

CORVAN ANTICS



July-Aug 2022, Vol. 50, Issue 4

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



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



2022 COSA INTERNATIONAL CONVENTION ISSUE



INSIDE:

"COSA Convention, Corvanatics Annual Meeting",

[Pages 2-5](#)

"2023 COSA Convention", "Riding with the President"

[Pages 6-7](#)

"Secretary's Letter", "In Memorial"

[Pages 8-9](#)

"Word Search Puzzle", "Rampside Strength Members"

[Pages 10-11](#)

"Thru The Years"

[Pages 12](#)

"Found on Facebook"

[Page 13](#)

"Merchandise", "Gene Brier",

[Pages 14](#)

"Classifieds", "Officers", "About"

[Page 15-16](#)

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>.

Cover photo

The way to win your Autocross class, up on three wheels, and then on to the Cole Award at the 2022 CORSA International Convention, Corvanatics President Dale Dewald.

Where have all the FCs gone?

40 years ago at the Syracuse, NY Convention

17 FC owners standing next to their FCs. The photo was taken by Al Audleman and was published in the December 1982 edition of the CORSA Communiqué. William Hubbell, who furnished the photo and details, is the 7th person from the right.

What the truck's going on here?



Seventeen, count 'em, 17 (I think) forward control Corvairs and their owners showed up for this photo in the rain during the Syracuse national convention...a great Corvanatics turnout! Keep on truckin', guys! (Al Audleman photo)

CORSA COMMUNIQUE/December 1982 Page 17

2022 Convention FCs Group photo shoot



Five FCs - 1963 Greenbrier, Christopher Heckel and Tim Schwartz, 1961 Rampside, Mark Guider, 1961 Corvan, MiLana Wright and Jeff Stonesifer, 1965 Greenbrier, Dale Dewald, 1961 Rampside, Nolan Grant

Let's try for a better FC showing at next year's convention!!

Corvanatics Annual Meeting—July 13, 2022—Peachtree City,



Corvanatics Annual Meeting President Dale Dewald presiding after Historian Steve Spilatro's History Presentation

Minutes of the 2022 Corvanatics Annual Meeting – Wednesday, July 13, 2022, Peachtree City, GA

The meeting was called to order by President, Dale Dewald, at 8:40 PM EDT.

A count of those with FCs was taken, 7 FCs, 4 were trailered.

Mike Grossman, Convention Co-Chair, talked about the Autocross, which would be held at the Atlanta Motor Speedway. There would be concessions and for \$10, which would be donated to charity, you could take four laps around the track. Mike also mentioned that there would be two food trucks at the People's Choice Car Display.

Next was the club business of elections. Dale asked to step down as president since he had volunteered for some of the duties at the 2023 Convention. No one immediately offered to run for the position, so it was tabled for later in the meeting.

Molly Bacon nominated Rod Murray for the vacated Director-At-Large positions. Tim Schwartz made a motion this would be entered. Tim Shortle seconded the motion and it passed unanimously. The remainder of the existing Directors will continue for another year.

Steve Spilatro, Corvanatics historian, put together an excellent recorded presentation on the history of the club, which can be viewed here, <https://youtu.be/A6veSdK6S-o>

The President's Award was given to Mark Guider's 1961 blue Rampside.

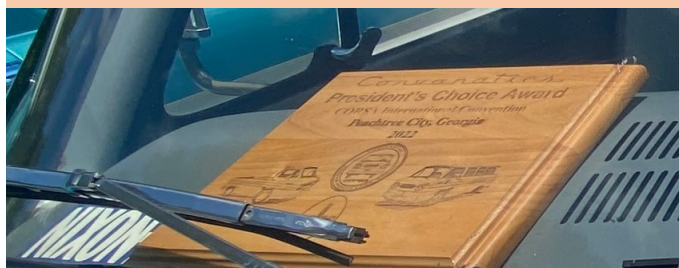
The office of President was again brought up and with no offers, Dale Dewald agreed to continue through the next year.

The meeting was adjourned at 9:40 PM

After the meeting door prizes were given out, plus goody bags were given to all attendees. There were 40 attendees.

2022 P&L - Profit - \$2209.80, Expenses - \$3654.36

Presidents Award—Mark Guider—1961 Rampside



Corvanatics Merchandise Table in the Vendor Area

People's Choice Award—Saturday, July 16



1st place

Russ Thuleen 'Shorty'
61 Loadside (shortened)



2nd place

Dennis Marion
62 Greenbrier



3rd place

Mark Guider
61 Rampside

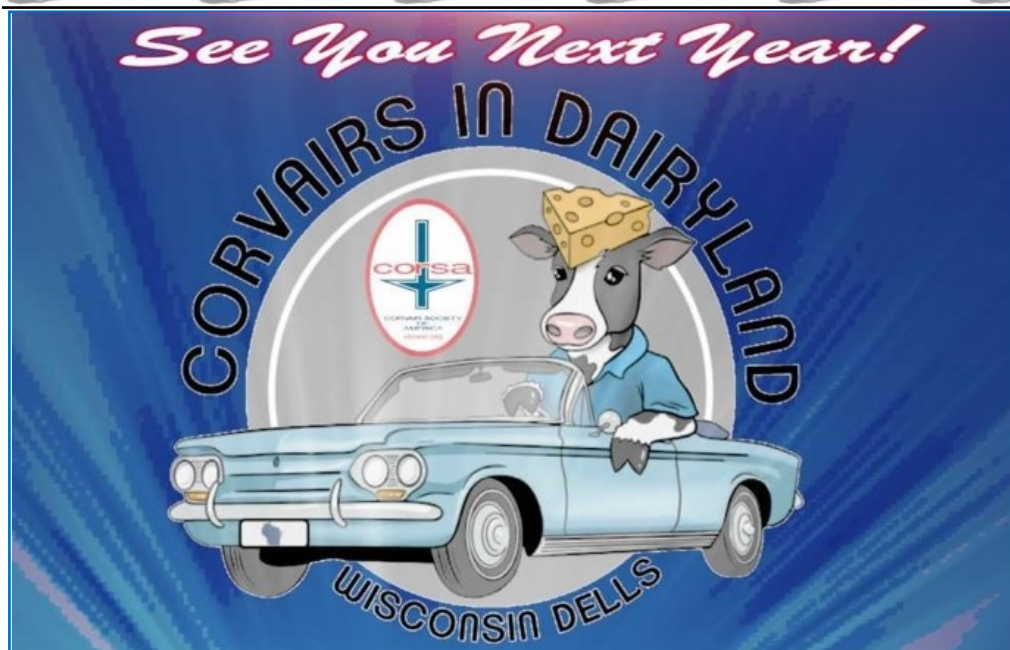
Other People's Choice Photos



When CORSA publishes the event results I will include detailed winning member information in the November newsletter.

Here is a page of random photos (labeled when identified)





2023 CORSA International Convention

June 19 -24

Chula Vista Resort

1000 Chula Vista Pkwy

Wisconsin Dells, WI 53965

Riding with the President—Dale Dewald

Now that it is over all that I can say is that our two weeks attending the CORSA International Convention in Peachtree City, GA was a welcome, if not exhausting, change of pace. I must commend Mr. Gassmann, his crew and all the other volunteers from the 5 clubs and beyond for putting on a splendid series of events at an excellent location. This will be very hard to outdo. We were also reaffirmed to the fact that Southern hospitality is totally alive and well.

I won't get into a lot of detail about our trip, but a day-by-day synopsis is in order.

July 8-We leave our home in the Upper Peninsula of Michigan heading down US41/141 to Appleton, WI. Our 1965 Greenbrier is towing a low-deck aluminum snowmobile trailer in order to pick up a 1969 smog-spec 95/PG powertrain assembly from NE Wisconsin Corvair Club member David Debbink. We leave the trailer/powertrain at the home of Marilyn's sister in Appleton. We continue to Waupun, WI to stay for the night.



July 9-We get an early start and head down WI-26, eventually meeting up with I-39/US-51 in Janesville, WI. This route through the center of Illinois is only a few miles longer but avoids Chicago. At a gas stop in El Paso, IL we find a DIY car wash to remove the snowstorm of insects we collected driving through Oshkosh the night before. We make it to Clarksville, TN by nightfall.

July 10-After attending a very vibrant LCMS church we hit the road for the final 5 hr. drive to Peachtree City, GA. It ends up taking over 9 hrs. Several collisions on I-24 in the Chattanooga area backed up traffic for miles. We diverted to old US-41 and got to see some spectacular river scenery normally missed on the Interstate. Following US-41 through downtown was faster than the parking lot of I-24. Getting hungry we stopped at a Waffle House in an older part of town. We helped the manager the best we could considering that he was training a new cook, the soda machine was out of CO₂, and the dishwasher was broken. His troubles were forgotten after stepping out to look over the bright red/white Greenbrier driven to his establishment by some crazy Northerners. As we approached Atlanta, the two nuts clamping the exhaust crossover to the left manifold backed off on some rough sections of I-75. Pressing on despite the noise we eventually found an AutoZone after exiting onto GA-74 and obtained replacements for a quiet remainder of the trip. We eventually checked into the Crown Plaza about 8:30 PM.

July 11-After a great breakfast at Mimi's, a local diner recommended by Ronnie Jenkins, we spent most of the day resting and cleaning the Greenbrier. The car wash in El Paso had left hard water spots that took most of the day to polish out. We were extremely grateful for the overcast skies that lasted through Thursday.



(Continued on page 7)

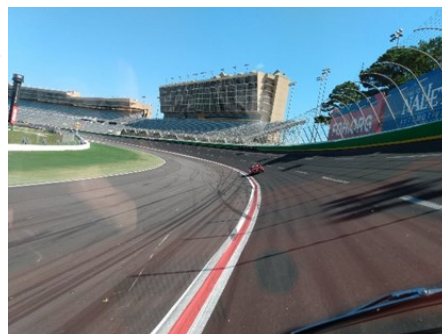
(Continued from page 6)

July 12-Meetings for Concours, Judging and Operations check. More cleaning.

July 13-A quick breakfast at Mimi's less than ½ mile from the Concours site. Marilyn worked with Larry Claypool to judge interiors while I judged LM undercarriages (as usual). It was hot and humid but at least the skies remained overcast, making it a pretty good day for Concours judging. Afterwards I was able to do some shopping at the indoor vendors and swap meet prior to the Corvanatics meeting. I did not prepare well for the meeting and the planned tech discussion with Ken Hand was cancelled due to illness. He was not able to attend. Steven Spilatro presented an excellent history of Corvanatics. All previous officers were reelected.

July 14-We had breakfast at the resort buffet because there was not enough time to eat at Mimi's before the Economy Run and Rally meetings. We were surprised to be apparently the only FC competitor in the Economy Run. The course was a nice country drive with some modest hills. We got 26.7 MPG. The rally was a challenge to follow the instructions precisely, but was well laid out. Like most of the competitors we missed the first checkpoint, apparently because the course workers moved a couple signs out of concern for safety. This was all made good for everyone by combining the first two legs. Later in the evening the Corvanatics photo was shot at a great location with perhaps about 2/3 of the FCs at the convention attending.

July 15-Breakfast at Mimi's got us a few miles toward Atlanta Motor Speedway. What an excellent venue for an autocross! There was a nice, big parking lot, concrete barriers for safety, an air-conditioned media center for restrooms and an escape from the heat, and an opportunity to run on the high banked track! Our Greenbrier was the only FC to run the autocross. It made 12 runs—four each for me, Marilyn and our daughter, Suzanne. It was her first ever. Later that evening the banquet was another example of southern hospitality.



July 16-The car display is always a great time to unwind and talk to Corvair friends we typically only see on a yearly basis. 3 years is too long. The park location used also for the Concours was great, as was the tasty fare from the food trucks. Mimi, the owner of the popular diner even showed up. That evening we spent resting and packing all our stuff for the 1,280-mile trip home.

July 17-We got an early start with the intention of beating the heat and possible traffic jam in Chattanooga. We made great time until reaching the exit ramp approach to I-24; another collision backup blocked the way. This time we took I-75 east 1 mile, then US-64 back through town to bypass clogged I-24 and saw some neat stuff. The Greenbrier seemed a bit sluggish so at a gas stop I bumped up the timing a few degrees and it seemed to help. Continuing and passing through Nashville the engine was seriously down on power but would rev freely; much more than expected for a dual pattern version of the 889 (95 hp) cam that is installed. Eventually we coasted off at an exit just north of Nashville. It started to rain but under the canopy of a Shell station I made the usual checks: fuel (changed the filter)-yes, not the issue; spark-the MSD was (painfully) still strong; timing-my light showed I had bumped it to 18° static. At stock 14° it would not run and backfired through the carbs. A phone consult with Ken Hand suggested advancing the timing until it would run. At about 26° of advance it would sluggishly idle. The adapter fitting on my compression tester decided at this moment to break off, rendering it useless. Time to reassess. There was a Super-8 motel and a Mexican restaurant next door. The engine ran barely enough to exit the Shell station and into the back gate of the motel parking lot. Marilyn got us a room. With some good food and a pitcher of Margaritas we came up with a plan. Nashville was flooded with U-Haul trucks and equipment. Renting a 10' truck and trailer one-way to Michigan was pretty cheap so a reservation was made.

July 18-Our eastern time body clocks led to an early rise which allowed for a couple of loads of laundry to be done. A \$50 cab ride took me across town to a U-Haul dealer whose entire lot was solid packed with equipment and was so happy I was taking some of it away. Back at the motel the Greenbrier's engine would not run well enough to drive up the ramp so I used the starter motor. All strapped down we left about noon. A/C in the GMC Savana Cutaway was a welcome change to our new traveling arrangement. We made it to Lima, OH by nightfall, our new destination being Fowlerville, MI.



July 19-We made it to Ken Hand's place about noon. He was still recovering from illness but was happy to show me the several projects he was working on. We unloaded the Greenbrier and eventually performed a compression check; 70-75 psi on all cylinders was a pretty good indication that the cam gear had slipped, retarding the cam. Our intention was to turn in the U-Haul truck and trailer and find a rental car for the remaining 530 miles back home. There were ABSOLUTELY NO rental cars available in southern Michigan, let alone for a one-way trip to the UP. The U-Haul truck had a \$1/mile penalty for drop-off at a different location and we still had 30 miles left on the contract so that was pretty much our only option. We stayed overnight at the Timberly Motel, a 1950's establishment off old US-27 in Gaylord, MI.

LUTELY NO rental cars available in southern Michigan, let alone for a one-way trip to the UP. The U-Haul truck had a \$1/mile penalty for drop-off at a different location and we still had 30 miles left on the contract so that was pretty much our only option. We stayed overnight at the Timberly Motel, a 1950's establishment off old US-27 in Gaylord, MI.

July 20-A rather uneventful trip up I-75, across the Mackinaw Bridge and across the UP to our home in Houghton County.

From the Secretary & Newsletter Editor

BY MOLLY BACON

Hi all,

I hope everyone is continuing to enjoy summer with shows, cruises, and of course the annual CORSA Convention. I was there and saw and talked to some of you. What a great venue. Looking forward to next year at the Wisconsin Dells (see [pg 6](#)).

Since the last newsletter :

320 members

13 new members

2 member renewed their dues

1 members dropped

Editor



WELCOME !! to our new members

Diodato Grisi NJ

Greg Kosmatka MI

Ray DeForge TN

Gerald Johnson OH

Howard Kolus PA

Rhonda Ho CA

1961 Rampside

1962 Corvan

1961 Greenbrier

1961 Rampside

David Iwanicki KY

Mark Guider GA

Ray Fuenzilada LA

Bill Munro CA

Chad Thorpe MI

1961 Rampside

1962 Rampside

WELCOME Back !! to our returning members

Joseph Nelson NC

1963 Rampside

returning from 2010

Ed Lindsay FL

1961 Rampside, 2-1962 Rampsides,

1963 Rampside, 1964 Corvan returning from 2021

Dues Are Due!!

There are NONE!!

All current members were given an extra year's dues for Corvanatics' 50th Anniversary



The Winner Is

Christy Barden

\$10 Clark's Gift Certificate

Remember, you can only win if your dues are current

In Memorial



John Richard Nickel

May 12, 1944~June 15, 2022 (age 78)

John was a two-time past president of Corvanatics from 2009-2015 and 2016-2017.

John Richard Nickel, 78, of Barnardsville, NC passed away June 15, 2022, peacefully at home after an extended illness. John was born May 12, 1944, in Victor, NY to the late Vernon and Dorothy Nickel. He is also preceded in death by his wife, Barbara Mee of 32 years. John earned multiple degrees including Forestry, Landscape Design, and Landscape Architecture. He served our country for 26 years in the US Army and retired as a Master Sergeant. He enjoyed singing, drawing & painting, model railroading, wood-working, playing the accordion. John was a member of CORSA NC and NC

Mountain Corvairs where he helped organize Vairs in the Valley car show and picnics. He restored many different models of Corvairs including a 1962 Rampside truck which he and his wife raced at several conventions. Surviving John is his son, John "JC" Nickel (Brenda) of Clarksville, TN; daughters, Dawn Nickel (Calvin Riggins) of Savannah, GA; Terri Janssen of Claremore, OK; sisters, Jane Owens of Cantonment, FL; June Gullace (Giovanni) of Victor, NY; Jean McMillan of Wayland, NY; Janet A Nickel of Barnardsville, NC; sister-in-law, Suzanne Orwig (Marvin) of Lewiston, ID; 11 grandchildren and 11 great grandchildren. In lieu of flowers donations can be made to the Corvair Preservation Foundation (CPF) Facilities Fund in his name. (Corvair Preservation Foundation, Facilities Fund, PO Box 68, Long Lake, MN 55356-0068.)

Services: A service summary is not available.

www.ashevilleareaalternative.com



Burton H. Neuner Jr.

September 26, 1953 - May 18, 2022

For God so loved the world, that He gave His only begotten Son, that whoever believes in Him should not perish, but have everlasting life.

John 3:16

Burton H Neuner, Jr.

September 26, 1953 - May 18, 2022

Burton H. Neuner, Jr. 68, of Rolling Meadows, passed away unexpectedly but peacefully at his home on May 18, 2022. Beloved husband of Lynda Neuner, nee Hanson, for 45 years. Loving father of Burton H. (Carrie) Neuner III and Colleen (Ryan) Thompson. Proud grandfather of Wesley Neuner and Katherine Neuner. Dear brother of Anita (Jerry) Proebstle, the late Jimmy Neuner, Robin (the late Michael) Taucher and sister-in-law of the late Cheryl (Javier) Velazquez. Fond uncle and great uncle of many nieces and nephews.

Burt was a Tool and Die Journeyman for 45 years before retiring. He was a past president and board member of the Chicagoland Corvair Enthusiast Club.

In lieu of flowers memorials may be made to the American Diabetes Association, www.diabetes.org

CORVANATICS ULTIMATE WORD SEARCH PUZZLE

Look for 43 words and phrases oriented horizontally, vertically, or angled, and running forward, backward, upward, or downward.

W	A	P	D	V	E	N	T	I	S	H	A	D	E	D	Z	T	F	K	M	D	A	G	J	B
L	E	F	L	F	P	H	E	X	S	T	R	A	P	M	U	I	N	I	A	T	B	O	N	U
H	O	L	E	I	N	G	A	S	T	A	N	K	G	C	Y	C	F	S	O	W	H	E	R	T
N	V	I	X	M	V	D	O	L	T	Z	G	A	I	R	C	O	O	L	E	D	M	Q	O	S
E	E	N	G	I	N	E	A	C	C	E	S	S	D	O	O	R	J	C	Z	K	I	R	H	L
U	L	T	R	A	V	A	N	B	Q	H	F	C	W	B	Z	V	E	H	C	D	T	G	X	R
N	K	I	F	O	R	B	M	K	E	Y	M	R	A	G	N	A	R	A	M	O	O	B	Q	G
I	N	B	M	I	J	O	C	A	O	N	I	U	N	Y	M	I	D	R	C	F	R	N	H	R
B	Z	K	D	Y	R	H	T	R	I	M	C	O	D	E	G	R	C	W	N	I	A	V	N	E
O	K	E	I	O	I	E	X	A	E	U	I	H	S	A	H	N	P	G	V	D	H	Q	A	E
D	E	L	S	K	R	L	B	G	T	T	M	C	S	J	V	I	D	T	H	C	X	O	K	N
Y	J	R	P	L	O	P	J	R	C	O	I	F	W	E	C	N	V	P	C	Z	S	B	F	B
J	A	I	A	X	Q	I	V	A	I	T	R	B	U	P	A	E	I	G	H	T	D	O	O	R
G	M	Q	T	N	F	J	R	W	A	E	O	E	L	O	U	T	G	Y	L	M	V	P	L	I
P	L	U	C	A	P	T	M	N	C	F	R	W	V	B	Z	Y	S	O	Q	S	S	X	D	E
Q	O	E	H	F	I	B	A	O	Q	E	I	S	N	L	R	F	U	G	W	C	A	V	I	R
B	R	W	B	S	J	V	X	G	T	U	N	U	X	I	A	I	A	V	I	K	A	D	N	Y
N	T	K	O	Y	R	I	C	A	M	P	E	R	A	U	S	V	O	T	S	Y	M	U	G	P
A	N	P	X	O	N	T	G	W	L	Z	T	D	H	S	A	E	N	H	J	I	B	L	F	Y
J	O	R	C	F	X	P	L	S	B	F	E	B	G	K	C	A	S	R	O	C	L	Q	R	A
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Z	F	L	A	T	S	I	X	H	E	I	M	C	D	P	I	D	U	Q	N	A	D	X	P	E
J	Z	V	S	O	N	T	W	U	P	U	W	H	R	X	E	Q	J	Z	P	T	O	E	V	D
W	I	N	D	E	P	E	N	D	E	N	T	S	U	S	P	E	N	S	I	O	N	L	D	A

Gauge your search proficiency

Superb – Find all words without using word list or key.

Pretty good – Used word list on the next page.

Gettin' by OK – Use the key that will be in the next edition.



AIR COOLED	DISPATCH BOX	HUBCAPS	ST LOUIS
AMBLEWAGON	EIGHT DOOR	INDEPENDENT SUSPENSION	SYNCROMESH
BENCH SEATS	ENGINE ACCESS DOOR	KEN WILHITE	THREE EIGHTYNINE
BOOMARANG ARM	FLAT SIX	LOADSIDE	TRIM CODE
CAMPER	FLINT	NO AC	ULTRAVAN
CORSA	FOLDING FRONT SEAT	PANEL VAN	UNIBODY
CORVAIR NINETYFIVE	FORCED AIR	POSITRACTION	UNOBTAINIUM PARTS
CORVAN	FORWARD CONTROL	POWERGLIDE	VALVE ROTATOR
CORVAN ANTICS	GAS HEATER	RAMPGATE	VENTISHADE
CORVANATICS	GREENBRIER	RAMPSIDE	WINDOW VAN
DELUXE	HOLE IN GAS TANK	SPORTSWAGON	

Rampside STRENGTH members

Because I had to cut open the side of my Rampside due to perpetual rust along the bottom edge, I was able to "see" inside and figure out what it was that made that Rampside so strong.

The first thing Peter (my son) and I did was to rip a hole in the side panel and bend it up to peek inside. This was a first-time ever experi-



ence for me.

Then we had to figure out how to get those 50-year-old bolts to let loose, without a catastrophic out-

come. We got all the bolts out cleanly, that were screwed into the Ramp. First, we cut off the end of the bolt that was outside of the nut (so we wouldn't have to screw all that bad thread through the nut)

then the old "smoke wrench" was applied to "cherry" up the nuts. The nuts are welded to the Ramp so they will remain while the heating releases the trapped in bolt. I just happened to have a clutch head tip to engage those heads, I don't remember where I got it, but probably from Clarks. With the bolts

out I could look inside the Ramp and see the three powerful struts mounted inside there. Along with the two ends of the box that is the Ramp there are then five structural members giving that Ramp its serious stiffness. Nice design.

Interesting to speculate why the bottom edge of that "box" rusted. In the photo showing the exposed stiffener note the large drain hole right under the end of that strut. The strut is clean, and the Ramp face is clean, and the drain hole is clean but the rusty line along the entire length of the Ramp is lower than the drain holes. There are three nice drain holes, but apparently not quite placed exactly right.

I intend to weld a new panel across the bottom and get it smooth and flat and have it as good as new!

That's my plan, anyway! Fran



Corvan Antics—thru the years

by Steve Spilatro—Historian

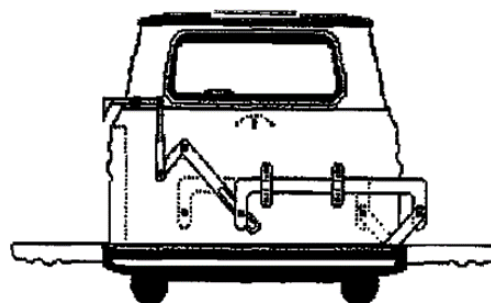
40 years ago - Corvan Antics Volume 10-4, Jul-Aug 1982

This is the only issue that has on the cover a—gasp— VW van. Owned by Bob Witchey, it was being used to sell Corvair parts. Oddly, the story in this issue by Bob Witchey fails to make any mention of the VW and its use as a Corvair parts store.

30 years ago, Corvan Antics – 20-4, Jul-Aug 1992

The first 1992 issue of Corvan Antics finally emerged in August, which Editor Ken Krol attributed to a paucity of submitted materials. Certainly, Technical Editor Bob Kirkman was not to blame. In one article he described two FC options that never made it into production. A FC air conditioner, FAO 136, planned for a mid-'62 release was cancelled at the last minute (December, '61), apparently due to insufficient cooling capacity. RPO 650, the "Panoramic Cab Rear Window" - a larger rear window for Rampsides and Loadside - was cancelled well before FC production even began. Sad that such options never came to pass; but not always

Larry Scrivener suggested a redesign that also never made it to the assembly line. The picture shows his proposed mechanism to balance the drag created by "Inadvertent-Ramp-Deployment", the accidental opening of the side ramp while the vehicle is in motion. The idea was to assure simultaneous deployment of a ramp on both sides. (Rest assured, the '61 8-door Greenbrier I owned was quite willing to spontaneously deploy doors on both sides.)



**FAIL-SAFE SYMMETRICAL RAMP
ANTI-DRAG DEPLOYMENT DEVICE**

20 years ago - Corvan Antics Volume 30-4, Jul-Aug 2002

Editor Garry Parsley provided front and back cover pictures taken during the Heart of Texas Roundup trip to the Brierpatch Ranch, home of Dollie Cole, widow of Ed Cole. The picture shown here is of a 1:15 scale model 8-door Greenbrier van present at the Ranch and inscribed on the base "Ed Cole".

The classified section of this issue includes Herb Martin's sale of approximately 25 FCs plus numerous body and mechanical parts.



10 years ago - Corvan Antics Volume 40-4, Jul-Aug 2012

Unlike the woes of Editorship suffered by Ken Krol 20 years earlier, in 2012 Editor Gary Moore was blessed with an abundance of contributions:

Rod Murray – restoration of his '64 Greenbrier Deluxe

Dave Palmer – air dam on his Greenbrier 'Valveeta'

Steve Spilatro – replacing a FC dash

Kevin Clark -- photos from Mad Anthony Corvair Club's 9th Classic Corvair Show

Mike Dawson – Preventative Maintenance Series

John Nickel – creation of a mid-engine V8 Rampside

Ben Stiles – FC custom hitch receiver

Found on Facebook

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

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

Mark Gibson—camping in Wales



Eva McGuire and Blupy



Catherine Gibbs—Loadside on the road after 12 years



Our recent purchase from JTVairs aka John Miller and Teresa Miller . A 1961 Rampy....should be at it's new home this weekend! Pretty stoked!!
Steve

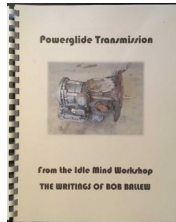
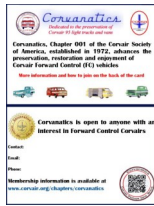


Steve Jabben — 'Elmer'

Rampy cover? Custom through Covercraft \$659....no bueno so, a bit of Corvair Forum research found a backwards 2009 Dodge Durango cover works nicely....and yes, it does! \$45 Amazon...



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)



Reminder:

With the newsletter only being published bi-monthly, it is not practical to publish advertisements of vehicles or parts for sale. Too often they sell before publication date, frustrating potential buyers. With so much online, the best bet for selling is either eBay, Facebook, or the ever-popular Corvair forums, Corvair Center and Corvair Forum.

Thanks for your understanding.

Gene Brier
&
his buddy "FC"

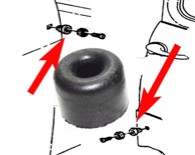
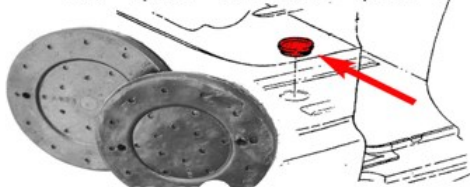


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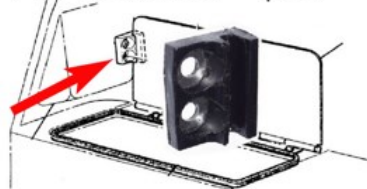
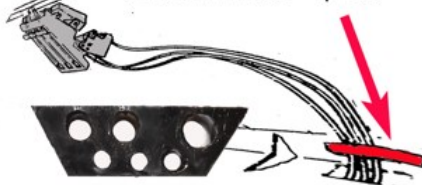
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CORVAN ANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (CORSA). Established September 1972, Corvanatics is dedicated to the preservation and enjoyment of America's most original and innovative 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.

Awards

Old Cars Golden Quill Compact Chapter Award - 2020 & 2021

CORSA Chapter Newsletter Award - 2020 1st place, 2019 2nd place, 2018 2nd place, & 2015 3rd place

Corvan Antics uses material from many sources and may not always give appropriate credit. If your material appears without acknowledgment, we thank you for your contribution. It was used in good faith to help preserve, maintain, drive and enjoy our Corvairs.



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