

CORVAN-ANTICS



Jan-Feb 2024, Vol. 52, Issue 1

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

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



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Director Elections

The updated bylaws were approved by the membership, so we immediately move on to the new governance and election processes defined in the new by-laws.

At the start of each year the membership will elect two directors. To begin this process for the first time, two of our current directors, Tim Schwartz and Chris Brown, have stepped down. Now, it's time to elect two new directors. We have four candidates. Read about those who provided their profile on page 2 and 3. Vote either online [here](#) or by mail-in ballot (detach and send the below ballot).

Voting is open until 11:59pm eastern time, April 1, 2024

Corvanatics Director Election Ballot

Select only **two** for the 2024 Director's election.

☐ Rob Amsler

☐ John Hamel

☐ Ben Stiles

☐ Matt Welder

Mail to: Corvanatics, 5425 Morrow Rd., Gladwin, MI 48624

2024 Director Candidates

Rob Amsler

I love the Corvair and have several cars and 6 FCs (3 GBs, 2 Loadsides, and 1 Rumpy). I am actively collecting/restoring and have a passion for preservation! Having retired early in 2020, during the last few years I have been committing my time to non-profit volunteer work and Corvair-related enterprises. I have managerial experience and am currently on the Board of Directors for another non-profit organization. I am also a licensed (General) active Amateur radio enthusiast.

Please consider me for the position of Corvanatics Director.
Thank you



Ben Stiles



My involvement with Corvair FCs spans back to the early 1990s when I spotted a black and white photo of a Greenbrier for sale in a trucks-for-sale magazine. Upon asking Dad what he could tell me about the interesting van listed, he informed me that he had owned one "back in the day." Visiting the Corvair Ranch for the first time and seeing and being able to sit in a real Greenbrier for the first time over Easter weekend of 1993 sealed it for me. I bought Ben's

Bus in July of 1993, just in time for it to be my daily driver/commuter/dorm room as I began my undergraduate studies.

At a much younger age (I purchased Ben's Bus at age 17), I became a natural ambassador for our favorite vehicle marque. My wife Lynn and I attended several CORSA conventions throughout the late 1990s and early 2000s, always driving and camping in our beloved Greenbrier. I also wrote dozens upon dozens of articles for the CorvanAntics newsletter over the years while serving in the Eastern and At-Large Director positions of CorvanAntics during those same years.

Considering my leadership capabilities, I go back to my high school years when I earned my Eagle Scout award. To this day, I place that award above my doctorate degree on my resume. I think it says a lot about a young man who can complete all the requirements for the award before his 18th birthday. Professionally, I have been a classroom teacher (high school English and Career Studies), earned a Master's degree in school counseling, and a Doctorate in Educational Leadership in 2015. I have served on various State committees on K-12 career development and have trained hundreds of educators on career development and the importance of Career and Technical Education as they seek to better guide their students in the ever-changing economy.

I believe my deep and long-standing interest in Corvair FCs, outgoing and laid-back personality, and professional leadership qualities make me a good candidate for a director's position within the Corvanatics club. I will work, to the best of my ability and within my capacity as a club director, to foster the mission of the club and ignite interest in the current membership as well as in potential future members.

Thank you for your consideration.

More candidate profiles on page 3

2024 Director Candidates (cont.)



John Hamel

I am an electrical engineer with a minor in mathematics. My area of expertise is emergency power generation, cogeneration, and prime power generation. My career is converting horsepower to kilowatts. The power ranged from 30kW to 4000kW.

I own six Corvairs. I just purchased a Corvair powered Wayne boat that I want to restore and display. All work on these machines is performed by me. I approach the work scientifically. Attached is a picture of me and one of the engine I built for my 1963 Corvair95 van equipped with the GM camper interior.

Matt Welder

Free Stuff!!!!

Who doesn't love free stuff

Your Board of Directors decided to make the clings a yearly collectible item. Cover your FC (or any windows for that matter) with Corvanatics clings. Just like people who travel a lot used to do with their station wagon windows.



You not only will receive the 2024 cling, we've also included a nifty magnetic monthly calendar with a handy dry and liquid measurements reference on the back.



We really appreciate your membership!!

P.S. Please make sure your mailing address is up-to-date with the secretary.

Riding with the President—Dale Dewald

This is the first time in 37 years of living in Michigan's Upper Peninsula that my wife and I have lived through a brown Christmas season. One year in the 1990's we had snow off and on in November and early December and a warm spell that melted it all just prior to Christmas Eve. However, the following day (Christmas) it started to snow and later went on to continue at the rate of 5" per day for 21 days straight. Maybe this will happen again but as of the new year it hasn't started yet. I am not too concerned; weather and climate have patterns of variation. Snowfall records show some very mild winters in the 1920' and 1930's when the season total was less than 100" compared to our typical 250" average.



I wish a mild winter would allow more driving time in our FC but there is no less salt on the roads. Besides, our Greenbrier is awaiting repair of a slipped camshaft gear which, hopefully, can be finished sometime this spring. This brings up a discussion I recently had with Ken Hand, our incumbent vice-president. He has been investigating and has recently repaired a lot of failed cam gears. Most of these have been aftermarket cast gears, which one way or another loosen from the shrink fit on the cam. The key really only provides positive indexing of the gear to the cam as the keyway in the aluminum gear does not have enough strength to resist the torque loading, it is the friction force of the shrink fit that does. In some gears this force is apparently not maintained.

We want to find out what differences there are between the original GM cast gears (which are generally problem free), early replacement cast gears from the 1970-1980's (also problem free), aftermarket cast gears from ~1990-2005 (mostly good), and current cast gears from about 2005-present, which seem to have a higher failure rate. We will also investigate the construction of billet gears; The Otto Parts Fail-Safe and the billet design from California Corvairs. As a metallurgist, I have the capability to analyze these for composition, hardness, and condition of heat treatment. The latter may be the key, as the aging portion of most aluminum alloy heat treatments is at temperatures only slightly above those experienced in the Corvair engine. Ken and I hope to report on this project this summer.



From the Secretary & Newsletter Editor

BY MOLLY BACON

Hi all,

Please pay close attention to the front page regarding the new election process. It is important that you vote for new Corvanatics leadership. You will have until April 1 to vote either online or by mail.

In the new year, keep working on your FCs or enjoying them or both.

Since the last newsletter :

319 members

3 new members

20 member renewed their dues

11 members dropped

Editor



WELCOME !! to our new members

Mike Richardson MN 1963 Greenbrier

Jack Green AL

Travis Fowler CA 1961 Greenbrier 8-door, 1962 Rampside

Dues Expiring

Easily renew online [here](#).

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

Due in January

Thomas Beeler	James Cheek III
Ronald Haywood	Chuck Hoppe
Ron Mann	Terence McKenna
Stacy Milnes	Lisa Mitchell
Philip Sheridan Jr	Russ Thuleen

Due in February

Michael Burgio	Thomas Curran
Kenneth Drye	Ralph Gubser
Keith Martin	David Sanger
Jami Schield	Larry Schmuhl
Lindsey Sorenson	Jon Steiner
Richard Stinson	Eric Taylor
Norm Wright	

Due in March

Douglas Abbott	Michael Bayman
Bill Chellis	Ron Fedorczak
Howard Gass	Robert Hall
Michael Hill	Paul Huelskamp
Anthony Martinez	Christopher Pickel
Jeff Tinsley	Larry Wolf
LarryWoodfin	

Due in April

Alan Bilke	Herb DuPlant
Stephan Haabet	Douglas Middleton
Jim Reich	Ron Tumolo
Gary Zeller	

The Winner Is
Kenneth Brown

\$10 Clark's Gift Certificate

Remember, you can only win if your dues are current

Stock Was . . .

Glovebox Contents, 1963 – '65

By Steven Spilatro, Corvanatics Historian

In this installment of Stock Was . . . we look at the glovebox contents of 1963–1965 FCs. Readers will recall that the previous installment covered the contents of the 1961 & 1962 models, as well as the document storage envelopes and battery warranty cards. The Owner Plan Booklets were issued for either passenger vehicles, which included the Greenbrier, or for trucks and commercial vehicles, which included the Corvan and Rampside and will be referred to here as the “R10” FCs.



1963 Glovebox

GM's faith in the Corvair 95 paralleled the precipitous decline in sales during 1961 and its failure to rebound in 1962. Discontinuation of the Corvair-95 owners guide was one of the various cost-saving measures implemented in 1963. Henceforth, purchasers of a new FC would receive a booklet shared with the car. The combined booklet placed most information about the Corvair 95 in a section on pages 24-29, with a few other FC figures and paragraphs, such as on jacking, toward the rear of the book. The 1963 Guide was published in 3 editions, but the Corvair 95 section changed very little. Revisions to Owners Guides were always implemented without altering the pagination of the booklet and allowing the Corvair 95's section to expand beyond its relegated 6 pages. New features barely received any coverage, and sometimes only after an extended delay.

The second and third editions of the 1963 owners guide had only modest revisions, such as adding fan belt inspection guidelines and consolidation of the bore and stroke specifications. The oil change guidelines on pg. 33 were revised in the 2nd edition from every 6,000 miles (as for the car) to every 4,000 miles for the Corvair 95 – but this dis-



1963 Dispatch box 1 - Owners Guide #3821483 (three editions); Warranty booklets for Greenbrier 2 – version 1 #3821481 (yellow, two editions), 3 – version 2 #3838412 (pink, two editions) and for R10 4 – version 1 #3821490 (orange), 5 – version 2 #3838413 (Greyish-green); 6 – Greenbrier Camper Brochure # 3822013.

(Continued on page 7)

(Continued from page 6)

tion was reversed in the 1964 Guide. Might this change have been a precaution for the high compression 102 HP engines made available in mid 1963?

There were a number of changes in the content and formatting of the Owner Protection Plan (OPP) booklets in 1963, only the first version of the truck-OPP is the same size as the 1962 booklets, whereas the latter editions were larger (7 in x 4.5 in). The first edition is relatively rare and would be correct only for low serial number FCs. This is because in September Chevy and the other GM divisions issued improved warranties published in booklets with new part numbers #3838412 (Greenbrier) and #3838413 (R10).

The 1963 Greenbrier camper brochure was little changed from the 1962 version. It remained a 3-fold pamphlet printed in full color. The most significant change was to the camper unit itself, which was redesigned and now numbered 985654.

1964 Glovebox

The 1964 Owners Guide saw some minor text “tweakings” and more substantive changes from the 1963 guide, most dealing with the car. The Corvair 95 section now included the instructions for the gasoline heater, discontinued in the car but not FC. Gone was the image on page 24 showing the 80 MPH speedometer dial with the shift points, since these were no longer labeled in the speedometer of Corvans and Rampsides.

There were a variety of changes pertinent to the Corvair 95 in the second edition. There were two long overdue changes: deletion of the erroneous statement found in all previous owner guides that the “second seat is factory installed in the back of the rear compartment in the optional third seat position” and the reference to the early style shifter linkage. Also deleted were the requirement to change Corvair 95 oil “every 4,000 miles or 60 days”, restoring every 6,000 or 60 days for cars and FCs, and removal of the Conelrad civil defense markings at 640 and 1240 on the radios, which was no longer Federally required.

Although the 1964 warranty was the same as the previous year, there were a number of changes to the Greenbrier and R10 OPP booklets. For example,



1964 Dispatch box: Top - Owners Guide #3841543 (two editions); Middle - Owner Protection Plans for the Greenbrier, #3841541 (yellow, two printings) and R10, #381545 (blue); Bottom - Greenbrier Sports Wagon brochure #3838631.

(Continued on page 8)

(Continued from page 7)

the detachable “Owner Acknowledgement of Receipt of Warranty” was deleted, and the “Verification of Resale” card was reformatted. The second issue of the Passenger car OPP is the only one to be labeled as the second “printing” rather than “edition” and has only trivial differences from the first issue – changes to two words on the resale cards.

The Greenbrier camper brochure had a horizontal orientation in 1964. Interestingly, even though the brochure was larger than the 1963 and 1962 versions, much of the landscape of the brochure consisted of large illustrations of the camper itself. The options available with the camper unit were significantly reduced - gone were the child bed, canopy-like shelter unit, cargo net, and under seat drawer.

1965 Glovebox

The 1965 Corvair Owners guide has several changes to the Corvair 95 section. The section is now labeled “Corvair Greenbrier” rather than “Corvair 95”, reflecting the demise of all other models. Which also explains the deletion of the section about the Rampside. Added, at last, were instructions for operating lever for the front air vent door, which was first introduced in the 1964 model.

One might wonder if any Greenbriers actually received the second edition since the publication date of Jan. 1965 would have been after Corvair 95 production had ceased. Little does it matter since it differs only with the added statement to not add anti-freeze to the windshield washer bag.

The 1965 Passenger car OPP was notable as the first in which Chevrolet included a Protect-O-plate (PoP), although they had been in use previously by other GM divisions. The PoP was an embossed metal or plastic card attached to the booklet. Using an old-fashioned click-clack imprinter, the POP could easily imprint owner and vehicle information to service paperwork. Consequently, the serial-numbering of OPP booklets and their Verification Vouchers were discontinued. As usual, the truck-OPP booklet was much smaller with only 20 pages.

The 1965 camper brochure was graphically much different than the 1964 version – with one picture oddly encouraging children to pet wild bears – but the camper and other options were essentially identical.



1965 Dispatch Box: Top -1965 Owners Guide #3859590 (two editions); Middle – Owner Protection Plans for R10 #3859596 (yellow) and Greenbrier #3859595; Bottom - Greenbrier Camper Brochure (#3860619).

Corvan - Antics—thru the years

Steve Spilatro—Historian

50 years ago, Corvan - Antics Volume 2-2, February 1974

The February issue was the first in 1974, arriving 5 months after the July/August 1972 issue, 2-1. Our club's founder, Ken Wilhite Jr, had been through some difficult times, returning to school, holding down two jobs, and struggling financially – he even had to sell his van. With club finances almost depleted and so strapped for time, Ken indicated he needed to step down as President/Editor of the club and asked for someone to take over. A cliffhanger – will the club survive . . . ?

40 years ago - Corvan - Antics Volume 12-1, Jan-Feb 1984

. . . Apparently so. Ten years later Corvanatics had 302 members and a full complement of officers and editors. Although this issue was published after a two-month delay, Ken Krol had just taken the reins as newsletter Editor and was looking to make improvements. While this issue is relatively brief, there is an interesting article by Bob Kirkman about how the elastomeric rubbers were bonded to metal in automotive bushings.

30 years ago, Corvan - Antics Volume 22-1, Jan-Feb 1994

Having completed 10 years as Corvan Antics Editor, Ken Krol announced that he too was now seeking a replacement. [Corvan Antics would go on hiatus until 1995 when David Hartman assumed Editorship of the newsletter.] In this issue we also find Bob Slusher's much-referenced and well-illustrated instructions on installing seat belts in a Rampside.

20 years ago - Corvan - Antics Volume 32-1, Jan-Feb 2004

Well, 10 years later Ken Krol was back as the newsletter Editor – a story for a different Thru The Years. A lot of pages of this issue were covered with FC photos, from Carlisle to Texoma, and back to Gettysburg, where this strange FC RV 'rests in peace' at the Corvair Ranch.



10 years ago - Corvan - Antics Volume 42-1, Jan-Feb 2014

Our current President, Dale Dewald, recounted a meeting one hot summer day of his Greenbrier and a Dodge A100, whose driver commented "Boy we sure wish we had your ride today." He apparently was "feeling the heat" from the A100's engine located between the front seats and recognized the advantages of a rear engine Corvair 95.

Our current Vice President, Ken Hand, provided an article about the logistics of putting on a National Corsa convention, noting the important role that Corvanatics will be playing in organizing the upcoming 2014 Convention in Tacoma, WA.

Found on Facebook

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

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

Bob Weideman
Convenient for carrying
Christmas trees



Stig Holm
Working hard in Germany



Gary Rubin
New project



Michael Hill



Michael Baiamonte
Custom plate

David Iwanicki



Car Shows and Cruises

John Miller
Hot Rod Holiday Show



Billy Cannon



Kevin Clark
MCACM Car Show



Jim Walker



Ricki Jannise
Heart of Texas car show



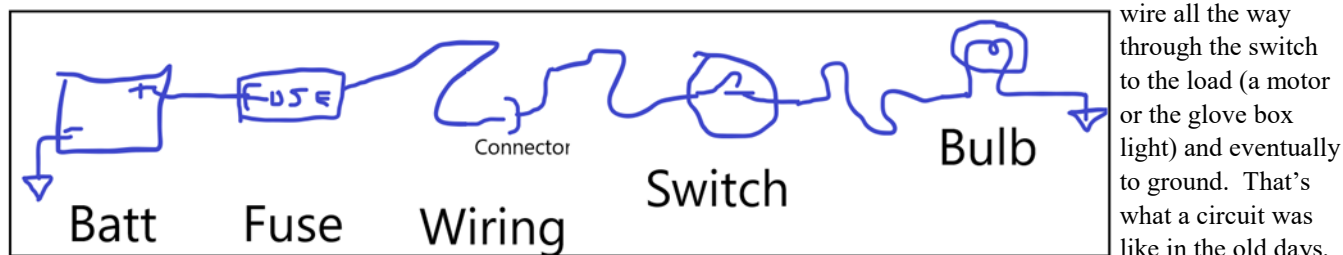
Ricki Janise receives a First Place award for his FC Corvair 95 pickup. He is a member of Corvair Houston.

A quick little education note:

by Fran Schmit

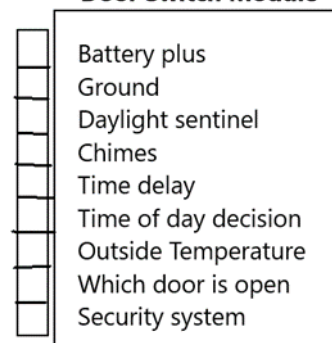
In the olden days circuits were protected by fuses. If you sat a heavy box on a connector and broke the connector's case the inside wire might touch the ground and blow that circuit's fuse. You would check the fuse, replace it and the next time you went somewhere the fuse would be out, again! Then you would start to check where the problem was and discover that under the rug, where you sat that case of stuff, is a broken connector. Most CORVAIR wires are simple and well protected, but occasionally you may have added a special light or a speaker or even had a little fender bender and blown a fuse.

Anyway, in the days of such wiring, a circuit would look like this. A Battery was wired to a fuse, and that fuse protected its



The reason for re-telling this story is that 'those olden days' were around 60 years ago, and now there's a new Sheriff in town, called solid state semi-conductors! Our newer stuff still has the old circuits with fuses and batteries and switches and grounds, as well. We still need to see stuff and listen to the Tunes and use the Smart Phone; and when we open the door now there's a chime and a delay circuit and a fader to dim or brighten the lights if it's dark out and not if it's daylight. All of that extra fancy stuff which we like so much is in a module full of transistors and integrated circuits which are downstream from an old-fashioned fuse! If we drew a box in that old fashioned wiring above, it could look something like this, with wires coming into (or out of) each one of those ports. Nowadays we say this box is intelligent. It would be built into your wiring right after the fuse. When you open the door, all these things would come into play and you would remark, "ain't that nice?"

Door Switch Module



Here's where the 'Old Timer' working on 'new' wiring can make a mistake. In the squiggly drawing above if the fuse were blown, you could bring a hot lead to the bulb's wiring near the bulb and see that the bulb works. So, you would go back up the line by the switch and see that the switch works (by checking both sides, right?) then you could look further upstream past some connectors until you found the bad one. Repair the problem and replace the fuse and everything would be hunky-dory.

In your CORVAIR that would be OK, but NOT if your Chevrolet was built in the last 20 years, or even 30!

Remembering the old adage about "both ends of the wire are hot" tells us that "checking the bulb (lamp, socket, ground) with a hot lead" should these days be a RED flag! A "No-No"! All the components inside your door switch module (computer) example above would be sadly disrupted by such an action. A solid-state device takes inputs from several points and directs its information down the chain of command to get the programmed result which we like. Unfortunately, that module does not like to have power applied in "reverse bias" by someone lighting a circuit that is downstream! This old way of testing may tell us that the light (in the example above) works but it also makes the other end of that same wire HOT, but from a different direction. Voltages applied in the wrong direction can evaporate the guts of our intelligent module. Replacing the fuse only helps the fused part of our example; threatened badly, our module (see how the wiring looks on just one today) will become "like your brain on drugs", as seen on TV!



Old-time circuit testing is great for our old-time cars. Just remember not to take your old technology and apply it to your new car. When working with solid state components never use anything stronger than a VoltOhmMeter (VOM).

Fran

Miscellaneous Handy (maybe?) Information

Next time, they post a car for sale that "Just needs a fuel pump, fuel lines, or tank flushed", show up with this beast and find out before taking it home.



Corvair Oil Selection Guide

Choose a viscosity

10W-30 normal engines - all climates
5W-40 slightly worn or very hot climate
15W-40 for worn engines/very hot climate

Check the API Donut

Put all CI-4 and CK-4 oils in one place.
Ignore the "S" category
CI-4 great to use
CK-4 ok to use

Check your budget.

If you can afford or want synthetic, choose the CI-4 or CK-4 Synthetic
If you want low price, choose between the CI-4 and CK-4 remaining
(With preference to CI-4)

Choose your brand of oil among those selected



1961 Engines - standard 80 HP engine was only option

code	Part #	Application
V	3795113	manual transmission
VA	3795117	manual transmission and RPO 225 (export, low compression)
VB ¹	3814451	manual transmission and COPO 2478 (prototype A/C)
W	3795115	RPO 667 (powerglide transmission)
WA	3795119	RPO 667 and RPO 225
WB ¹	?	RPO 667 and COPO 2478

¹A prototype A/C unit was under development in 1961 and appears to have been initiated as COPO 2478 and intended as a mid-1962 release as FAO 136. The engines were given codes of VB and WB. Two of the engines were produced in 1961, although production in 1962 is unknown. Documents for 1962 refer to the option either as COPO or FAO (and as 'VD' in one case), possibly reflecting progress (or some indecision) as it moved toward release. However it was cancelled, likely due to cost and inability to cool the large interior FC volume.



1962 Engines - standard 80 HP engine was only option

code	Part #	Application
V	3819933	manual transmission
VA	3819969	manual transmission and RPO 225 (export, low compression)
VB ¹	3819511	manual transmission and FAO 136 (with prototype A/C)
VD ¹	3820191	manual transmission with COPO 2478 (with prototype A/C)
W	3819967	RPO 667 (powerglide transmission)
WA	3819971	RPO 667 and RPO 225
WB*	3819513	667 and FAO 136

¹ See notes with 1961 codes.



1963 Engines - standard engine was 80 HP; 102 HP engine was COPO (Central Office Production Option) 9552

Code	Part #	Application
V	3821809	manual transmission
VA	3821823	manual transmission and RPO L90 (export, low compression)
VB ¹	3834724	COPO 9552A (102 HP engine with manual transmission)
VE	3839393	COPO 9552B (102 HP engine with manual transmission and HD clutch)
W	3821815	RPO M35 (powerglide transmission)
WA	3821825	with RPO L90 and RPO M35
WC	3841999	COPO 9552C (102 HP engine with RPO M35)

The best discussion of the COPO 102 HP FC engine is found in the article by Dave Newell in the 2018 CORSA Communiqué 39(9).



1964 Engines - standard engine was 95 HP; 110 HP engine was RPO L62

Code	Part #	Application
V	3851815	95 HP with manual transmission
VA	3851817	95 HP with manual transmission and RPO L90 (export, low compression)
VB	3851335	110 HP engine with manual transmission
W	3817085	95 HP with RPO M35 (powerglide transmission)
WA	3817089	95 HP with RPO M35 and RPO L90
WB	3851339	110 HP engine with RPO M35

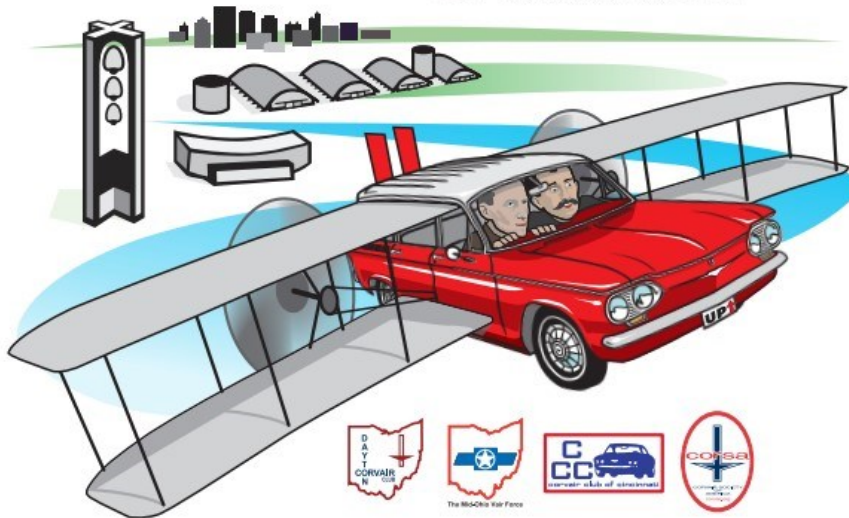


1965 Engines - standard engine was 95 HP; 110 HP engine was RPO L62

Code	Part #	Application
RS	3874419	95 HP with manual transmission
RV	3874413	95 HP with powerglide
RX	?	110 HP and manual transmission
RU	?	110 HP and powerglide

CORVAIRBORNE!

**DAYTON OHIO
THE BIRTHPLACE
OF AVIATION**

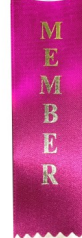
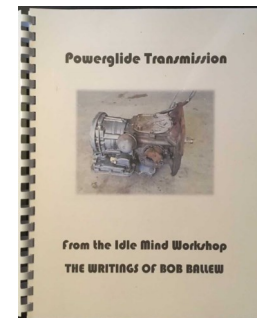


**2024 INTERNATIONAL
CORVAIR CONVENTION
JULY 21-26**

**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](https://www.corvair.org/chapters/corvanatics/merchandise.php)

Corvanatics also has two online mer-
chandise stores:

<https://www.cafepress.com/corvanatics>
(US & intl shipping)

[https://www.zazzle.com/store/
corvanatics](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

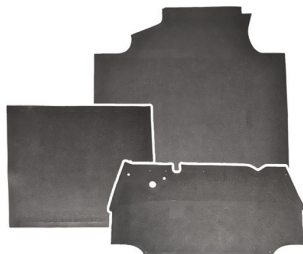
spilatr@s@marietta.edu

FC Floor mats with deluxe pattern

Cab \$250 (black) \$265 (color)
Center \$400 (black) \$425 (color)

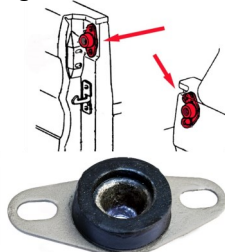
Rear \$285 (black) \$300 (color)

Plus shipping \$50 discount with a set of all three



Ramp-gate Pin Guide – rubber restoration of core.

\$50 per unit plus shipping



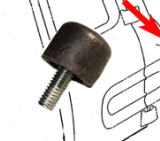
Front door Check-arm grommets

\$14



Rear Door Outer Bumpers (2)

\$20



Side Door Bumpers (2)

\$14



Heater Fresh Air Intake Boot

\$65

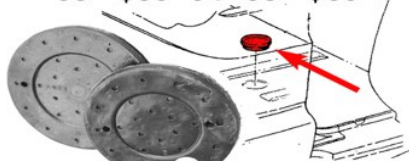


Gas Filler Grommet

\$29

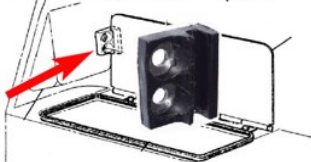


Master Cyl. Floor Plug
'63 - \$39 '64-'65 - \$69

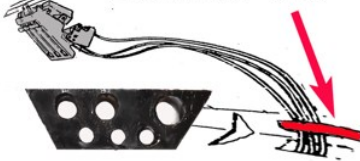


\$20 core refund for '64-65

Battery Compartment Lid Retainer - \$24



Cab Floor Cable Grommet - \$19



Hinge Grommets (4)
Side doors - \$25
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CORVAN - ANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (CORSAs). 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.

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

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