when it did start, again indicating flooding.

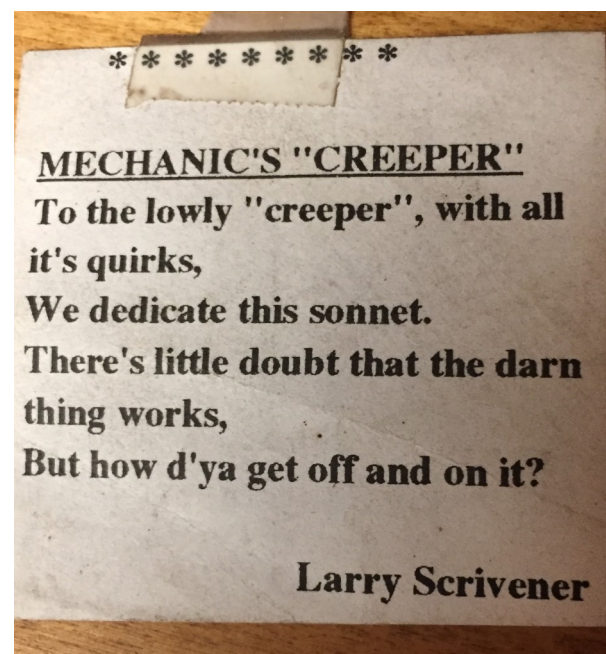
Starting the diagnosis process again, it seemed I had two different problems, one continuing and one which had changed (the idle). Carefully checking plugs, wires cap and the Pertronix unit, I again checked the aftermarket coil's output, this time by watching the actual spark snapping from a plug wire I had removed. There was a distinct loss of a spark about every 2-3 seconds from that single wire. I checked the voltage to the coil and it was correct at about 5.5 volts and then I checked the coil resistance. Minimum resistance required by the Pertronix unit is 1.5; the non-GM coil on the car was only at

1.2. A quick change to an original GM 200 coil (2.0 ohms resistance) cured the erratic misfire at idle.

Back to the hot restart issue. During the carburetor overhaul I carefully checked the vapor vent operation, floats and inlet valves for any sign of something that would affect the hot restart. I did not find anything but anticipated the problem was cured. Wrong! The first hot restart after a 15 minute shutdown took over 10 seconds; it was obviously flooded, but no dripping from the venturi cluster. I removed both carburetors and could see excess gas on the insulator and gaskets on one side, finally a useful clue! Placing the suspect carburetor on a piece of white paper for 15 minutes illustrated the problem; fuel was leaking out of the bottom of the bowl below the throttle plate and getting into the intake manifold. I tried to spot the reason but gave up and replaced the bowl with another. A final test drive rewarded me with a good hot restart and I returned the car to its owner.

Later it took several attempts to discover what the issue was with the bowl. Finally I found gas leaking from both the idle port and the transition slot inside the throttle bore. There must be a casting defect somewhere in the drilled passage ways. I wonder if the car has had that issue its entire life! This winter I will find time to cut it up with my band saw and see if I can discover the flaw.

Early and correct diagnosis is the key to saving time and money when confronted with any kind of issue. There will never be an end to age related or human induced glitches in our chosen mechanical companions!



Corvan Antics—thru the years

by Steve Spilatro—Historian

40 years ago 1980 Corvan Antics Volume 8 #1, Jan-Feb 1980

Bob Kirkman outlined process for converting an FC from Powerglide to a 4-speed transmission, He identified the obvious changes involving the transmission, clutch, pedal, cabling and shifter, as well as other less apparent modifications required to the body, distributor and speedometer – a daunting project to me it seems.

Current President- Ed Gridley; Vice Pres.-Tom Silvey; Sect/Treas-Caroline Silvey; Directors: Robert Marlow (East), Mike Demeter (Central), Jim Craig (West), Cecil Miller (At Large).

30 years ago - 1990 Corvan Antics Volume 18 #1, Jan-Feb 1990

In this issue we found the resale values for Corvair 95s from the *Old Cars Weekly Price Value Guide*. There were only minor differences between model years, so shown here are values just for 1964 FCs. These were the resale values approximately 30 years after its introduction; now, after another 30 years, has the value of Corvair 95s appreciated as much as expected?

	Parts Car	Restorable	Good	Very Good	Fine	Excellent
Loadside	200	650	1200	2300	4100	5800
Rampside	200	675	1300	2500	4300	6100
Corvan	200	600	1200	2300	4000	5700
Greenbrier	350	725	1400	3000	4700	6700

Dan Brizendine contributed a couple of interesting tech articles. One was about installing a "16-plate" oil cooler (two 8-plate coolers stacked together). The other article described using a Chevy truck body cushion in the rear engine mount to reduce vibration [unfortunately that truck cushion is now also discontinued].

20 years ago - 2000 Corvan Antics Volume 28 #1, Jan-Feb 2000

Corvan Antics began the new millennium with a couple of articles reprinted from other sources. An article by Mike McGowan, first published in the CORSA Communique, lists vehicle serial numbers by month of production. Mike's article provided the data on FCs now present on the Corvanatics Website. The second article is about the Corvair Ranch and was first published in *Old Autos* magazine. It gave a nice description of the facilities and parts supply, and of the services offered by proprietor Jeff Stonesifer. Of course we are all thankful that Jeff and the Corvair Ranch are still going strong.

Vendors and Repair shops advertising in this issue were Clarks Corvair Parts (MA), Corvair Underground (OR), Jim's Corvair Shop (WI), and Southwest Corvair (AZ).

10 years ago - 2010 Corvan Antics Volume 38 #1, Jan-Feb 2010

We began the second decade of the first century of the second millennium CE *Riding with* then Corvanatics President John Nickel. John described progress getting his 8-door van back on the road and ready for the upcoming convention in Cedar Rapids.

We learned that Jay Leno had purchased and restored a Rampside, and Fran Schmit described how to make repairs to Rampside gate latches.

The Separation of Money - CORSA, CPF - Explained by Al Lacki, CORSA Secretary

Although slightly off-topic, this is a good time to point out that the Corvair Society of America (CORSA) and Corvair Preservation Foundation (CPF) are financially independent from each other. Lots of CORSA members think a portion of their dues help to defray the cost of maintaining the Corvair Museum. But that's not the case. While CORSA and CPF are joined at the hip administratively, they have separate bank accounts and accounting books. They file separate tax returns. The IRS isn't fond of corporations like CORSA transferring their money to their 501(c)(3) affiliates because it smacks of money laundering. We certainly don't want to get on their radar by doing that! So, if you want to help the CPF (and the Corvair Museum), please donate directly to the CPF. Here's another thing worth mentioning. Over the past couple of years, it may seem that we've been relying solely on CORSA members to support the CPF. And it's true that there has been a lot of pleas to that effect. But we've also reached out to organizations outside the Corvair community. We put in applications for grants and sent sponsorship request packages to more than 70 companies in the automotive industry, including parts suppliers, antique car insurance companies, the UAW, General Motors and more. I can share the complete list if you like. I can't say we've been successful in that area, but it was worth a shot. You certainly don't need to be a member of CORSA to support the CPF. And you can be sure that your donations to the CPF won't be siphoned off to pay CORSA's bills. Again, I'd like to point out that the two organizations are financially independent from each other.

Stickers, stickers—they're not just for kids

MANY OF YOU HAVE THE CORVANATICS LOGO WINDOW STICKER. THEY'VE BEEN AROUND A LONG TIME. BUT, DID YOU KNOW WE HAVE SOME OTHER STICKERS NOW.

3" LOGO SURFACE STICKER--\$2.00



SMALL 2" ROUND STICKERS WITH A GREENBRIER, A CORVAN AND A RAMPIDE.
\$1.00 EACH. COLLECT THEM ALL.

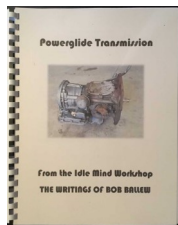
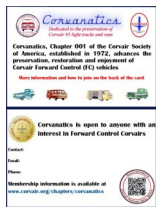


NEW DIE-CUT 3" X 1.71" STICKER WITH THE IMAGE USED ON THE CORVANATICS FACEBOOK PAGE. \$1.00



ANY OF THESE CAN GO ON THINGS LIKE YOUR TOOL BOX, YOUR CABINET IN YOUR WORK AREA, YOUR COMPUTER; THE SKY'S THE LIMIT. ORDER FROM THE WEBSITE, <https://www.corvair.org/chapters/corvanatics/merchandise.php>

Corvanatics Merchandise



See more items, details, pictures and how to purchase::
<https://www.corvair.org/chapters/corvanatics/merchandise.php>

Corvanatics also has two online merchandise stores:
<https://www.cafepress.com/corvanatics> (US & intl Ship)
<https://www.zazzle.com/store/corvanatics> (US Ship Only)



CORVANATICS MERCHANDISE STORES

SHOP ON-LINE AT EITHER STORE FOR CLOTHING AND FUN STUFF
EASY ORDERING, SHIPPED DIRECT TO YOU
SAVE - WATCH FOR EACH STORE'S SPECIAL SALES

WWW.CAFEPRESS.COM/CORVANATICS (HAS INTERNATIONAL SHIPPING)
WWW.ZAZZLE.COM/STORE/CORVANATICS

Corvanatics



WHITES & COLORS
WITH LOGOS

LOTS OF FUN
STUFF

KIDS, MENS &
LADIES UP TO 4XL

**YOU SPOKE AND WE LISTENED
YOU ASKED FOR T-SHIRTS
AND YOU GOT MORE THAN
T-SHIRTS**

ALSO, ANY ITEM AVAILABLE ON EITHER WEBSITE CAN BE CUSTOMIZED WITH THE CORVANATICS LOGO AND ADDED TO THE CORVANATICS STORE. JUST EMAIL:
CORVANATICS@GMAIL.COM AND REQUEST THE ITEM

SHOP ONLINE AT YOUR LEISURE AND ORDER AT A SHOP BELOW

[HTTPS://WWW.CAFEPRESS.COM/CORVANATICS](https://www.cafepress.com/corvanatics) (US & INTL SHIP)

[HTTPS://WWW.ZAZZLE.COM/STORE/CORVANATICS](https://www.zazzle.com/store/corvanatics) (US SHIP ONLY)

Steve's FC Parts Mart

(740) 374-8778

spilatr@s@marietta.edu

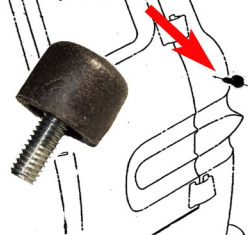
**Rechromed
Window Cranks**
\$59



**Carburetor
Swivel \$19
Linkages**



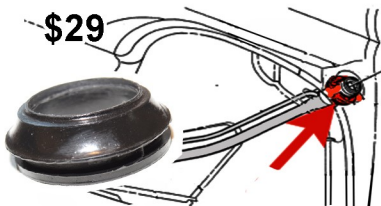
**Rear Door Outer
Bumpers (2)**
\$19



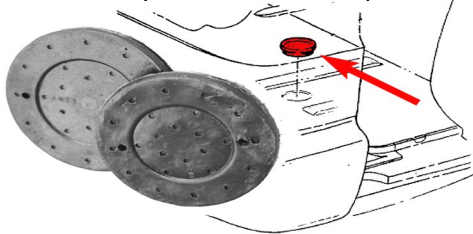
**Side Door
Bumpers (2)**
\$12



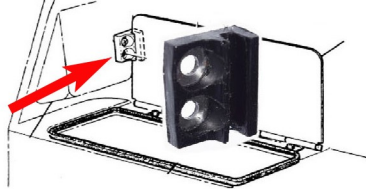
Gas Filler Grommet
\$29



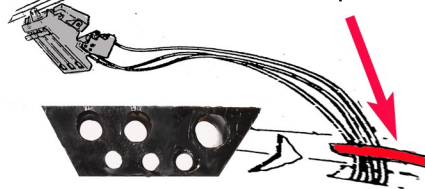
Master Cyl. Floor Plug
'63 - \$39 '64-'65 - \$49



**Battery Compartment
Lid Retainer - \$24**



**Cab Floor Cable
Grommet - \$19**



Hinge Grommets (4)
Side doors - \$25
Rear doors - \$23



Colored - \$119
for 6-door van



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

Performance Corvairs

WWW.PerfVair.com

sethbratcer@aol.com
408-247-2237

- Electronic Distributors
- Dash Parts
- Steering Columns
- Steering Wheel Adapters
- Quick Steering Components

Proud Supporter
of Corvanatics

Performance Corvairs
San Jose, CA

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

Billy Cannon 256-839-1672
2256 Coosa Co Rd. #7
Goodwater, AL 35072
gtochief@gmail.com

Technical Editor

Gary Baxter 918-645-8451
7590 North 140 East Place
Owasso, OK 74055
gbaxterpe@cox.net

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 is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (CORSA). 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 full color newsletter and \$15 for a mailed black and white 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 received 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. All ads must be Corvair-related.

Deadline for publication is the 15th of February, April, June, August, October or December.



Founded in 1969, **CORSA** is group of automobile enthusiasts working to satisfy the common needs of individuals interested in the preservation, restoration, and operation of the Corvair. CORSA's long range goal is to promote reproduction of parts and render technical assistance to increase your enjoyment of the Corvair, and to further the general public's appreciation of the car.

Corvanatics encourages membership in CORSA. Visit their website, www.corvair.org