

CORVAN-ANTICS



Sep-Oct 2023, Vol. 51, Issue 5

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



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

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Calling All Members!

Corvanatics Director nominations are now open.

Corvanatics is evolving, and we need new officers offering fresh and tenured perspectives to join our Board of Directors (more information on the proposed new governing structure on [page 2](#)).

When the member survey was sent out a while back some members expressed interest in possibly running for office – however, since that survey was done anonymously, we do not have those members’ contact information. Interested members should contact the club by either email (corvanatics@gmail.com) or postal mail (Corvanatics, 5425 Morrow Road, Gladwin, MI) by **November 15**.

Several Director positions are open as many current officers have completed their terms. This is your opportunity to take an active role in guiding the forward-thinking policies and vision of our club. You’ll find BOD participation to be both fun and fulfilling knowing your direct involvement is contributing to the effective guidance of Corvanatics throughout your tenure...and hopefully beyond! Our goal is to have a candidate ballot prepared before the end of the year - that time is rapidly approaching!

Sometimes all it takes is a friendly nudge. Please consider applying yourself or nominating a fellow enthusiast. For those members and others, this is YOUR time! A great deal of BOD business is now done online and our club is small enough that your voice will be heard.

Please consider supporting and leading your club as a Corvanatics officer.

Thanks from your current Corvanatics BOD.



Proposed Bylaws Revisions to Encourage Member Participation With a little Historical Background

The governance structure of Corvanatics evolved gradually over the first few years after the club was founded in September 1972. Initially, Ken Wilhite, Jr, the club founder, served as President and Ken Mayhew served as the Secretary-Treasurer, joined by Russ Long as Technical Editor in January 1973. Ken had also prepared the newsletter during those formative years, until the June 1974 issue, when Ni-co DeJung took the reins as the first official Editor of Corvan - Antics. He was assisted by the Technical Editor and a Contributing Editor (Stella Piest). For a while the club had a Registered Agent (Pete P. Smith) to handle legal and tax correspondence.

Directors arrived on the scene in 1977, with Mark Ellis and Ed Gridley representing Eastern and Central regions of the US. Even then filling regional Director positions was difficult, and the Western region Director position remained vacant for a while. Somewhat later, Vice President and At-Large Director positions were added and the practice of electing the Directors and Officers during the Corvanatics meeting at the annual CORSA National Convention was adopted. Forty-some years later in 2023, Corvanatics has essentially the same governance structure and election process.

Today, Corvanatics' membership is at an all-time high with over 335 members, but the club still has difficulty getting participation by members in the club governance. A relatively small cohort of dedicated members have filled the Officer and Director positions for a long time. Attendance at the annual Corvanatics meeting is down, which is not surprising considering how easily people can now interact on a daily basis through email, online forums, Zoom, and social media. As a consequence, the annual meeting is not an effective venue for selecting Officers and transacting club business.

The results of the membership survey supported the Corvanatics Board's plans to change the governance structure to encourage greater participation by the membership.

These are the principal changes that are being considered as bylaws are being revised:

The Corvanatics Board. The Corvanatics Board will consist of 6 Directors and include the club Officer positions of President, Vice President, Secretary, Treasurer, Newsletter Editor, and Webmaster. All Directors will be "At Large". The Directors and these Officers will have voting rights at Board meetings.

Elections. Directors will be elected by the full membership using both online and mailed ballots. Two Directors will be elected annually and serve 3-year staggered terms. The President and Vice President will be internally elected by the Directors for 1-year terms.

Appointment of other Officers. The Secretary, Treasurer, Newsletter Editor, and Webmaster will be Officers and appointed by the President with majority support of the Directors. The President will have the sole authority to appoint the Historian, Technical Editor, and Publicist.

There will be other changes and more details in the proposed bylaws revisions that will be brought to the membership for approval. We hope that these changes will encourage more members to participate and fill Officer positions. But we will need your help.

Steve Spilatro, Corvanatics Historian, Webmaster

Riding with the President—Dale Dewald

What did you do to or work on your Corvair today? This is a constant thread on the Corvair Center Forum, which just last week was upgraded to a new, much more secure platform. This has become my favorite online place to keep up with a portion of the general Corvair community, including many Corvanatics members. You can access the forum with this link: <https://corvaircenter.com/forum/viewforum.php?f=11>. I know that many of you are on one or more Facebook groups, but I am not and probably never will be. Let's leave it at that.



Back to the opening question; I have done a few things this week. This evening I disassembled the top end of the telescoping steering column in my wife's 65 Monza to reattach the turn signal arm. The screw holding the arm to the switch has backed off for the second time since I put the column in the car, with the screw occasionally making contact for a constantly blaring horn. Once apart I found that the switch still functions fine, but the screw hole has opened some and will not maintain torque. I mixed up a small dab of epoxy, slathered it in the hole and on the screw with a toothpick, and put it all back together again. I think this will secure the arm permanently to the switch cam and hope the switch has a lot of life remaining in it. At least the 1964-1965 FCs used the same reliable Delco switch as the 1965-1966 Corvair cars. For those owning 1961-1963 FCs there is a technical article from Craig Nicol on how to adapt the late 1963-1965 steering FC column mast to the earlier trucks.

My other project from a week ago was to order a set of tires for our 1961 Greenbrier. I have decided to stay with the original 14" wheels which are being sent to the local powder coater. I found that Hankook still makes the 195R14 size in the Vantra line, intended for European and Asian small vans (many of which are forward control types). These are 8-ply rated, essentially truck tires, but have very nearly the same rolling diameter as the original stock 7.00-14. If you look at the original factory options for the FC line, you will see multiple combinations of 6-ply and 8-ply tires were available in addition to the standard 4-ply. Our Eastern division director, Tim Schwartz, can attest to having these tires on both of his Greenbriers. He informed me that they ride fine and help with handling stability and in cross winds due to the reinforced sidewalls of the 8-ply construction. Next on the list for this FC is a complete brake system rebuild.

So, what did you do to or work on your FC today?

Corvanatics Members Shine at the 2023 CORSA Convention

Chris Law – Concours Silver – 1963 Rampside—95.95 points

Mike Hall – Concourse Silver – 1966 Monza—94.75 points

Allen Short – Concourse Bronze – 1961 Rampside—90.67 points

Christy Barden – Concours participated award – 1966 Ultra Van—79.94 points

Teresa Miller – Car Display – Late Open – First

David Iwanicki – Econo Run - M/T 2-Carburetor – First

James Cheek – Autocross - ss1- 1963 Fitch Sprint – 2nd

Dale Dewald – Autocross - ss3 - 1965 Monza – tie for 1st

Eric Prosis – Autocross - cco - 1966 Monza – tie for 1st

Scott Alison – Autocross - cco – 2nd



From the Secretary & Newsletter Editor

BY MOLLY BACON

Hi all,
I do hope you will seriously consider nominating yourself or someone else to join the Corvanatics leadership. Without continuing leadership the organization could eventually disappear. Don't let that happen.

Editor



Since the last newsletter :

- 339 members
- 8 new members
- 23 member renewed their dues
- 10 members dropped

WELCOME !! to our new members

Robert Brown	NH		Raven Hand	MI	1963 Corvan
William Vecchioni	MI	1963 Rampside	Curt Sherrill	SD	1962 Rampside
Daniel Gersna	CA	1962 Rampside			

WELCOME Back !! to our returning members

Jay Nugent	MI	1964 Greenbrier	returning from 2020
Dick Dean	ONT	1964 Rampside	returning from 2021
Andrew Baca	ME	1963 Greenbrier	returning from 2020

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 September

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

Due in October

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

Due in November

Steve Braverman	Ralph Castor
Gary Collins	Joe Covert
James Crossland	Michael Dawson
Steve Jabben	Endrik Meyer
Randy Pilsner	Dan Reis
Denis Schoen	Eddie Stephens
Gary Swiatory	Steve Walker

Due in December

Ron Bloom	Kevin Clark
James Enlow	Miner Fleming
Tony Gerhold	John Michael Hamel
Stig Holm	Michael Hughes
Douglas Musselman	Doug Rojas
Jim Williams	William Wise

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

Greetings from Ben's Bus!

I hope this finds all members of Corvanatics well. I have been encouraged over the past few years watching the FC activities and excitement of several new (and some younger) members. I was that new guy many years ago, and I remember that passion for our unique vehicle marque. In reality, it has never really left me...just gotten set aside as life gets busier and busier and my free time is really not my own. It's a story told over and over, I am sure.

To prove this point, a few years ago, I sent both my Greenbrier and my Rampside up to the Corvair Ranch in Gettysburg, PA to have some needs addressed and make them enjoyable and reliable again (point proven...I always used to DRIVE my trucks to the Ranch and was able to catch up with Jeff and the Ranch Hands). Both came back to me working as well as ever. The Greenbrier needed to have its 4-speed transmission replaced. I wish I had gone with a Powerglide, but communications got lost. I really hate clutch chatter.

One thing leads to another. A year out, I was having trouble shifting the Greenbrier. I really had very little clutch pedal with which to work. Something was up with the hydraulic clutch that master Corvair mechanic Allen Bristow had helped me install several years prior (to try to alleviate that dreaded clutch chatter). What did I do? Stew. And let Ben's Bus sit while life moved me in a thousand other directions. It probably sat for the better part of two years. Leaking motor oil. Lots of motor oil.

A few weeks ago, enough was enough. Amid keeping up with two almost-tween girls' activities, maintaining the house (sort of), and renovating our second vintage Airstream travel trailer, I realized that the First State Corvair Show was coming quickly and the event was on the family's calendar. The whole family enjoys this Corvair show, and the whole family fits better in the Greenbrier than in the Rampside. So, I decided to roll Ben's Bus out of the barn and have Lynn help me try to bleed the clutch system. She held the pedal down while I struggled to loosen the bleeder valve. It was tight! But I got it. Two more times and I had the air bubble bled out and I had a working clutch again! Score!



Ben's Bus in the barn where it sat idle for far too long!

Now for the oil leak. I don't really have time to replace the gasket. I bet the Corvair Ranch is backed up with work. I wonder how tight the pan bolts are? Well...every one was loose. Oil was just running down the threads, onto the heads, onto the pan, and onto the floor. I tightened each one and the dripping...stopped. Sometimes the solution is easy and cheap if only we have the time to find it.

In one afternoon, I had the Greenbrier up and running again. And I felt pretty silly that I had let it sit so long when the fixes were so easy.

All right. Ben's Bus was running and not leaking. I could shift gears again. The car show was a week away. I looked at the modified Chrysler minivan seat I had installed eleven years ago when the girls were tiny and anchors/seatbelts for car seats were very necessary. That season had ended. While I still want my girls to be safe while occasionally riding in the Greenbrier, the minivan seat's time had come. I decided then and there to take out the seat and locate the three main camper components I took out when the seat went in, as well as some smaller detail items. I knew where just about everything was. As I got the pieces out of the barn, my memory kicked in and I instinctively remembered how the whole thing went together, mostly with bolts and wing nuts. I made a few missteps which were easily corrected and now the old van was beginning to feel much more familiar! Though I searched high and low, the top of the cabinet right inside the cargo door had gone missing. It's just a piece of plywood with some large holes cut in the top to let out the treble music from the big 8" subwoofer! (Remember, the majority of my home-made camper kit was built in the 1990s...when I was younger and really liked to fill that cavernous van with sound).

After two days of looking, I gave up, and made a new one. What I discovered, in no uncertain terms, was that my skill level and my access to the proper tools has increased dramatically since I originally built the camper interior with handheld power and hand tools. It only took a few minutes to cut out and detail the piece. Now I just needed to stain it. My mahogany stain had dried up and was useless. I borrowed a small container from a friend and stained the plywood to match the original cabinet. I had to be careful not to make it too nice...it would look out of place. I remembered how I had brushed the stain on decades ago and tried to mimic that process. A quick coat of polyurethane "finished" the cabinet topper one day before the First State Corvair Show.



Small but significant piece of the camper interior that had to be remade

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Aside from some pinging while underway to and from the show (I have since adjusted the timing), Ben's Bus ran well and we enjoyed a very hot, but fun day at the First State Corvair Show. We earned a second place trophy for the FC class (losing first to Mike Slotwinski's very cool, matte finish 1962 Rampside driver; we seem to trade-off first place every other year!) and enjoyed sharing our version of a Corvair FC camper van with the other participants.

I guess the moral of the story is to enjoy the hobby, even when things get too busy. Wrenching on the Greenbrier was good therapy and taking it to the show where others appreciated it was icing on the cake. I am just sorry I waited so long to fix the few simple things that needed to be addressed and which, unfortunately, kept me from enjoying Ben's Bus for an extended period of time.

I better go out and put some more miles on the old van. I don't want to lose any more time!

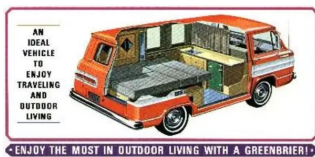
Ben Stiles, Strasburg, PA



Set up at the First State Corvair Show



Cora gives a wave from inside Ben's Bus at the First State Corvair Show



Lynn enjoying some sun under the awning



Cora and Emma enjoy some down time during the show

Corvan - Antics—thru the years

Steve Spilatro—Historian

50 years ago - Corvan - Antics 1973

There was no September – October Newsletter in 1973

40 years ago - Corvan - Antics Volume 11-5, Sept-Oct 1983

Wesley Goecker reported on the fuel economy of his '64 Greenbrier on a trip from Sacramento, CA, to Clarinda, IA, and back. The entire trip was 4,669 miles and consumed 186.3 gallons costing \$274.70 (avg of \$1.47 per gallon). Taking into account a 0.02% odometer error this averaged to 24.6 MPG and ~6¢ per mile. In July 2023 dollars (national average \$4.35 / gallon high- test), fuel for the trip would cost \$810, or ~17¢ per mile.

30 years ago, Corvan - Antics Volume 21-5, Sept-Oct 1993

We find in this issue the story of the Beatrice Fire Department Corvan. The van was obtained by Bill Garrison in a sealed bid auction in Lincoln Nebraska. It had been purchased originally by the city of Beatrice NE with Federal Civil Defense Dept. funds for \$1942.84. [The van was later sold to current owner/Corvanatics member Phil Domser. The image is from the Corvanatics FC Registry.]



20 years ago - Corvan - Antics Volume 31-5, May-Jun 2003

This post-Corsa convention issue has a report from the annual Corvanatics meeting. The Convention was in Carlisle, PA, and 75 people attended the meeting. The motion was made and passed to increase membership dues from \$6 to \$10. The increase was necessary to support the printing of the newsletter, which was still being provided in paper form. Ken Hand did a tech presentation on “Mustang springs and shock combinations” for FC’s.

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

In remembrance of James and Lillian Law, showing their Concours Senior Division 1963 Rampside at the 2013 Convention in Kalamazoo, MI.



Engine Tips by Gary Baxter – Corvanatics Tech Editor

Labeling and keeping parts in order as they are disassembled is one of the most important steps, even if you do not think you are going to reuse them. An egg carton is great for keeping lifters and rocker arms in the order they belong. A sharpie can be used to mark the open lid with the cylinder numbers. Rod bearings should be marked on the back side of each bearing after cleaning and should show whether it was from the top or bottom of the rod, such as 5U and 5L. Similarly main bearings are marked showing location and which side they are from. Starting from the front it would be 1R for right, passenger's side and 1L for left, driver's side.

The pistons have markings on their tops showing that they should point to the front of the engine. Rod numbers are facing up when installed. That means the pistons on the left side are half a turn from the right-side ones when assembled and installed. Putting a dab of paint on



the piston skirt that should be up and on the rod numbers make it much easier to assemble them correctly. After assembling the rod to the piston, remove the paint from the piston skirt. The small end of the rod has a small chamfer on one side to make piston pin assembly easier. Since it is only on one side, you must make sure to press the pin from that side. I coat the pin, piston pin holes and rod pin hole with a 50/50 oil/ STP mixture before pressing the pins in. Assemble the rings per the ring manufacturer's instructions. Coat the pistons and cylinder bores with oil, not assembly lube. Break the sharp edge of the cylinder bore to help prevent the rings from catching on it when installing the



piston assembly. Breaking means just barely filing or grinding the sharp edge. Not enough to measure or consider it to be a chamfer. You don't want to interfere with where the head gasket seals. The flat side of the stock style head gasket goes against the head.

Assembly lube is used on the bearings, cam shaft lobes and bearings, and the lifters, pushrod ends, rocker arms, rocker arm balls, and valve stems. I run the oil pump before putting the distributor in to make sure the oil has gotten to all the bearings and lifters. Do not use synthetic oil until after the engine is broken in, probably after 500-1000 miles.

When it comes to balancing, the crankshaft is balanced well from the factory. Pistons are within a 1% tolerance, but the rods seem to be based on total weight, not rotationally balanced. Still for most applications they probably are fine since the Corvair engine is not a particularly high revving, high power design. It is more of a problem if



you are using rods from different engines. One telltale is the amount of rod sticking above the pin hole. It should be close to the same if the rods are matched from one engine. On my equipment I balance the large end first to within 0.5 grams. This involves finding which is lightest and grinding



the rod caps on the rest to match. Sometimes the factory machining is off center, and the rod would require excessive grinding and must

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be replaced. Then I balance the total rod weight to within 0.1 grams. The pistons are also balanced to within 0.1 grams. That's less than 0.03%. In reality, I can't really tell much, if any difference compared to a stock tolerance engine in use. I do it because I can without much more work since it is apart, and I am usually working on a modified 140 or turbo engine. The better balanced an engine is, the longer it should last.

A small amount of sealer is used on the block under the cam at the rear to prevent oil from seeping out from under the rear cover.

It doesn't matter how many engines you have put together, always have the shop manual open to the relevant page for torque patterns and values and double check before torquing. Note, some year's manuals show the head nuts at 40 ft-lbs. That is way too much, and you risk pulling the studs from the block. Use 30 ft-lbs. for most engines. I use 32 ft-lbs. for turbo and modified 140's. I deviate from the manual on the crankcase cover and rear cover bolts. The manual shows 10 ft-lbs. After a few heat-cool cycles the crankcase cover bolts are hand tight, and the gaskets may allow oil to seep out. I use 15 ft-lbs. as a final amount after torquing all to 12 ft-lbs. Do not exceed 15 ft-lbs. as the holes in the block will strip at higher values.

The areas between the lips on the crankshaft seals should be filled with grease. Also, they are installed by coating the outside ridged area with grease, not sealer. Pushrod tube o-rings should be lightly oiled when installing them.

Another advantage of painting the rod numbers is assembly to the engine is easier since you only have to match the painted side of the rod and cap.



Safari windows on Vanpy—Matt Welder

Ok, here is the start of the safari window frame. I took 1/2" square tubing, shaved one side off, made it into a c-channel, cut to shape the frame, welded in corners, and now have to tweak and finish. I shot step by step videos how I made this piece from scratch. It's uploaded to my YouTube channel, [Docwelderspeedshop](#).

Found on Facebook

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

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

Tom Downs



Camping

Betty went on her first camping trip since 1988. She was not in camper mode, but hauled our heavy canvas and cast iron with ease.

Next time in camper mode



Kevin Clark
Orphan Car Show



Catherine Gibb
Woodward Dream Cruise



A Corvair truck cruises Woodward Avenue on Friday, August 19, 2022. Max Ortiz, The Detroit News

Car Shows

Matt Welder
Vanpy - more work

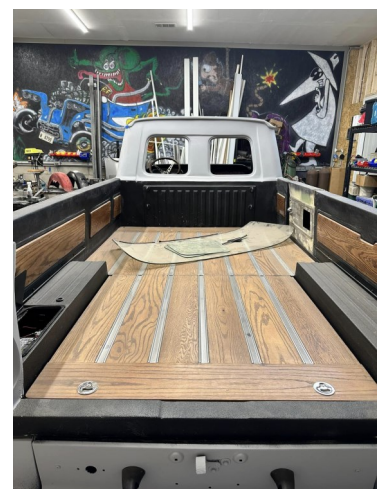
Waiting on the paint booth



Dash



Wood bed



More Found on Facebook on page 11

Found on Facebook (cont.)

Eva McGuire, Sunny & Blupy
National Dog Day



New member
William Vecchioni



Before and after



Marvin Hickman



A couple of Corvanatics Directors



Rod
Murray

Tim
Schwartz



Ready to Roll

Steve Jabben



Ben Stiles



Raymond Coker



CORVAIRBORNE!

DAYTON OHIO THE BIRTHPLACE OF AVIATION



2024 INTERNATIONAL CORVAIR CONVENTION JULY 21-26

**Marriott Hotel at the University of Dayton
1414 S Patterson Blvd, Dayton, OH 45409**



Don't forget about
Corvanatics gift
memberships.
The perfect item for
anytime 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)

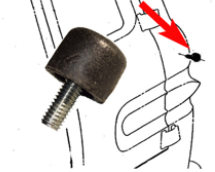
Reminder:

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.

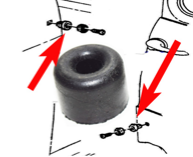
Steve's FC Parts Mart

(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

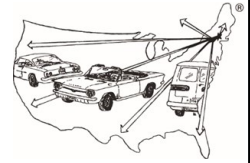


Front door
 Check-arm
 grommets
 \$14



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.

CATALOG-over 450 pages, \$8 postpaid USA, free with an order
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www.corvair.com

email: clarks@corvair.com

Gas Filler Grommet
 \$29

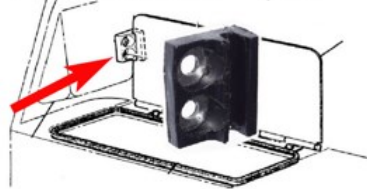


Master Cyl. Floor Plug
 '63 - \$39 '64-'65 - \$69

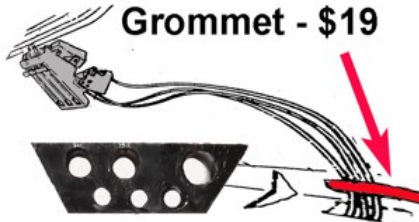


\$20 core refund for '64-65

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



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Proud Supporter
 of Corvanatics

Performance Corvairs
 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