

# CORVAN ANTICS

May-Jun 2021, Vol. 49, Issue 3



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



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



## 2021 Corvanatics Annual Meeting - June 24 9:00 PM EDT Zoom Webinar (see page 2)



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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>.

## Corvanatics Annual Meeting

**This year it will be a virtual Zoom webinar on June 24th at 9 PM EDT**

Join with either a computer, mobile device, or just a phone. Closer to the date you will be sent instructions for registering, attending, and connecting. It does have 100 participant limit, so registration will be required. There will be Board member introductions, a short business meeting, officer elections, a couple of tech talks, and some giveaways besides a freebie for all who attend and have registered early (by June 15).

Hope to 'see' you there.

## Riding with the President



I'm getting excited. I just got my second vaccine shot and I'm going to Springfield. I haven't been to a Corvair out-of-state event in well over a year and I'm excited to see my friends, see those FC's and Corvairs, buy parts from swappers and vendors and meet with you. Hope many of you can come and enjoy Springfield as well. We will have a Wednesday evening meeting; a short friendly meeting with some of the Board in attendance. There should be a lot to do and see; Corvair fly-in, the Museum, and more.

We are in our 49th year, Corvanatics that is. I've been reading many of the past Corvan Antics newsletters. They are a great collection of technical and human-interest articles. (I'm currently the 15th President of Corvanatics). In the mid 90's an index of technical

topics was published and it's on the website. Before the end of the year, I hope to complete a new Tech Topics Index. It's a lot of work and a lot of reading, but rather enjoyable. There's some great advice and information, but what I have come to realize there is some great contributors like Ben "Ben's Bus" Stiles and Fran Schmit. And there are several great series like "Preventative Maintenance" by Mike Dawson and "Stock Was..." by Steve Spilatro. It's great reading and it's all online.

A brief statement in the Communique sent me to [Bangshift.com](http://Bangshift.com) to see a Corvair engine on a dyno video. It's a neat website. On it was a video made around 2012 of a photographer who travels the country in his '64 Corvan 95 (power glide, lowered, custom paint) taking automotive-themed pictures. He drives around 60,000 miles per year, is out of Houston, Texas and apparently is still at it. He's at [NotStockPhotography.com](http://NotStockPhotography.com).

I finished repairing the floor in my Rampside Camper...rust can be evil. Now to the roof. It has rust through along the gutters and I plan to replace the roof. It will take me months. I am slow, and I hope to write an article when I get it done.

Corvanatics is planning its Annual Meeting on June 24th at 9 PM Eastern. It will be in a Zoom webinar format. We'll have several presentations, I will introduce the Board Members, and we will have elections online. I'm told it can be done. We will email members with the Zoom instructions closer to that date. I hope you will participate.

At our annual meeting, we will conduct some brief business and also hold elections. The President, VP, Secretary/Treasurer, and Director positions are up for election. I encourage you to consider yourself or someone for one of these positions. I originally put my name in the hat as I wanted to learn more about the organization and it's workings. It has met my desires, not overly demanding and I've linked up with people I now consider my friends. I encourage you to consider it. If you would like to be a candidate, submit your name to Molly Bacon. See the Board listing on the last page for phone or email information.

I hope to see you in Springfield and online at our virtual Annual Meeting. Until then..."Keep it out of the ditch."



## From the Secretary & Newsletter Editor

BY MOLLY BACON

Hi all,

I hope to see some of you at the Mini Convention in Springfield, Ill in just a couple of weeks. I will be there and have the Corvanatics table set up in the indoor vendor area with merchandise and taking renewals and new memberships. Just look for the flag shown in the picture below.

### Since the last newsletter :

291 members  
6 new members  
22 members renewed their dues  
4 members dropped

## WELCOME !!

to our new members

*Jean Dougherty* OH  
*Matt DelVecchio* CA 1961 Rampside  
*Michael Baiamonte* UT 1963 Rampside  
*Bill Stevenson* TX 1962 Rampside  
*Rob Ernst* IN 1963 Greenbrier

## WELCOME BACK !!

to our returning member

*Robert Crawford* NY 1964 Greenbrier returning from 2020

Editor



## Dues Are 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.

Remember that your dues date is on your membership card!!

### Due in May

Brandon Canfield	Kyia Friesen
Chuck Hanson	Richard Kremp
Gary Rubin	Mike Stanley
Jim Worthington	

### Due in June

Kristjan Hilmarsson	Gordon Hunter
Bjarki Kristjansson	Ted Moon
Edward Murphy	Patrick Pilon
Greg Vargass	

### Due in July

Jean Allan	Steve Braverman
Jerry Brown	Gary Duncan
Philip Hack	Mike Hall
Richard Hall	Ricki Jannise
Raymond Paul	Bill Ramsden
Allen Short	Cliff Tibbitts
Dave Todd	

### Due in August

Bridget Ahlgrim	Greg Blakeney
David Brown	Mark Corbin
Jay Davis	David Fox
Dorothy Hansen	Kenneth Ray
Paul Sergeant	Ed Thompson

The Winner Is

**Jeff Wilsman**

**\$10 Clark's Gift Certificate**

Remember, you can only win if your dues are current!

## My Rampside Rescue Story - pt. 2

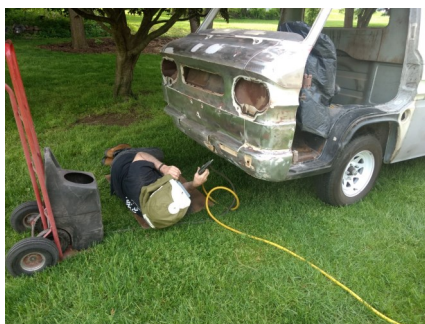
By Ray Coker

Once I got the Rampside home to Pennsylvania I began working on it. I was able to get the original engine running, but you could tell by the noises coming from it that it was not good. The photos show the mice families that had been carrying anything in they could find to make their nests during the 40 years the truck sat idle. By the way, I named the truck Ken because the original owner's name is Kenneth and I still continue to send him and his son updates on the truck's progress. Once the truck is complete and ready to use, I have a feeling I'll return to Lubbock and take Kenneth for a ride if he is able to do that. I hope he is still with us because I want to see the smile on his face.

I replaced the engine with a good running 110hp from a sedan because it was all I had at the moment. I replaced everything under the truck front to rear: fuel lines, brake lines, shock absorbers, wheel bearings (front only), brakes including new drums...everything to make it safe to use. I replaced all the glass including the windshield, I had a vinyl temporary seat cover made and the seat springs/pads reworked. After all this work it was a very nice driving pickup truck. I recall I took a friend for a ride who owns a Forward Control Ford pickup and he was so impressed at the room we enjoyed up front and how quiet it was. He is used to bucket seats and the engine sitting in the middle.

My wife and I drove it 7 hours one way to a Clark's Corvair open house one year. She was also impressed at how nice it drove and how quiet it was. Honestly, she was just glad it got us there and back home with no issues. I decided since it was now a running and dependable truck, I needed to make it better looking. After all it still had every dent, wallop, scratch, boink and oops from the time it left the dealership because it had never been repaired or repainted. The original white paint was still on it. Quite often original paint and sheet metal is a plus when dealing with older vehicles, but the shape it was in didn't fit that category. It needed bodywork and lots of it.

Since I'm a body man by trade and even though I gave it up 23 years ago to do other jobs, I still have all of my tools, some energy and a little gray matter left so I jumped into it with both hands and both feet. I was able to source a NOS left dog/leg rocker panel section and a NOS ramp skin. I got my hands on used right and left quarter panels and two doors that had been removed from a Greenbrier 40 years ago and placed in indoor storage. Yea, I got lucky. I purchased the new after-market left side panel from Clark's and began to disassemble the truck.



It's been two years now since I took it off the road and began this process. After the major bodywork was done, I completely stripped the truck of all its original white paint, and it has been primed with epoxy primer and sandable primer. I'm now working on fitting and priming both doors and once that is done, I'll begin working on the cab's interior surfaces that need to be refinished. It's a huge job



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and I'm doing all of it myself.

I hope you enjoy the photos.



## Corvan Antics—thru the years

by Steve Spilatro—Historian

### 40 years ago - Corvan Antics Volume 9-3, May-June 1981

There is a discussion of ways to allow your FC to run on regular gas, summarizing answers to the same question in previous issues of Corvan Antics. (15 articles were referenced that had some bearing on the question.)

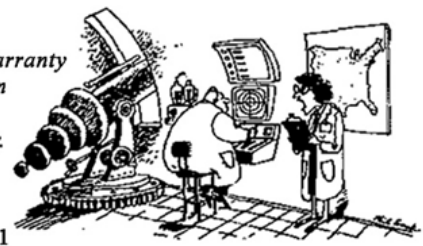
Also in this edition is Part VIII of Alex Mair's *The Corvair 95 - Chevrolet's Space Age Panel Truck - Chassis*, which focused on the rear suspension.

### 30 years ago - Corvan Antics Volume 19-3, May-June 1991

We learned in this issue that Pete Koehler's 1962 Corvan ('Zeke') had won the prestigious "Most Popular Chevrolet Truck - 25 years or older" at the VCCA (Vintage Chevrolet Club of America) show held recently in Detroit's Sloan Museum. Still today a notable accomplishment.

Bob Kirkman reported that, despite what the shop manual says, FC windshield installation may be easier if the seating cord is pulled starting from the top rather than the bottom.

Okay now... The next car out of warranty belongs to a Mrs. Carole Hesler in San Diego, California. Direct the "Failure Ray" at her.... alternator.



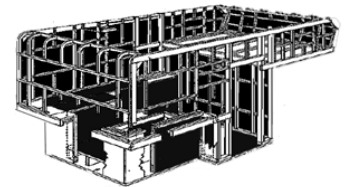
from Issue 19(3) 1981

Bob Marlow describes Corvans that have been outfitted at the factory with windows on side doors and quarter panel. On some vehicles, door windows roll down like those of a Greenbrier, but on some vehicles the windows cannot be opened. (Note: a fair number of windowed-Corvans have been found in recent years.)

### 20 years ago - Corvan Antics Volume 29-3, May-June 2001

Much of this newsletter contains an article about building your own camper for a Rampside, reprinted from February 1970 issue of *Mechanix Illustrated*.

Artifact of times past: Observed at the end of a classified ad: "Call 541-967-xxxx Will accept collect."



### 10 years ago - Corvan Antics Volume 39-3, May-June 2011

Then President, John Nickel, reported on the rear-ending of his '64 8-door van! The 35 MPH impact buckled the roof and jammed all four intermediate doors. John received a \$2607 payment from the insurance company, which declared the van totaled, and then he had to pay \$300 to retrieve the van from a salvage company.

Congratulations to this newsletter for winning Old Cars Golden Quill Award



## RADIO UPGRADE

By Rod Murray

I spent some Christmas money recently at Joe's Classic Radio to have these CHEVY buttons added to my refurbished '64 Green-brier radio.

Original modifications provided by California Corvairs include FM and MP3 jack additions.



The unit arrived and it looks great!

Now to just get the van put back together to get this installed!

# In Memorial

**Dorothy (nee Schmidt) Hansen, 95, September 20, 1925—April 11, 2021**

Dorothy was born in Michigan City, Indiana and the family moved to Chicago in the 1930's. She is survived by her loving twin daughters Linda Casey and Ruth Oehler, granddaughter Christine Kreimer, and great grandchildren Abigail, Samuel, and Mathew Kreimer. Dorothy was preceded in death by her husband Earl Hansen of 28 years and parent Edward and Malinda nee Hapke Schmidt.

With more than 20 years, Dorothy decided leave position as Assistant Administrative Services at Des Plaines National Bank. With Earl upcoming retirement, she elected to enjoy some new adventures with him.

Dorothy was active in many organizations. When her daughters were growing up, she was Girl Scout leader for troop 342 in Des Plaines, Illinois. She enjoyed many different activities with her Corvair friends, Charter and Life member of Chicago-land Corvair Enthusiasts (CCE) who volunteered at many of the clubs different activities. She was one of the many volunteers when CCE hosted the Corvair Society of American (CORSA) conventions in Chicago area in 1971, 1974, 1987, and 2001. Life Member of Corvair Society of America (CORSA) plus she was a member of Corvanatics and Rally Addicts Team.

After retiring Dorothy became interested in researching her family history. For many years she was annual seminar registrar for DuPage County Genealogical Society (DCGS).

DuPage County Genealogical Society honor her with DCGS Founder Memorial Award in 2016.

She is a Life Member Chicago Genealogical Society, The LaPorte County Genealogical Society, and Iroquois Genealogy Society. She is also a member of Kankakee Valley Genealogical Society. After showing her research to her daughters, together Linda and Ruth started attending genealogy conferences and visiting libraries with their mother.

With her crochet needles, Dorothy created beautiful afghans, potholders, and dish clothes which she sold at craft shows. Charter and Life Member of Illinois Chapter-Crochet Guild of America and she received awards in 1994 and 2004.

In lieu of flowers, memorial donations may be made to the American Cancer Society. The family will have a private burial.. Dorothy was loving, caring soul, and touched so many lives. She will be missed. May she sleep in heavenly peace.

**Editor's note:** I spend some time chatting with Dorothy at the 2019 CORSA Convention. She was just so delightful to talk with and so loved Corvairs and really enjoyed being at the convention to see the cars and the people. She was be greatly missed in the Corvair world.



## Movie Star Rampside

Provided by Gary Swiatowy

Here is Harry Ducker and his 1962 Rampside. Turns out this Rampside is a Movie Star. Here is how Harry tells it:



"The back of the Rampy is my "Man Cave." I drive with everything in the back to the Cruise Nights/Car Shows. Half the people stop to look at the Rampy and the other half stop to look at all the old tools, literature, manuals, etc. That also means I only drive the vehicle in the sunny weather. The vehicle is super solid and what looks like rust is paint on paint... the movie set needed a rusted out vehicle for the movie so they painted it to look rusty. I have left it that way since the movie. It was My Girl 2. Dan Aykroyd, Jamie Lee Curtis, Anna Chumlinkski (who won Best young actress) from that movie. Big Stars but not a well known movie. The truck came empty and I put everything into the back. My wife was happy she got her room back in the house and I was happy getting the Rampy... The Bike on the front is a Corvair as well... The king analog engine tester is from the late



40's... it still works. Some of my favourite tools are the Frank Mossberg socket sets. They are from 1914 era..."

Harry has some mini versions of his truck on display as well:



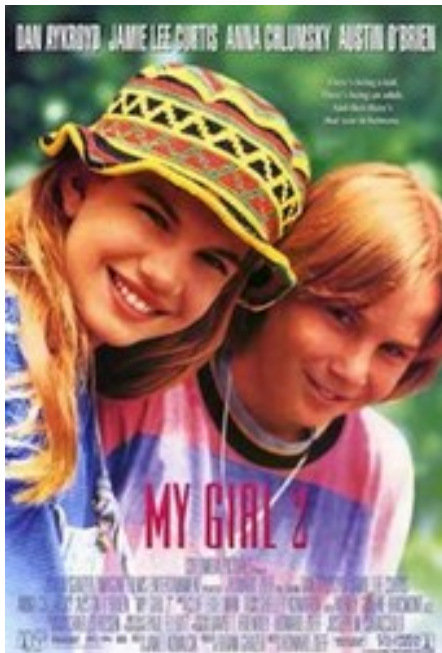
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Some screen shot pictures from the 1994 movie *My Girl 2* borrowed from the IMDB.



# Found on Facebook

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

Visit the [Corvanatics—Corvair Trucks & Vans](#) Facebook group



**Ben Stiles**  
**Greenbrier working**



**Doug Rojas**  
**Rampside, 64 Huffy Corvair**  
**Bike & Montgomery Ward**  
**Trailer**



**New member**  
**Michael Baiamonte**  
**Rampside work**



**Robert Bentz**  
**Bell Telephone Van**



**Tim McCann**  
**Rampside at its new home**



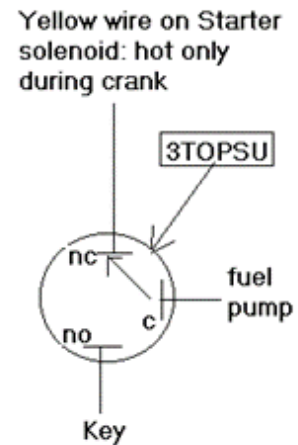
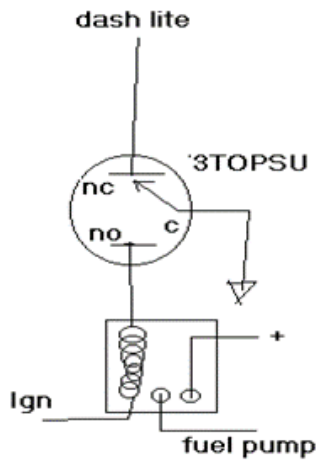
# Electric Fuel Pump Controllers

**by Fran Schmit**

At the meeting on Tuesday I was asked about the three-terminal Oil Pressure Sending Unit

(3TOPSU). Here are two examples of how I have tried to use them in the past. On the left it is used to ground the dash lite or the Fuel Pump (FP) relay. On the right we see the FP being powered through it from both the yellow wire terminal on the starter or the key.

Both of these circuits are good designs, but my experience shows the 3TOPSU to be an unreliable switch as it didn't always turn off with the motor, so I dumped it in my designs.



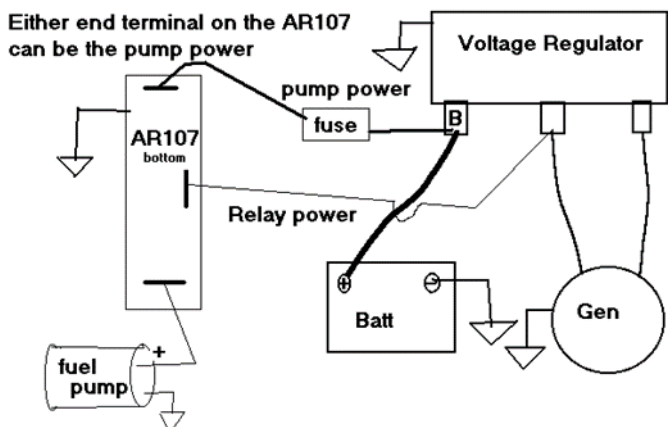
Fuel Pump runs during crank  
and when there is oil pressure

Below, on the left is the wiring for an Electric FP in an Early using the brown wire off the center terminal of the DC Generator's Regulator to control a relay that powers the FP. A good reliable -cheap -functional setup with the relay shown in the area of the Regulator and the wire to the pump goes wherever you put the pump.

Below, on the right, you see the design that I like to use as it taps into the brown wire (goes from the Regulator to the dash lite) anywhere along its length. The priming diode runs the FP during crank for those who have empty carbs in the Spring.

Either end terminal on the AR107 can be the pump power

The diagram shows a rectangular box labeled "Voltage Regulator". To its left, there is a trapezoidal shape representing a pump or fuel source. A line connects the top of the pump to the left side of the Voltage Regulator box. Another line extends from the bottom of the pump towards the left, ending near the text "Either end terminal on the AR107 can be the pump power".

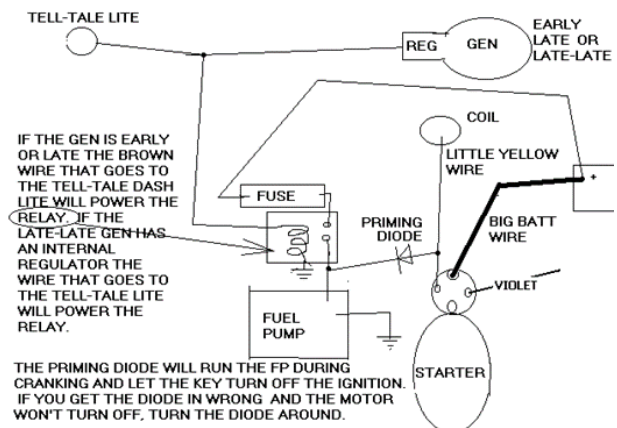


When the voltage regulator starts to operate it turns off the dash lite. In so doing it powers the relay that turns ON the fuel pump. If the engine stops - the generator stops - and the dash lite comes back on - and the relay opens up shutting OFF the fuel pump.

All of these designs are good for Electric Fuel Pumps in the tank or under the car or wherever you chose to enjoy them!

Keep on CORVAIRing, Fran

My favorite-favorite design has the Automatic Headlight relay sitting next to the FP relay so that I can instantly prime the carbs – any-time –spring, summer, or fall by pulling on the regular headlight switch. This ‘favorite-design’ is not shown here as it uses two relays and most people avoid them.



# Brake bleeder to die for!

By Fran Schmit

I always wanted a brake bleeder that did what I wanted it to do...with a minimum of grief. I could never find one that filled ALL my wants. I thought I had a good one a few years ago, but that didn't pan out so I gave it to Gary. He didn't like it either, so he gave it back to me. Later, I found a gauge that easily read 3 psi. A couple days ago I looked at the old guy, 'sitting' in the corner, and decided to put it together the RIGHT way.

TO WIT:

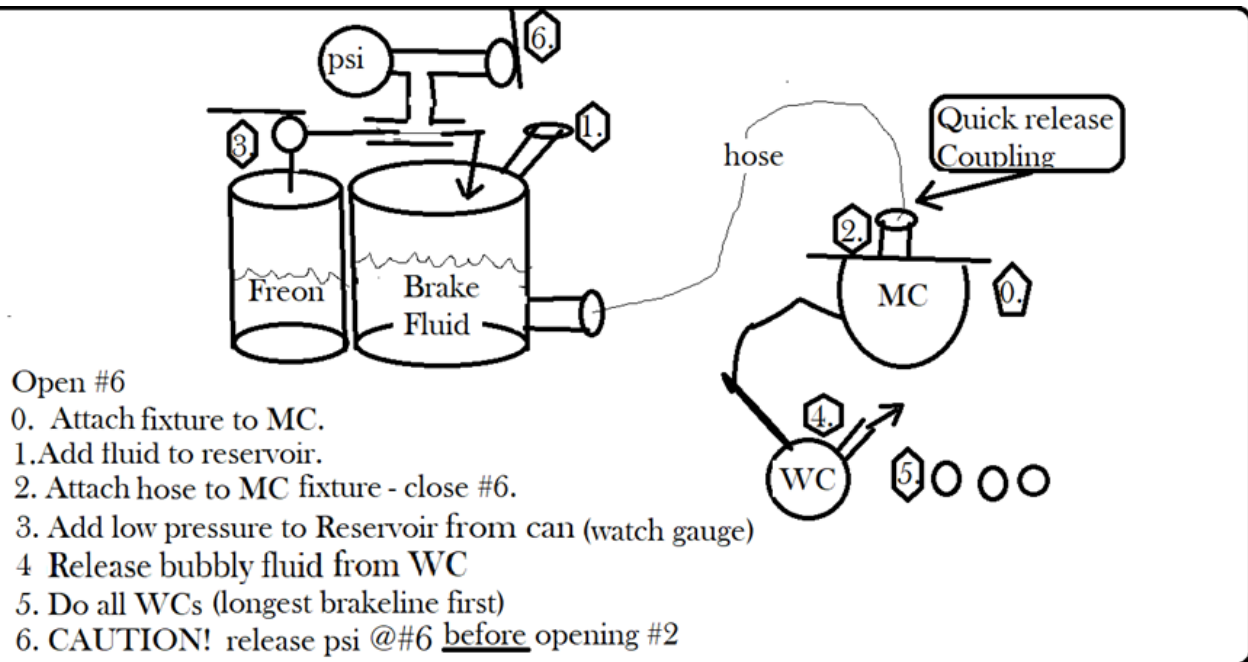
It doesn't use wet air to pressurize the DOT-3, how about Freon or some other canned gas.

It should decouple from the Master Cylinder (MC) quickly and easily.

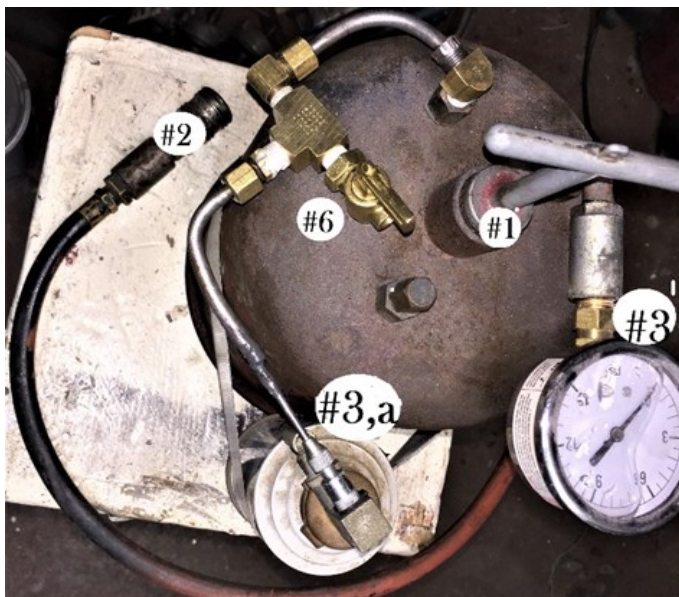
It should have an easy to read gauge that reads accurately around 5 psi, as that's all you need to bleed brakes.

AND it should be easy to bleed off the pressure **before** you open the fluid coupling at the MC.

Here's a sketch of what I was thinking... Note: #3 and #6 are valves that add and release the pressure.



TOP view, below, of what I put together, with #1, #2, #3, #3-a and #6 shown on the photo. Pressure tests show the system





holds overnight! Oh, #2 is a 'quick release' from an air hose. Valve #6 is used to release the pressure in the MC - BEFORE disconnecting the MC - saves a person's paint from getting a bath of DOT-3!

Keep on CORVAIRing, Fran

## Pressure Bleeder Addendum:

You all recognize these - - CORVAIR engine head-bolts. They are not only long but they are also quite strong! I had to really cherry them up in order to bend them to my shape.



I used two of them to finish my brake bleeder job. Remember the "bleeder to die for"? It turns out the bolts fit nicely through the holes in an old cross shaft which I used because I needed something really stiff that was the right dimension. After modifying the cross shaft and slightly modifying the head bolts they looked like these guys here on the right.

The reason I needed something both strong and stiff was to properly secure the cover of the brake bleeder to the top on the MC. When using a pressure bleeder there is a tremendous outward force applied under the cover - to lift it off the MC. The area of the cover is approximately 2" x 4.8" = ~ 9 in<sup>2</sup>. If you had 10 psi in the bleeder there would be ~ 90# pushing up on that cover! So, a stiff bar has to be secured by some strong bolts!

As it turns out the DUAL-MC on an FC is fairly close to the frame rail (right under the driver's feet). There is only a 3/4" space between the frame and the body of the MC. If someone were to add (highly recommended!) a DUAL-MC to their FC they would have a really tough time getting at the top of the MC to check/add fluid. What I did was to hinge a large door above the DUAL-MC so I would have access down there. Before opening up anything that is under your floor make liberal use of your air-hose and blow out that entire area.



The cross shaft has the bushing ends that would stick out 'way past' the MC so

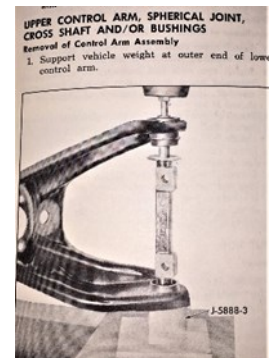
I had to modify that shaft, as well. See photo of the truncated cross shaft, above-right. The brake bleeder cover I had was also wider than its allotted space, so I had to notch it along with the modified cross shaft. You can see the "head bolts" fit fine!

This photo on the right shows the whole "shootin' match" laid out together.

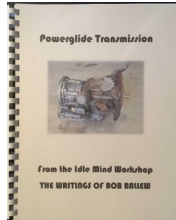
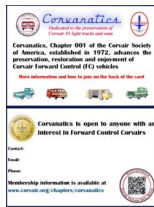


Of course, you have already seen the pressure bleeder (to die for). The bleeder, along with this fixture, completes the picture.

Keep on CORVAIRing, Fran



# 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 shipping)

<https://www.zazzle.com/store/corvanatics> (US shipping only)

## CORVANATICS MERCHANDISE STORES

SHOP ON-LINE AT EITHER STORE FOR CLOTHING AND FUN STUFF  
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[WWW.ZAZZLE.COM/STORE/CORVANATICS](http://WWW.ZAZZLE.COM/STORE/CORVANATICS)

Corvanatics  
Established in the presence of  
Corvair 55 light trucks and more



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WITH LOGOS

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LADIES UP TO 4XL

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

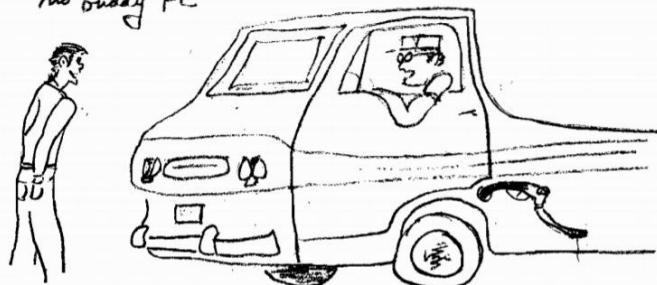
ALSO, ANY ITEM AVAILABLE ON EITHER WEBSITE CAN BE CUSTOMIZED WITH THE CORVANATICS LOGO AND ADDED TO THE CORVANATICS STORE. JUST EMAIL:  
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Gene Brisk  
&  
his buddy FC



I would have been here sooner  
but some nut in a tow truck tried  
to run me off the road!!

## PRICE REDUCED!!

**For Sale: Amway Super Van**, lime green, Children's Shampoo plastic bottle in the shape of a ("4-door") Corvan, Original box, pretty good condition, plus original decal sheet, no actual shampoo. Replacement dispenser cap. I believe these were sold/distributed by Amway in 1977. **\$40.00**, includes domestic shipping. Contact Ed Thompson, Greenfield (metro Milwaukee, WI) 414-379-1025

[q53.832@gmail.com](mailto:q53.832@gmail.com) (note the "dot" between 3 and 8.)

**Photo for reference only, not the actual item.**

### Amway Bottles

Amway made promotional plastic bottles based upon a 1964 Corvan and were described in *CorvanAntics 1981 vol 9(2)*. A white "Amvan" introduced in 1965 contained children's bubble bath, and a green "Super-van" introduced in 1977 contained children's shampoo. The green bottle could be customized with stickers as a "Drag-N-Van" or "Vacation Van" with stickers. Dimensions: 2.5 x 2.8 x 7.3 inches. Pictures from Gary Swiatowoy were also published in 2012 *CorvanAntics 40(2)*. Thanks to Joe Darinsig for some of the images.

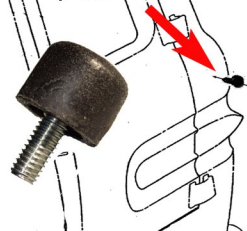
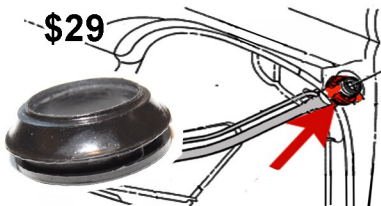
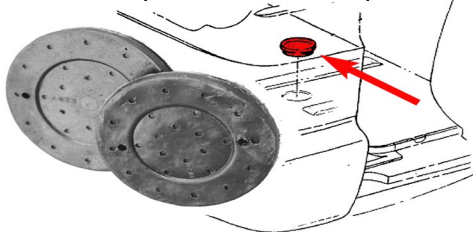
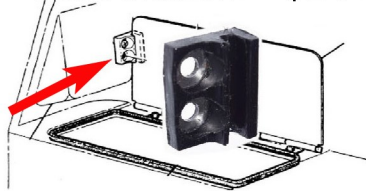
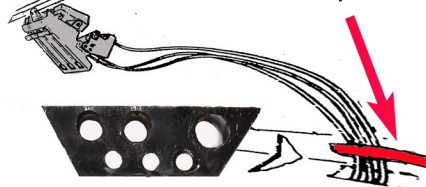




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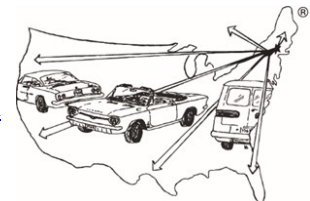
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**Contact Information****President**

Stephen Brown 503-628-0291  
32829 SW Unger Road  
Cornelius, OR 97113  
[SGBGJB@yahoo.com](mailto:SGBGJB@yahoo.com)

**Vice President**

Ken Hand 248-613-8586  
1896 S. Gregory Road  
Fowlerville, MI 48836  
[vairmech@aol.com](mailto:vairmech@aol.com)

**Secretary/Treasurer**

Molly Bacon 989-246-8046  
5425 Morrow Road  
Gladwin, MI 48624  
[corvanatics@gmail.com](mailto:corvanatics@gmail.com)

**Eastern Director**

Tim Schwartz 201-447-4299  
5 Riverview Lane  
Ho-Ho-Kus, NJ 07423  
[tim@bristolnj.com](mailto:tim@bristolnj.com)

**Central Director**

Dale Dewald 906-482-2872  
49595 Blessent Road  
Hancock, MI 49930  
[dkdewald@pasty.net](mailto:dkdewald@pasty.net)

**Western Director**

Duane Wentlandt 503-632-1710  
15616 S. Saddle Lane  
Oregon City, OR 97045  
[antkoto@bctonline.com](mailto:antkoto@bctonline.com)

**At Large Director**

Billy Cannon 256-839-1672  
2256 Coosa Co Rd. #7  
Goodwater, AL 35072  
[gtochief@gmail.com](mailto:gtochief@gmail.com)

**Technical Editor**

Gary Baxter 918-645-8451  
7590 North 140 East Place  
Owasso, OK 74055  
[morsa66@outlook.com](mailto:morsa66@outlook.com)

**Historian/Webmaster**

Steve Spilatro 740-374-8778  
625 Fifth St  
Marietta, OH 45750  
[spilatr@s@marietta.edu](mailto:spilatr@s@marietta.edu)

**Newsletter Editor**

Molly Bacon 989-246-8046  
5425 Morrow Road  
Gladwin, MI 48624  
[CorvanAnticsNews@gmail.com](mailto:CorvanAnticsNews@gmail.com)

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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](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.

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