

CORVAN-ANTICS

Jul-Aug 2023, Vol. 51, Issue 4



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

2023 CORSA Convention Coverage Chula Vista Resort, Wisconsin Dells, WI



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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>.

Riding with the President—Dale Dewald

I must start this edition of the President's Letter with an apology to those attending the Corvanatics meeting at the CORSA Convention in Wisconsin Dells last week. I was not able to attend the meeting or preside over it because of Marilyn's and my commitment to set up and run the Economy Run and Rally events. This was a somewhat higher obligation due to our membership in the Northeast Wisconsin Corvair Club (one of the host chapters), our proximity to the convention site (only 5 hours away) and my position as the Rally chairman for CORSA.



As is usually the case, both the Economy Run and Rally routes I had set up in advance needed changes because of road construction, necessitating last-minute changes to the route instructions that then needed to be printed. I also needed to print the photos for Leg 2 of the Rally, which was set up in the photo rally format. Except for one farm photographed back in December, (a challenge photo--with snow on the ground, of course) I wanted to take them all from the driver's seat of a Corvair which in this case was Marilyn's 1965 Monza. It took until 2:30 a.m. Thursday morning to get all of the route instruction packets, score sheets, photos and a slideshow made up for the driver's meetings at 7:00 a.m.

Thursday's events seemed to work out well. For the Economy Run I was able to start the cars off with the help of Jim and Gail Stranc. Marilyn, our daughter Suzanne, and Mike Seversin manned the mid-point checkpoint and the crew of Mike Hall, Ray Morales, Jim Allen and Paul Sergeant topped off the contestant's fuel tanks at the finish. I had help from the Stranc's and Mark Miller to start cars for the Rally while Mike Seversin and I clocked the cars into the 1st TSD checkpoint. Marilyn and Suzanne manned the 2nd rally checkpoint and the Stranc's and Mr. Miller checked in cars at the finish. I started scoring both events after dinner and finished up at 3:00 a.m. Friday morning. Whew!

I noticed quite a few FC's in attendance in the Chula Vista parking lot but didn't have time to study them much until Saturday's Car Display. With help from Tim Schwartz, we were able to identify approximately 8 Rampsides in attendance and about the same number of Greenbriers. Not a bad turnout.

I was happy to spend a fair amount of time talking to a relatively new member, Christopher Pappas, who made the trip in his one family owned 1961 Greenbrier 8-door, purchased new by his grandfather in April 1961. This truck is in amazingly near factory stock condition with beautiful original paint and only 32,000 miles on the odometer. I understand he plans to drive it to Dayton next year and I urged him to enter in the Concours and all of the other events and try out for the Cole award.



Figure 1 - The almost Factory Stock 1961 Greenbrier 8-door owned by Christopher Pappas of Minnesota.



From the Secretary & Newsletter Editor

BY MOLLY BACON

Hi all,
 It was wonderful seeing some of you at the Convention. Everyone seemed to have a good time. Check out the coverage starting on the next page. Be sure to check out the recent survey results on [page 14](#).

Editor



Since the last newsletter :

- 340 members
- 10 new members
- 22 member renewed their dues
- 11 members dropped

WELCOME !! to our new members

<i>John Hugentober</i>	<i>OH</i>	<i>1962 Rampside</i>	<i>Jim Walker</i>	<i>AZ</i>	<i>1962 Rampside</i>
<i>Greg Hanlin</i>	<i>OH</i>	<i>1963 Greenbrier</i>	<i>Mike McClay</i>	<i>TX</i>	<i>1964 Greenbrier</i>
<i>Reese Hill</i>	<i>AR</i>	<i>1961 Rampside</i>	<i>James Ergenbright</i>	<i>OK</i>	<i>1963 Greenbrier</i>
<i>Eido Walny</i>	<i>WI</i>	<i>1964 Rampside</i>	<i>Richard Hawk</i>	<i>OK</i>	<i>1964 Bell Corvan</i>
<i>Tom Downs</i>	<i>WV</i>	<i>1963 Greenbrier</i>	<i>Camper, 1964 Greenbrier</i>		
<i>Christopher Pappas</i>	<i>MN</i>	<i>1964 Greenbrier - 8 door</i>			

Dues Expiring

Easily renew online here, <https://www.corvair.org/chapters/corvanatics/membership.php>

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

Due in July

Jerry Brown	Jim Crawford
Greg Czopek	Gary Duncan
Nolan Grant	Ricki Jannise
Howard Kolus	Van Pershing
Francis Schmit	Allen Short
Dave Todd	

Due in Aug

Robert Bentz	David Brown
Spencer Duffey	Marvin Hickman
Lars Lindahl	Ed Lindsay
Robert Marlow	Bill Muno
Greg Renfro	Michael Slotwinski
Chad Thorpe	Richard Warren

Due in September

Scott Allison	John Amen
JC Ash	Matthew Dixon
Ron Durie	Bill Fenemore
Eddie Meadows	Gary Moore
Paul Motz	Edgar Perez
Bill Rudolph	Scott Saint
Jim Walsh	Richard Weidner
Marlon Weyand	Ken Zindel
David Zumkeller	

Due in October

John Bailey	Benny Bonaminio
Billy Cannon	Catherine Gibb
Tim Lehr	Joseph Lipner
Todd Millican	Carlo Neger
Timothy Palmer	Michael Pfingsten
J.C. Salazar	Greg Schupfer
Larry Sherwood	Kevin Thompson
Matthew Welder	Craig Wilson

The Winner Is
Dean Gemberling
\$10 Clark's Gift Certificate
Remember, you can only win if your dues are current

2023 CORSA Convention Coverage



Corvanatics table setup



Corvanatics Annual Meeting



Corvanatics Annual Meeting Minutes

In President Dale Dewald’s absence, Corvanatics Western Director, Steve Brown, conducted the business portion of the meeting. He explained that with the current bylaws going through a major revision, elections would not be held at the meeting as they have been in the past. Secretary/Treasurer, Molly Bacon, announced that the fiscal year ends in June, so the annual statement would be published in a later newsletter. The formal business meeting was adjourned at this point.

Steve Brown presented the Corvanatics President’s Choice award to Chris Law and his 1963 Rampside.

Before the tech presentations began, Jeff Stonesifer came up and showed examples of the FC visors he has available for sale at Corvair Ranch.

Christy Barden spoke about his Rampside and also the custom dual cab Rampside a well known custom car builder in his area has built.

Steve Brown spoke on rebuilding axle bearings since Clarks will no longer supply them.

Both welcome gifts and door prizes were awarded. (Yes, that’s a color-changing cup)

FCs Concours d'elegance



Chris Law - 1963 Rampside



Roger Ringelstetter—1963
Greenbrier



Al Short—1961 Rampside

Other FCs spotted



The Forgotten Mount

By Gary Baxter, Corvanatics Technical Editor

One of the most overlooked parts is the front transmission mount. There actually are two mounts that support the front of the drive train, one at each end of the mounting bracket on the front of the transmission. While they are designed to be fail



safe and not let the transmission fall to the ground, holding up the transmission is not all that they do. They consist of an outer metal mount, an inner rubber bushing, and a center stud, all bonded together. The rubber dampens the transmission of drive train noise and vibration to the body. Early car, FC, and Late car are basically the same design, with 1964 car and Late models differing slightly in shape. Note how the large washer of the original mount is basically against the outer housing. This transmits all the noise and vibration into the car body.

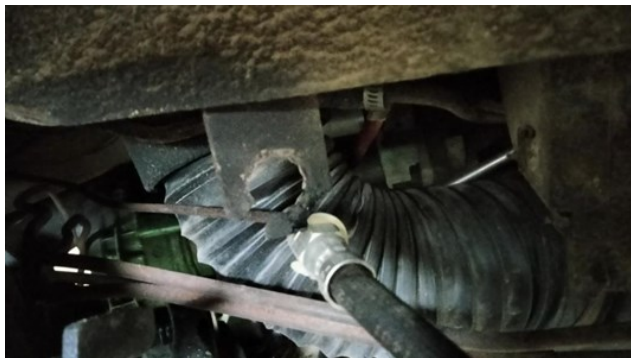
The mounts also play a role in rear wheel alignment. On an Early model car and on the FC the rear wheel camber is controlled by the difference in height of the axle at the wheel and the differential. As the mount fails, it allows the front of the transmission to move down, increasing the negative camber of the rear wheels. Adding to this are the aging of the bushings that mount the suspension cross member to the body. Often the rear springs are replaced thinking that is the problem, when it is the mounts and bushings. Changing the bushings and mounts makes about a 2-degree positive change in camber.



The Late rear suspension transfers the cornering load through the differential, so the mounts not only have to hold the transmission up and dampen noise, but also resist the cornering forces. A failed mount can cause the front of the transmission to suddenly move sideways at higher cornering loads. This causes the rear wheels to make the car turn sharper than intended. A slight correction and they snap back, so now you are not turning as sharp as you want. This repeats until you slow to below the critical load level. While exciting, it is not something you want to try on an elevated expressway ramp.



The good news is all of the parts are readily available. Changing them is not as easy as one would like, especially on an Early or FC where you also are changing the cross-member bushings. You can block up the front of the transmission and remove the steel mounting bracket from the front of it to gain clearance to remove the mount and to lower the cross member one side at a time. The side cross member bolts are tightened before the front ones. Having a factory shop manual handy is a good idea.



On an Early car, the cross member will not clear the Powerglide on the left side, meaning the transaxle must be lowered, which of course means the shroud seals will pull out of the retainers. The

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brackets holding the brake lines on a car must be unbolted to allow the lines to move down enough without damaging the hoses. On an FC the brackets are welded on. I pulled the clip, and while holding the steel line against the far side of the hole, carefully used a cutoff wheel to cut a notch in the bracket so the line could pass through.



Manual cars and FCs will require disconnecting the clutch linkage and dropping the shifter shaft at the back. On a Powerglide, the shift cable must be disconnected from the transmission. It is highly recommended to drain the PG before starting. The FC cooler lines will have to be disconnected. The front braces and mounting bolts on a FC can be removed and then the cross member lowered one side at a time to change the outer bushings. It is easier to change the mounts on a car while the cross member is lowered. The outer bolts on an FC tend to corrode and probably will need to be replaced. They are 5/8-14 UNC x 2 1/2" long, Grade 8. Lubricating the large cone inside and out with a hand cleaner allows it to seat easier. The emergency brake cables must be removed from the body brackets to allow them to move down enough. Removing the FC cross shaft from its slot at the pivot end allows enough slack to then remove the cables from the body brackets.

Miscellaneous Convention Photos



(clock-wise)

Valve cover racing, rendering of proposed National Corvair Museum, FCs on display, hotel's water park



Stock Was . . . Glovebox Contents, 1961 & 1962

By Steven Spilatro
Corvanatics Historian

This and upcoming issues of Stock Was . . . will look at printed materials shipped with newly delivered Corvair 95s. We'll begin with the items that were placed in the glovebox at the assembly line, and later articles will examine other sheets and labels placed within the vehicle. I'd like to thank Dave Newell for informative discussions and copies of the export Owner Guides, and Jean Allen for generously providing some booklets from her collection.

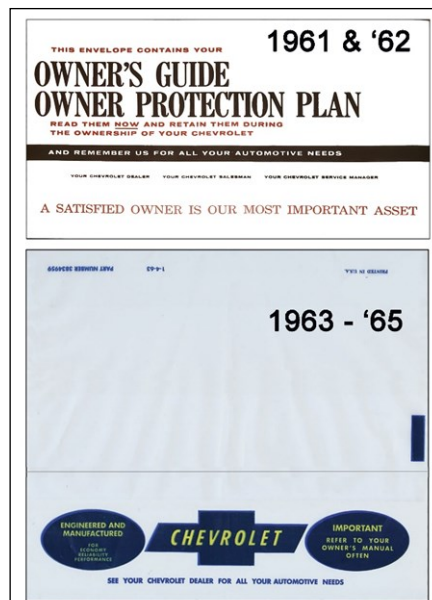
The booklets were provided by the Chevrolet Material Department, which was responsible for controlling the flow of parts to the assembly lines. Each model year Corvair 95 received the last Owners Guide and the warranty Owner Protection Plan booklets, and Greenbriers also received a Greenbrier Sports Wagon brochure. A couple of other items were included only in 1961.

Which printed materials were intended for of each model is given in the Miscellaneous Shipping List of the factory Assembly Manual, although these are not entirely trustworthy and errors exist.

The GM part numbers of printed materials were updated annually with the release of new vehicle models. When booklets were revised mid-year, they may have received a different cover and/or edition number, and sometimes a new part number. The presence and formatting of edition numbers was not consistent between Owner Guides and Protection Plans nor from year to year. Part numbers were present only some years on the Greenbrier Sports Wagon brochures and lacking entirely from the battery warranty pamphlets.

Document Envelopes

Let's look in the dispatch box (as the glovebox was called) of FCs from different model years. The first image shows the document envelopes that were provided with all FCs models to hold the Owners Guide, Warranty booklet, and other documents that might be in the glovebox. From 1961 and 1962 the envelopes (#3785443) were made of paper and from 1963 to 1965 they were plastic thereafter (#3954959). Both styles are currently available as reproductions.



Early and Late style document envelopes. Top: 1961 – 1962 paper envelop (#3785443); Bottom: 1963 – 1965 clear plastic envelope (#3954959).

1961 Dispatch Box U. S. Owners Guide

Like the traditional design C10-C30 Chevy Trucks, 1961 Corvair 95s were honored with their own dedicated Owners Guide (#3784616). The guide was comparable in detail and pages (47) to those provided for the Corvair car and other Chevrolet models. And sections of the 1961 and 1962 Corvair-95 Owner Guides are taken essentially verbatim from the car booklets, usually with substitution of pictures.

The 1961 guide was issued in three editions and a few errors are common to all. The image (pg. 30) showing the air cleaner location is a car engine (note the car cross-shaft). A chrome nameplate is reportedly (pg. 23) found on the front door only of a Greenbrier. The description of radio options (pg. 16) includes the car pushbutton model (#988468) even though a manual radio was the only option for the Corvair 95. Possibly Chevrolet was contemplating adding this as an option, but I suspect an error since all other documents show the pushbutton radio for the car only.

There were changes in the second and third editions.



1961 Dispatch Box: 1 – Owners Guide # 3784616 (three editions); 2 – Owners Guide, export version #3784753; 3 & 4 – Greenbrier warranty booklet #3783761 version one (3) and version two (4); 5 – R10 warranty booklet #3781610; 6 – Greenbrier Sports Wagon brochure #3789975; 7 – Warranty Brochure - #3799575. Also see the battery warranty pamphlets in the next figure.

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The “Octane requirements” section (pg. 24) was amended to include Canada and the U.S. in the discussion of low octane fuels. In the third edition the recommended maximum towing speed (pg. 7) was increased from 30 MPH to 50 MPH. Strangely, in the 2nd and 3rd editions the picture on pg. 32 showing the Powerglide fluid level dipstick is of a car engine (note the top-mounted engine oil level dipstick) instead of the FC engine of the first edition.

Export Version Owners Guide

According to the Miscellaneous Shipping List, two export versions of the Owners Guide were produced, one in English for the overseas English-speaking markets and another in Spanish for global markets speaking Espanol. The version shown here is in English; it lacks an edition number and is thus presumably the first edition, and possibly the only edition. However, it shows the car engine on pg. 32 like the latter two editions of the domestic Owner Guide. There are some obvious differences from the domestic version. The references to the CONELRAD (Control of Electromagnetic Radiation) Civil Defense radio frequencies, vehicle operation in foreign countries, and Owner Service Policy are removed. It might seem surprising that images of the speedometer and all references to distance are in miles rather than kilometers, but Canada did not adopt the metric system until 1975.

Owner Protection Plan

The Greenbrier, classified as a passenger vehicle, received a car Owner Protection Plan. Corvaire 95 pickups and Corvairs (“R10” FCs) were considered to be commercial vehicles and so received the same warranty booklet as C10 – C30 Chevy trucks. Although the warranty booklets would eventually settle on the name “Owner Protection Plan”, in 1961 they were still called “Owner Protection Policy” (cars) and Owner Service Policy (trucks). Only Greenbriers assembled in August and September 1960 would have received the blue version of the warranty booklet. In late September, a new 12 Month/12,000-mile warranty was introduced, and a new (turquoise cover) Owner Protection Plan booklet was printed. Only a single version of the truck warranty booklet was printed and went to all Corvairs and Corvaire 95 pickups. The truck booklet was much shorter than the passenger vehicle version mainly because it lacked the Guardian Maintenance coupons and service policy that required periodic preventative maintenance.

Greenbrier Sports Wagon Brochure

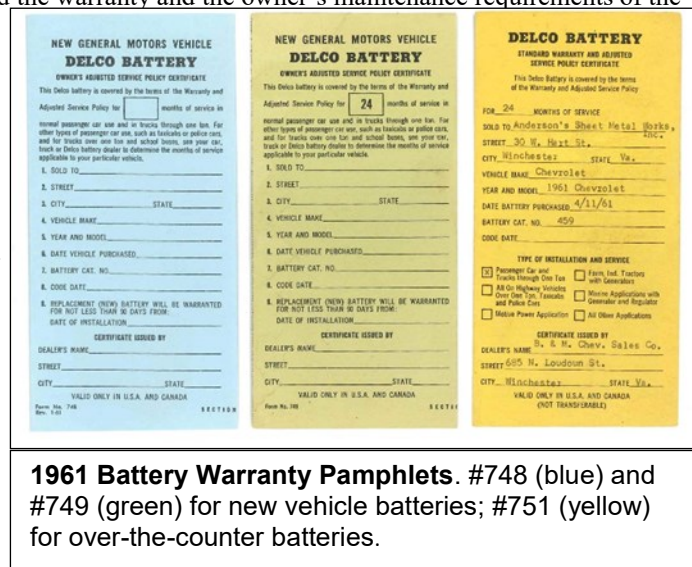
Greenbriers received a Greenbrier Sports Wagon brochure, which was basically an advertisement for the camper options. The inaugural 9-page 1961 brochure (#3789975) was printed with in orange two-tone style and was by far the largest and most detailed version with descriptions of all standard components of the Greenbrier camper package, non-GM camping equipment, and other types of optional equipment available from the dealer.

Warranty Brochure

The 1961 models were the only year in which a separate warranty brochure (“Concerning Your New Chevrolet”, #3799575) was also delivered from the factory. This brochure described the warranty and the owner’s maintenance requirements of the Service Policy. Chevrolet would publish similar brochures for each model year throughout the 1960s, but after 1961 they would be delivered to and distributed by the dealer.

Battery Warranty Pamphlet

1961 was also the only model year for which a battery warranty pamphlet was delivered with the new vehicle. It was identified in the Assembly Manual “Miscellaneous Shipping List” as part number 3797840; unfortunately, the pamphlets occur in several different versions and lack GM part numbers. Originally the warranty pamphlets had a GM Division name at the top but by 1961 were generically titled “New General Motors Vehicle”. The most likely to have come with a Corvaire 95 are identified as “Form No. 748” and “Form No. 749”. These pamphlets have spaces for the vehicle purchase date, carry 12 month/12,000-mile coverage, and differ only in the instructions for the quality of water to be used with the battery. Other pamphlets with only “Delco Battery” at the top and a space for the “battery” purchase date were used with batteries purchased



1961 Battery Warranty Pamphlets. #748 (blue) and #749 (green) for new vehicle batteries; #751 (yellow) for over-the-counter batteries.

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over the counter.

Assembly manuals for 1962 to 1965 FCs also include the battery warranty pamphlet #3797840 in the Miscellaneous Shipping List, but this is an error since beginning in 1962 the battery warranty was incorporated into the Owner Protection Plan booklets.

1962 Dispatch Box

For 1962 to 1965, a new vehicle owner would find the document envelope, owners guide, and warranty booklet in the glovebox. Greenbriers also received the Sportswagon brochure.

In the 1962 booklet (1) errors of the 1961 manual were corrected - the push button radio was deleted, and the engine used to show the Powerglide dipstick is once again an FC engine - but the air cleaner location image is still a car engine. The manual was also updated to reflect vehicle design changes. Owners no longer needed to know how to operate a manual choke but are given guidance on driving with the new optional Positraction differential. Instructions were also added for operating the redesigned side door latches - gone was the flipper-type handle between the intermediate doors. Updated images no longer showed a lock on the outside of the forward side door nor the words "ASH TRAY" on the ash tray handle.

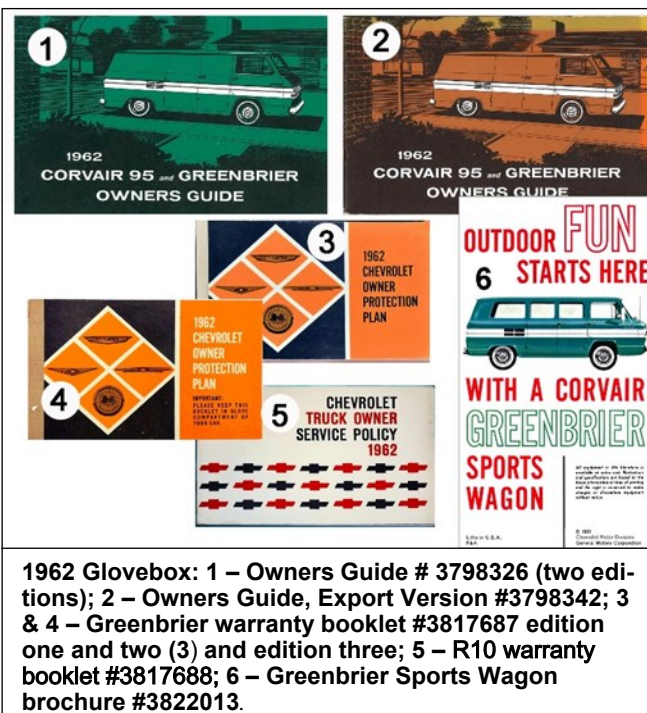
There were other subtle changes as well, many of which seem trivial, such as changing the font of the section titles from all capitals to title case, and instructions for removing the ash that no longer involved "cleaning". Both the 1962 FC and the Corvair Car Owners Guides are odd as the only booklets I've found to have the part number printed in two different locations: on the back cover and on page one. The promo sheet for other Chevrolet literature often found inserted at the end of the 1961 booklet, became the last page of the 1962 manual. The only revisions in the second edition were the tire specifications on page 26 and engine lubrication instructions on page 28.

In the 1962 export Owner Guide (2) the text on pages 26 and 28 is the same as the first edition of the domestic market Owner Guide and errors have been corrected as noted above. This export booklet does not have the literature sales promo pages at the end.

The Owner Protection Plan for Greenbriers came in three editions. As of the first edition (3), the vehicle battery warranty was now included in the OPP booklet along with two detachable battery replacement Warranty Certificates. The only changes in the 2nd edition (3, same cover as first edition) were to the recommended maintenance lists associated with the Guardian Maintenance coupons. In the 3rd edition (4), which has a modified cover with black text, the statement "Services and material to be paid for by the owner" was added to those lists.

Beginning in 1962, the Greenbrier Sportswagon brochure was printed in full color but was just a folded pamphlet. The descriptions of the camper package are much shorter and only three other types of optional equipment are included. Non-GM camping equipment is eliminated.

We will look at the 1963 to 1965 glovebox booklets in the next Stock Was . . . installment.



In Memorial

Mary Lillian Law



In Loving Memory
 Mary Lillian Law
 May 2, 1932 — May 29, 2023

Mary Lillian Law, 91, of Sumner, GA, formerly of Lee County, GA, died May 29, 2023 at Camellia Gardens Life Center. Funeral services will be held Friday, June 2, 2023 at 11:00 am at Mathews Funeral Home. Derrick Law will officiate. A private interment will follow at 2:00 pm at Andersonville National Cemetery.

Lillian was born on May 2, 1932 in Buena Vista, GA to the late Albert and Ruby Simmons. She graduated from Marion County High School in 1949 and married James Law on August 9, 1949. Lillian and James moved to Albany, GA in 1980 from Montoursville, PA.

She was employed as a Bookkeeper with Albany Hardware Company for 26 years and was a member of Union United Methodist Church in Buena Vista, GA. Lillian moved to Sumner, GA to live with her son and daughter-in-law in 2020. She was a member of the Heart of Georgia Corvair Club, Atlanta Corvair Club and the Artesian City Car Club.

Survivors include her children, Chris (Joan) Law of Sumner, GA and Pat (Bill) Taylor of St. George, UT, her siblings, Willie Harper of Americus, GA, Nell (Jimmy) Icard of Bonaire, GA, Grace Cross of Jefferson City, MO and Barney (Ann) Simmons of Fayetteville, NC, her grandchildren, Derrick (Valerie) Law of Williamston, SC, Wade (Jessica) Law of Piedmont, SC and Emily Taylor of Ft. Collins, CO, and her great-grandchildren, Kenly Law of Williamston, SC, Ruby and Tessa Law of Piedmont, SC.

The family will receive friends Friday from 10:00 am until 11:00 am at Mathews Funeral Home.

In lieu of flowers those desiring may make memorials in memory of Lillian to The Corvair Preservation Foundation, P.O. Box 68, Long Lake, MN, 55356 or to The Union United Methodist Church Cemetery Fund, P.O. Box 468, Buena Vista, GA, 31803.



ed— Many may remember Lillian as she most always manned the registration tables at CORSA Conventions. She and her husband, James, had the gold awarded, senior-level teal Rampside with the backseat. Their son Chris now has it and you can see it in the Concours' photos on [page 5](#). Chris and the Rampside also won the Corvanatics' President's Choice Award. We became acquainted with Lillian in our time living in the southeast and attending my Corvair functions there. Lillian was a great asset to the Corvair community and will be sorely missed.

Found on Facebook

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

Michael Baiamonte
working day and night

Working



Daniel Vallée



Eric Prosize

Playing



Dan Reis



Matt Welder
Vanpy - body
work complete

Tim McCann
"Look what showed up in
my mailbox."
ed - Did everyone get
theirs?



New member
Tom Downs



Corvan Antics—thru the years

Steve Spilatro—Historian

50 years ago - Corvan - Antics Volume 2-1, July-Aug 1973

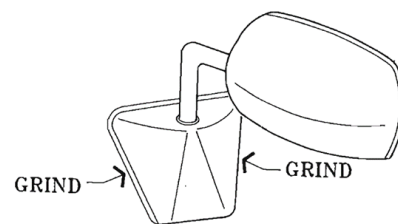
“Vol 2-1” is not a typo. The volume numbers of early issues of Corvan Antics did not coincide with the calendar years until January 1975, when the club’s fourth year and the newsletter’s third volume both began. In his column, our club’s founder, Ken Wilhite Jr., announced that the newsletter was going to be bimonthly due to lack of submissions and capital in the club’s treasury. And Corvan - Antics has been bimonthly ever since.

40 years ago - Corvan - Antics Volume 11-4, July-Aug 1983

The cover picture and lead article were from the Corvanatics Western Roundup, a mini convention of 30 members and 14 FCs and Ultra Vans that was held somewhere (unidentified) in California. A tech topic was a nicely illustrated explanation on how to add a spoiler to FC. Club membership rested at a healthy 320.

30 years ago, Corvan - Antics Volume 21-4, May-Jun 1993

This issue has several informative tech topic articles. Two feature engineering-quality drawings by FC restoration extraordinaire, Bob Slusher. One of his designs is of a ladder rack for a Loadside and the other drawing shows how to custom fit an aftermarket outside rear view mirror. Other tech articles cover vent widow restoration and speedo gears.



20 years ago - Corvan - Antics Volume 31-4, May-Jun 2003

After a hiatus to deal with various life-issues, Ben Stiles’ “Ben’s Bus” column again graced Corvan - Antics with happenings and goings-on at the homestead. Among other news Ben observed that winter had already weathered the new paint job on his Greenbrier. Ben contemplated the long-term toll of climate on his Greenbrier and that eventually it may be best converted into a kids’ playhouse. While I’d love to see such a creation, I hope there still is no playhouse.

10 years ago - Corvan - Antics Volume 41-4, May-Jun 2013

A strange convergence brought together an abundance of 1962 FCs in this issue. Of the seven articles and single vehicle pictures, five feature 1962 models.

John Nickel’s ‘62 Loadside

Jerry Lentz’ ‘62 Rampside

Ben Stiles’ ‘62 Greenbrier

Linda Enfield’s ‘62 Corvan

Ray Davis’ ‘62 Rampside

And each of the four models is represented.



A SUMMARY OF THE RECENT BYLAWS SURVEY

Thanks to those who responded. The Board will be using these responses to make some bylaw changes.

- 93 respondents – 27.8% of the membership
- 88 online
- 4 mailed forms
- 1 email with non-standard responses of Agree

#1 Since relatively few Corvanatics members are able to attend the national Convention, to allow the entire membership to vote we are considering holding future elections via either an online poll or a mail-in ballot.

- 57 Strongly Support – 62%
- 33 Support – 35%
- 2 Neutral – 2%
- 1 Agree - 1%

#2 Since Corvanatics does not sponsor any regional events and the Directors do not have any specific responsibilities as a regional representative, we are considering making all Directors 'At large'.

- 35 Strongly Support – 38%
- 35 Support – 38%
- 17 Neutral – 18%
- 5 Oppose – 5%
- 1 Agree - 1%

#3 Since Directors often serve longer than a one-year term, we are considering having 6 Directors, serving 3 year staggered terms, such that only two positions would need to be filled annually. This will be implemented over a three year period.

- 44 Strongly Support – 47%
- 44 Support – 47%
- 4 Neutral – 5%
- 1 Agree - 1%

#4 Because it can be daunting for someone to step forward without prior Board experience and run for an Officer position, we are considering having the President and Vice President positions selected for 1-year terms by and from within the 6 elected At Large Directors to ensure baseline experience and support from the overall Board membership (similar to how CORSA chooses officers).

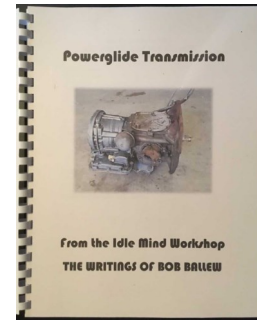
- 35 Strongly Support – 38%
- 46 Support – 49%
- 8 Neutral – 9%
- 2 Oppose – 2%
- 1 Strongly Oppose – 1%
- 1 Agree - 1%

#5 We have already implemented one of the proposed bylaw changes by holding all Board meetings virtually via Zoom, which has allowed for more personal interactions among the Directors without the need to travel plus having all voting online. Also, Director attendance at the CORSA Convention will not be mandatory, but they should consider trying to be present whenever possible. This is so Corvanatics will have a good representation of board members at the Annual Meeting.

- Yes – 15 – 16%
- Maybe – 28 – 30%
- No – 49 – 54%

ed—Gene Brier will return next edition.

Don't forget about
Corvanatics gift
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The perfect item for any-
time gift giving.



**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)

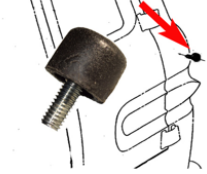
Reminder:

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.

Steve's FC Parts Mart

(740) 374-8778
 spilatrs@marietta.edu

Rear Door Outer
 Bumpers (2)
 \$20



Side Door
 Bumpers (2)
 \$14



Carburetor
 Swivel \$23
 Linkages



Early Style
 Shifter Boot
 \$60



Heater Fresh Air
 Intake Boot
 \$65



Front door
 Check-arm
 grommets
 \$14



Gas Filler Grommet
 \$29

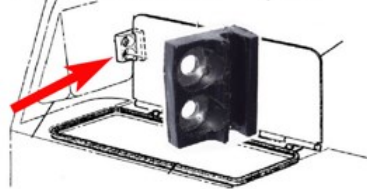


Master Cyl. Floor Plug
 '63 - \$39 '64-'65 - \$69

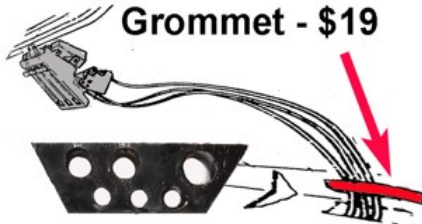


\$20 core refund for '64-65

Battery Compartment
 Lid Retainer - \$24



Cab Floor Cable
 Grommet - \$19



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

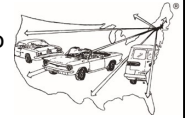


Colored - \$119
 for 6-door van



CLARKS 50TH ANNIVERSARY

Thanks to the support of 1,000's of Corvair owners over the last 50 years. We continue to grow and reproduce more parts every year. Have a great year and enjoy our monthly sales and specials all year - Joan & Cal Clark



SPECIAL SALES EVERY MONTH - we'll send a list by email (if you have signed up) or check our website sale section

FREE 50th MEMENTO GIFTS with your first order in 2023
LIST YOUR CORVAIR OR SPARES FOR SALE
 For all of 2023 we will list it on our website at **NO CHARGE**-
 check website (Corvairs For Sale)

CLARKS CAR SHOW & PARTS SALES - See our 2023 supplement or website for more details. Tours including the Upholstery Dept and a slide show by Cal. Parts on sale!
SEPT 16, 2023 - rain or shine

2023 SUPPLEMENT- On our website or as a hard copy - many new repros & updates.

INTERNATIONAL CORSA CONVENTION
 Wisconsin- June 19 - June 24
 We will be there Tues, Wed & Thurs with lots of recent repros on display. Stop by and say hello.

CATALOG-over 450 pages, \$8 postpaid USA, free with an order

Clark's Corvair Parts®, 400 Mohawk Tr, Sherburne, MA 01370
 413-625-9776, Fax: 413-625-8498

www.corvair.com

email: clarks@corvair.com

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 San Jose, CA

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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 & 2022
 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 acknowledgement, 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