

CORVAN-ANTICS



Jan-Feb 2025, Vol. 53, Issue 1

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



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

In This Issue:

"Found on Facebook"
"2025 CORSA Convention"
[Page 2-4](#)

"My Loadside Adventure"
"From the Secretary"
[Pages 5-7](#)

"Riding with the President"
"PR Update"
"Congratulations"
"HATS!"
"Rampside article"
[Pages 8-9](#)

"Bell System FCs - Part 2"
"Exclusive Member Packet"
"Thru the Years"
[Pages 10-13](#)

"Classifieds"
"About" "Officer Information"
[Pages 14-15](#)

"Candidate Bios"
"Ballot"
[Pages 16-17](#)

Corvanatics Board Of Director Voting—Now Open

Candidate bios on [page 16](#) and the ballot on [page 17](#).

HOLIDAY

WISHES



Bob Weideman



Michael Bednardchuk



John Miller



Philadelphia (PA) Corvair Club



Billy Cannon



VCE - Birmingham, AL

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 here, [HERE](#)

Found on Facebook

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

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



HAS EVERYONE WINTERIZED THEIR CORVAIRS?

Phil Domser
Loadside



Gary Rubin



Paul Alford
Cold weather camping



Ben Stiles
Diorama with new Greenbrier
Christmas gift



Well not everyone's taste but I like to do things a bit differently. In this case I had my steering wheel woodgrained by an artist who does this in California. I also had him do the shift three speed knob. Should be delivered next week then I'll install



More Found on Facebook

Brenda Dood
Engine Transplant
by DACC Garage Squad



David Iwanicki
New EZCarLift



Tim Colson

Made a custom size folding table to fit the bay from harbor freight leg kit. That and chairs, a 10X10 canopy, and a small portable infrasonic table top gas grill make a nice day picnic setup with Rampy. This is at Lake Ontario little Sodus Bay near Fairhaven NY.



Stephen Simon
Christmas Gift



Stephen Simon
Car cover (outdoor shown)
Find then here

[Indoor](#)
[Outdoor](#)





2025 CORSA INTERNATIONAL CONVENTION
MAY 20-23, 2025 — SAN LUIS OBISPO, CA

Hosted by Central Coast CORSA



Participating Chapters



Attention
New Location
San Luis Obispo

Convention Info

Location: Embassy Suites Hotel

333 Madonna Rd., San Luis Obispo, CA

**Start preparing for the 2025 CORSA
International Convention.
Put those dates on your calendar now.**

Link to more information [here](#)

Don't miss the Corvanatics Annual Meeting

We are looking for suggestions for both meeting presentation topics and speakers to present at the Corvanatics Annual Meeting at the Convention.

In addition, we are hoping to get a group FC photo taken at the Convention. We need someone to coordinate this. Find a great location close by to stage the FCs with a nice background and someone to take the photo. There must be some western people who are familiar with the area and/or hotel grounds layout and can help with this. It would wonderful to have something like the one from the 2019 Convention.

Please send all suggestions to corvanatics@gmail.com



My Loadside Adventure

In November of 2020 I saw a Facebook post by Pete Koehler mentioning they had uncovered two Loadside's, (one '61 and one '62) while going through the estate of Harold Dexter in Michigan. I contacted Pete immediately and said I was interested. On that call we negotiated the deal and said I would be at the farm location the next week to pick them up. I live in north-central Florida and the trip wasn't considered lightly - ha-ha.



Pulling a 24' car-hauler I arrived in Michigan on December 4th, 2020. Previously on a clear brisk morning November 28th, with the help of the wonderful DACC volunteers the two Loadside's were brought out into the sun for likely the first time in 20+ years. Both of the trucks sitting in an enclosed metal building, had sunk into the dirt and were filled with 6" of raccoon / varmint scat. I brought four wheels with new tires to aid in rolling the truck out and into the trailer and we struggled using an impact to get the lug nuts free. Of course, that was only half the issue as several of the drums were rusted and even with persuasion of a sledgehammer would not budge.

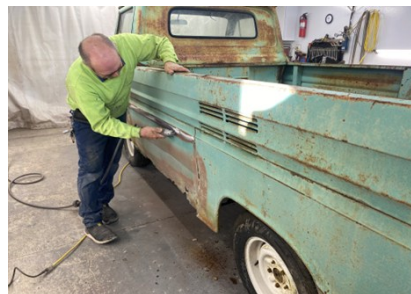
Rather than waste more time, I decided to pour some motor oil on the ramp/floor of my trailer and the first truck ('61) slid into the trailer without too much effort. In retrospect I would have used dish soap vs oil for cleanup purposes! I then drove the truck from Michigan to a farm property I owned southwest of Chicago, returning later that evening in preparation to load the next truck the following morning.



On December 5th, after battling similar lugs and frozen wheels drums, the 1962 Loadside was loaded, and I headed for Florida. Arriving the next day the Glenwood Green, stripe-delete truck was rolled out and power-washed revealing a SIGNIFICANT project ahead... At the time we were in the process of moving and building a new home so within the next year it found its home awaiting restoration. I had planned to do the metal work myself and do a rotisserie restoration but the more I looked at the structural issues I knew I was in over my head. Well, onto another Corvair project while I think this one through...

Finally, after looking at the truck daily for three years, in September 2023 I contacted my friend, master metalworker and body shop hero Jim Rodamaker, about getting on his schedule. Jim lives in Northwest IA, and I had worked with him on my '62 Rampside for a week, trying to glean some of his expertise in restoring Corvairs, and FCs in particular. With the Loadside on an open trailer behind me I left sunny 80-degree Florida on January 18, 2024, and arrived in Ft. Dodge on the 20th - to a major deep freeze. We unloaded the truck and into Jim's warm shop immediately to avoid the -20 deg temps forecasted for that night and the following week.

Over the next 3 days I worked with Jim as we began the removal and replacement of the destroyed portions of the truck. This project was Jim's 340th Corvair restoration, so to say that he has a good way of doing it would be an understatement! As they say, 'how do you eat an elephant...?', and Jim picked a logical spot (apparent to him :)) - and away we went. Cutting, grinding, forming, welding. Repeat.



For the previous 3 years I had been collecting as much NOS metal as I could and brought with me: NOS driver's door, driver & passenger NOS cab 'doglegs', NOS side body panels and both NOS rear fenders. The remainder of the truck was fabricated by Jim as he always does, using basic hammer/dolly, a vise, shrinker/stretcher and... the concrete shop floor. It is poetry-in-motion to watch him work. Reverse-engineering and reproducing the structural stringers and frame members with heaven pate steel and a plasma cutter is mind-blowing. The final product speaks for itself.

(Continued on page 6)

(Continued from page 5)



After my several days of working with Jim I left and headed back to Florida. At this point Jim was able to pick up the pace (as I was out of his way) and spent the next few weeks completing the metal work and paint. As a tribute to the truck and Harold Dexter's legacy, I opted to paint the truck in its original Glenwood Green. As delivered, the truck was not optioned with the white stripe seen on most FCs and was a plain green truck. I did vary from this original scheme and included an Ermine White stripe with the Glenwood Green since I think the truck looks better this way. Other than the addition of color-matched Raptor liner in the bed area, the truck is being restored to its as-manufactured original state, including drivetrain and interior.

Anyone who has undertaken this type of restoration will know it is a labor of love and there is no way I will ever realize the dollars that have been spent to bring back this beautiful truck. But, in light of the fact that I have been told by my wife that "this one is hers" and I'm never selling it, I guess that's not an issue!



My plan is to have the truck completed by Spring of 2025 and bring it to the 2026 convention in Gettysburg.

One of 369 trucks, serial #100715, was manufactured in Flint, MI and is currently the lowest serial number listed in Kent Sullivan's '62 Loadside registry, which can be viewed [HERE](#).



Rob Amsler
Ocklawaha FL
5 FCs - trucks and vans

From the Secretary & Newsletter Editor

by Molly Bacon

Hi all,

Election Time!! Please vote and show your support for our members who have stepped up to plate to join the Corvanatics administrative team. Without them Corvanatics would probably fade away.

Since the last newsletter :

328 members
7 new members
15 members renewed their dues
4 members dropped



WELCOME !! to our new members

Rupert Kiefer	CA	1961 Rampside	Heidi Olson	MN	1961 Rampside
Jim Brinkley	NC	Greenbrier	John Wieringa	OH	1961 Corvan
David Hudak	NJ	1962 Rampside	Mark Dedes	CA	1961 Loadside

WELCOME Back !! to our returning members

Andy Alexander TX 3-Greenbriers & a Rampside returning from 2015

Dues Expiring

Easily renew online [HERE](#).

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

Due in January

Jess Corrigan	Seth Emerson
Jack Green	Stacy Milnes
Lisa Mitchell	Jeff Rapp
Mike Richardson	Russ Thuleen

Due in February

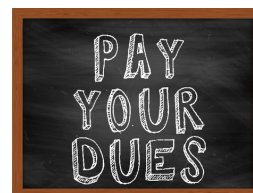
Michael Burgio	Thomas Curran
Phil Domser	Kenneth Drye
Paul Leimer	Jerry Murray
Dave Wenzlick	

Due in March

Bill Chellis	Eddie Embrey
Howard Gaass	Larry Grizzle
Robert Hall	Michael Hill
Lynn Houk	Don Hudock
Elvis King	Dmitriy Kleyman
Sam Schneider	Daniel Vallée
Brian Whittaker	Larry Wolf

Due in April

Sharon Lawson	Gary Martinson
Walt Matenkosky	Jim Reich
David Wood	MiLana Wright



The Winner Is
Ted Brown

\$10 Clark's Gift Certificate

Remember, you can only win if your dues are current

Riding with the President—Ken Hand

Hi everyone,

Some of you will see a few words twice in another publication because the message is the same. We in the North have our toys put away. Our van is in the paint shop so still put away of sorts.

These are some topics recently discussed at Corvanatics Board Meetings. We are looking for a speaker for the Corvanatics meeting at the convention. We generally have about 50-60 people in attendance so not a large crowd. We are looking for someone to help organize a group photo. The Corvan - Antics newsletter got second place in the CORSA Tony Fiore Chapter Newsletter Award. Good job, Molly!



We talked about our social media presence on the internet and how to attract new members from the Corvanatics Facebook group.

We also talked about correcting some wording in the Policies and Procedures to make things clearer and define the social media job title.

Some of you may have noticed that we dropped one of the online merchant vendors that would print and make things for us and added a new one. But, it turns out that some person from VW decided that they did not like one of our illustrations and the new vendor promptly refused to print anything with that image with NO democratic process at all. Because of that, the Board of Directors has decided to start adding the ™ symbol to our emblem and certain images.

Finally, we have two spots opening up in our Board of Directors and now it's time to vote for our candidates. See their bios on [page 16](#) and the ballot on [page 17](#).

That's all I have for this month.

Ken Hand

vairmech@aol.com, 248-613-8586

Corvanatics PR Update...Rod Murray, Corvanatics BOD

When it comes to brand management, I'm a big believer in visible promotion and feel-good brand activation. For Corvanatics, this just means sharing club awareness and positive Corvair FC vibes whenever we get the chance - both within and outside of our membership. This is why I'm real happy w/ our BOD efforts over the last few years to launch our Members' Window Cling program, pushing our online presence, and the success of our recent Corvanatics Hats offer. Each of these are examples of initiatives that are fun for our members while also extending club awareness beyond our group. And there's more in store in 2025 – stay tuned!

As a chapter, Corvanatics is a strong, loyal FC enthusiast group, but in the grand scheme, we're small (holding at around 330 members), and (let's face it), we're aging. While we obviously want to enjoy the present, we also need to be thinking about our club's future. Based on our FB Group membership of over 2,600 readers, there's a large enthusiast group out there, including younger, new hobbyists who may just need a simple nudge to officially join our club. What can you do to help us make this Corvanatics connection?

Promoting and protecting Corvanatics' future is up to all of us, and I encourage you to take a proactive role in supporting both our club and our Corvair FC hobby – it's easier than you think...Drive your vehicles! Let people see, touch, and sit in your FC's! Gift a newbie a \$10 membership. Get your family and friends involved – there's strength and fun in growing your own group circle. Post a pic or quick online note once in a while on whatever platform you like best. And wear those hats!!! There are so many EZ ways.

Little things make a difference. Showing off our cool, unique vehicles (whatever their condition) is certainly the eye candy, but a smile and friendly interaction is still the greatest Marketing of all.

Let's make 2025 a year to embrace growing our chapter awareness and membership!



Congratulations

The Detroit Area Corvair Club holds a show each year called Homecoming. Every year they have a People's Choice and the top 25 are featured on a yearly calendar. In 2024, the Best of Show was won by a 1963 Rampside owned by member, Glen Rittenhouse. Another FC winner was a 1963 Corvan named 'Dolly' owned by Raven Hand. Other member's who were in the Top 25, but not with FCs were Rob Amsler - 64 Spyder Coupe, Rich Blanchard - '65 Monza Convertible 'Busch Blue', and Arden Robinette - 69 Monza Convertible 'Tobie'. You can order a copy of the calendar at www.Allesee.com/calendar/

I was there by myself this time and spent all of my time promoting Corvanatics in the indoor swap area.



Left to Right -
Molly Bacon,
Beth Hand, Ken
Hand, Mark
Corbin

Member Ed Thompson sent this clip from the December 2024 issue of *Hemmings Motor News*.

1963 CHEVROLET CORVAIR 95 RAMPSIDE
Selling price: \$36,750 (Hemmings Make Offer)

Lifelong Chevrolet fan here, plus an admirer of air-cooled Porsches. Strangely though, I've never been bitten by the Corvair bug. I'm very much a Chevrolet truck fan too but, as a lifelong resident of the snow belt, I've never been in love with two-wheel-drive pickups (for the record, however, I've owned three). So, there was no logical reason for me to fixate on this lovely 1963 Rampside that sold recently for \$35,000 as a Hemmings Make Offer listing. But logic and vintage vehicles rarely go hand in hand, anyway. What a great little pickup. Under the engine cover was a rebuilt 110-hp flat six in place of the original 80-hp unit, and it was upgraded with electronic ignition, an Si-series alternator, as well as an electric fuel pump. The outside wore House of Kolor black paint with pewter inserts, some nice brightwork, and a set of REV 17x7-inch wheels shod with Riken Raptor tires. The cockpit was mostly stock, though the seat had been updated and treated to custom upholstery. This Rampside was one of just 2,046 built for 1963. The Corvair 95 trucks arrived in 1961 in two body styles, the Loadside, and the Rampside. That first year was their best showing with 13,262 sold, but it was downhill after that. The Loadside was dropped due to low demand after 1962 and the Rampside was built through 1964. So, not only are Rampside useful, but they're also unusual—maybe a logical choice after all.

42 HEMMINGS MOTOR NEWS • DECEMBER 2024

HATS!

HATS!

HATS!



SPECIAL OFFER!

MEMBERS ONLY

AS LOW AS

\$11

PRICE!

* Tax & Shipping (Approx \$5)

Hats are still available

Click [HERE](#) to order



Bell System FCs – Part 2

by Steven Spilatro, Corvanatics Historian

[The first part of this article ran in the November – December 2024 issue of Corvanatics.]

The Cab Interior

A driver-side half-bench seat was standard for a Corvan (Fig. 5) and would be expected in most installer vans. Since this seat was not an option for pickups, Loadsides and Rampsides would have had a full bench seat. Although a second half-bench seat may have been installed after the Corvan was decommissioned, it would be surprising to see these ordered for the fleet. The auxiliary passenger side seat was introduced in 1962 and designed to fold forward to allow the driver to climb into the cargo area. This would have served no purpose in an installer van with storage racks against the cab. When additional seating was required, the full bench seat at half the price of two half bench seats would have been more cost effective.

The standard installer van was strictly utilitarian, and the accoutrements of the cab would have been relatively sparse. Routine fleet vehicles would have been ordered with standard trim, indicated by "STD" on the data plate, which included a sun visor only on the driver-side. Custom Equipment ("Deluxe") trim is found for some phone company vans in the Registry, maybe for supervisors. The \$20 deluxe trim package was a rather skimpy deal and included the driver side arm rest, cigarette lighter, and a passenger side sun visor (a passenger side arm rest was not available). Neglecting the passenger in a standard van wasn't a problem since Craftsmen were strongly discouraged from carrying passengers (Fig 9).

While the optional AM radio would have been an unjustified luxury, some vans were equipped with a two-way FM radio. These vans would have had an antenna mounted on the left side rear panel. Standard equipment did not include a heater, so the forced air heater would have been ordered by Bell subsidiaries in colder climes.

Load Space Storage Compartments

Considering the large number of items stocked within an installer truck, the storage space of the new compact vans needed to be carefully managed. The Bell Lab facility in Chester NJ, designed the interior storage units (Fig. 6) and roof-top ladder mounts and provided the specifications to after-market conversion companies for fabrication and installation. The basic layout was similar for the Corvair 95 and Econoline. There was a tall storage cabinet with drawers and bins along the left side wall and smaller units on either side. Facing the rear doors were racks with new telephones and other products. The very rear (over the engine in the Corvair 95) was generally left exposed except for spools and reels of wire.

Operating companies were not required to use Bell Labs-designed interiors. GTE subsidiaries also would not have used Bell Labs storage units. The Utility Body Company, located in Berkely, CA was a major supplier of interior cabinetry for phone companies on the West Coast. They produced shelving units similar to those of Bell labs although the units they advertised (Figure 7) in the Chevrolet Silver Book were designed for a Corvan with windows on both sides.

One historical document shows that the Conestoga Mutual Telephone Company, Morgantown, PA, purchased a 1963 Corvan for \$2894 and much of the ~\$700 over the manufacturer's suggested retail price may reflect the storage units and other phone company customizations.

Emblems & Provenance

The Bell System emblem was modified in both 1960 and 1964 (Fig. 8), although the changes were not immediately adopted system wide. The emblems were sometimes customized to include the name of the local subsidiary. The emblems were often found on the front and rear doors. A much more stylized bell was introduced in 1969.



Figure 5. Corvan half-bench seat.



Figure 6. Side (top) and rear (bottom) views of storage facilities of Corvair 85 van.

(Continued on page 11)

(Continued from page 10)

Some of the best evidence of a phone company history is provenance in the form of Bell system paperwork, registration forms, labels, and plaques inside or outside the vehicle. The Southwestern Bell Rampside shown in Figure 2 (in Part 1, [Vol. 52/6](#)) is one of the best documented, still having a Texas state registration form (Fig 9) identifying SW Bell as the owner. Vehicles may also have plaques and stickers with company policies. The safety creed, which was first adopted in 1939 was reportedly required in all company vehicles.



Figure 7. Corvan outfitted by Utility Body Company.

Being Better did not Guarantee Success

The Econoline and the Corvair 95 entered the foray somewhat neck-and-neck. Reviews for both were positive and tended to favor the Corvair 95 for its large payload, better handling, aesthetic design, and probably in part, for the sheer boldness of its innovative engineering. The Bell system subsidiaries quickly began to replace the traditional installer trucks. For example, Pacific Telephone and Telegraph had 955 trucks in its half-ton class in 1960 and was expecting to replace 20% annually with a mix of both models. The Bell System overall acquired around 500 compact vans that first year and subsequently replaced about 5000 annually. By 1964 there were over 15,000 compact vans in the fleet.

Although the Corvanatics FC Registry shows that some Bell System subsidiaries were still purchasing Corvair 95s in 1964, these were undoubtedly greatly overshadowed by purchases of other models. There are no known records of the number of Corvair 95s purchased by phone companies, nor production figures for the vans with COPO side windows. Ford data shows 9361 standard Display Vans were produced between 1963 and 1965, and it's likely many of these went to phone companies. The Econoline-emulating Chevy Van and the Dodge A-100 both entered the market in 1964 and further diminished interest in their rear-engine competitor.

The Corvair 95 was the superior vehicle on several accounts, so why did it fall out of favor with the Bell System? The Corvair 95's four-wheel independent suspension afforded superior ride and handling. The small, light-weight rear-mounted engine yielded a lower-setting, more accessible load area, greater load capacity, and more roomy cab space. Certainly the Rampside's side-gate afforded superior accessibility to the pickup bed. Alas, the Corvair 95's elegant design could not compete with the more barebones Econoline. With its engine mounted forward, the Econoline's load space was more functional than that of the Corvan. And there was no hiding the hump – the elevated engine compartment in the rear of the Corvair 95's cargo bed. Econoline advertisements often showed an open-door rear view and the tag line "No Rear Engine Hump".

But more importantly, the Corvair 95 could not successfully compete on the one account most important to corporate accountants. Base model Econoline vans were around \$300 less than the Corvan and \$200 less for the pickup than the Rampside. Phone companies would have qualified for GM Class A fleet user certification and received a discounted price for the vehicles they purchased, but Ford would have done likewise. Since comfort was not a primary concern, the standard leaf spring suspension was sufficient and less expensive than the four-wheel independent suspension of the Corvair 95. Mechanics were generally more comfortable working on the Econoline's tradition straight-six engine, an issue compounded by the Corvair 95's more frequent visit to the service bay. Fuel economy was obviously important and the Econoline's slightly better MPG would have translated to millions of dollars in savings for the large Bell System fleet. Ford aggressively promoted the Econoline's austerity with advertisements in telecom trade journals touting savings in fuel economy, oil usage (only 3½ quarts), tire life, and even less expensive state licensing fees! By late 1961 Ford advertisements were already touting the Econoline as



Figure 8. Bell Company emblems.



Figure 9. Clockwise from top left: Pac NW Bell passenger prohibition, SW Bell Texas State registration card, Pac NW Bell Auto Accident Check List, Bell System Creed glovebox sticker.

(Continued on page 12)

(Continued from page 11)

“America’s Most Popular Van” and the “All-Round Economy Leader”.

The dramatic decline in sales in early 1961 shook Chevrolet’s confidence in the Corvair 95. In 1962 Chevrolet effectively conceded the large fleet user market. During its first year, Chevrolet ran hundreds of advertisement inserts for the Corvair 95 in over a hundred different trade journals and magazines; in 1962, advertising was reduced nearly 75%. There was a half-hearted attempt to salvage the Corvan through cost-saving design changes in 1963, and despite a moderate increase in advertising, the Corvair 95 was relegated to Chevy’s advertising backwater. Advertisements in telecommunication journals such as Telephony and Telephone Engineer and Management were almost nonexistent in 1963 and ’64. A Bell System fleet powerhouse the Corvair 95 was not to be.

1961 Corvan vs Econoline Panel Van Specs

	Corvair 95	Econoline
Wheelbase	95	90
Construction	unibody	unibody
GVW	4600 lbs.	4100 lbs.
Loadspace	191 in ³	204 in ³
Floor height	14 in (side)	25 in
Payload	1800 lbs.	929 lbs.*
Suspension	Independent	Leaf
Engine	Flat-6 rear mounted 80 HP	Straight-6 over front axle 85 HP

Mfg. suggested
retail price

\$2289

\$1981

*1479 lb. with optional heavy load package

End Note

No discussion of Bell System Corvair 95s would be complete without a nod to the Tatsuya toy company in Japan for producing a scale model of the van (Fig. 10). This was one of fourteen Corvair 95 friction drive toys that Tatsuya produced under the KTS trademark – 6 Corvans, 4 Greenbriers, and 4 Rampsides. Several of these carried corporate insignias including Coca Cola, REA Express and Bell Telephone. The Bell System van is quite nicely manufactured, painted Bell System Green with a Bell System emblems, though missing the right-side windows. At least company Corvair 95s outnumbered Econolines in Tatsuya’s fleet.



Figure 10. Bell System Toy

Phone

Now, if you have read this far, get ready for your 2025 exclusive membership freebie packet.

It will be going out in the mail in the next few weeks.

Which reminds me to ask if anything has changed with your mailing address in the last year.

Please send it to corvanatics@gmail.com. We don't want you to miss out.

There will be the 2025 Member Cling and some other unique items.



Corvan - Antics - thru the years

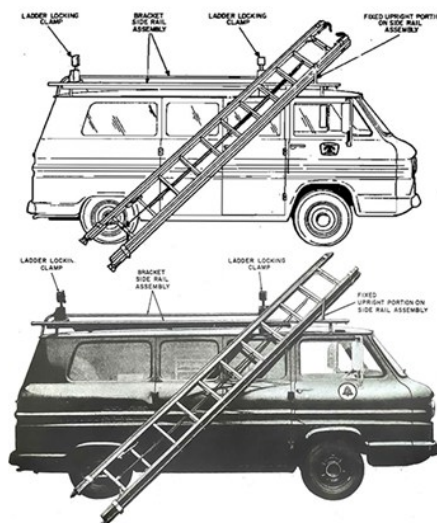
Steve Spilatro - Historian

50 years ago, Corvan - Antics, 1975

There was no Jan-Feb issue of Corvan Antics in 1975. There were four issues in 1975, tagged to the seasons-Spring, Summer, Fall, and Winter.

40 years ago - Corvan - Antics Volume 13-1, January-February 1984

Timely for the current issue, Joe Darinsig provided this illustration of a Corvair 95 phone company van. The image is from a 1980 GTE company Station Installation and Maintenance Handbook and illustrated how the roof-top ladder was dismounted. The image page is dated June '68. [Historian note: The photograph is from the 1969 New York Telephone Company Handbook of the same name and appears to be the basis of the illustration. I have seen other late 1960s handbooks from other companies that show an Econoline, so it is interesting that as late as 1980 an image of a Corvair 95 was still being used.]



30 years ago, Corvan - Antics Volume 23-1, January-February 1995

Bob Kirkman wrote about some of the bolts used in Corvair 95s. Clutch-head bolts were used presumably to accept higher torque than a Phillips head. Fine-thread pinch-point bolts were commonly used for structural assembly because they sustain higher torque than coarse-threaded bolts and the pointed end allowed rapid installation without the need for careful alignment. Why do the engine compartment bolts have a Phillips head with one large slot? – so that they can be removed in a pinch with only a quarter.



20 years ago - Corvan - Antics Volume 33-1, January-February 2005

This issue was a bit light on content, but did include pictures of twelve '65 Greenbriers to recognize the 40th anniversary of the end of Corvair 95 production.

10 years ago - Corvan - Antics Volume 43-1, January-February 2015

Dave Palmer wrote about the reproduction FC round mirrors that he had recently received. These are the standard round mirrors available for all models and production years and now available from a number of Corvair parts retailers . .



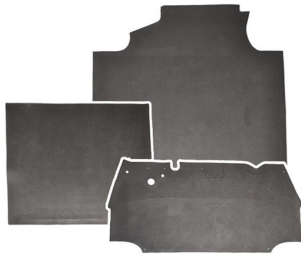
Steve's FC Parts Mart

(740) 374-8778

spilatr@sarietta.edu

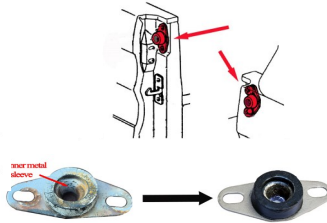
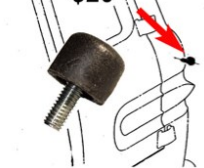
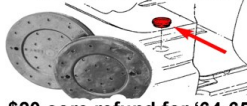
FC Floor mats with deluxe pattern

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

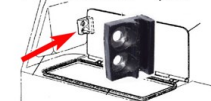
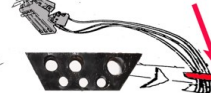
**Ramp-gate Pin Guide – rubber restoration of core.**

Pin guide rubber is typically hardened and cracked and inner metal sleeve often missing.

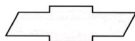
Standard rebuild \$50 per unit; with replacement inner sleeve \$75 plus shipping

**Heater Fresh Air Intake Boot \$65****Front door Check-arm grommets \$14****Rear Door Outer Bumpers (2) \$20****Side Door Bumpers (2) \$14****Carburetor Swivel \$23 Linkages****Early Style Shifter Boot \$60****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

CORVAIR SPECIALTIES**"We make your Corvair Perform Like New"****Bill Prichard**

GM, ASE, Certified Master Technician, Corvair Specialist since 1974
 1157 NC 9 South (PO Box 843). Black Mountain, NC 28711-0843
 828-545-4478

**2019-2025 Clark's Corvair Parts Catalog!****and Current Supplement with Many New Parts****Free with a parts order (you pay shipping)**

Over 500 pages in 1 volume

330 interior color samples on 8 pages

Order just a 2019-2025 Catalog

USA - order Cat-9 - \$8 (catalog & shipping) using credit card or sent in money

International - you pay the actual shipping (starting at approximately \$30 shipping)



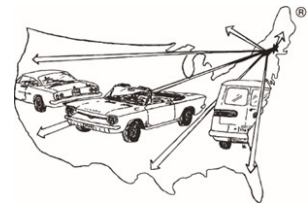
FC gas tanks C11710H & C11710N now give you original tern coated tanks (inside and out)

Clark's Corvair Parts®

400 Mohawk Trail, Shelburne Falls, MA 01370

413-625-9776

Fax: 413-625-8498

www.corvair.comemail: clarks@corvair.com**Performance Corvairs**WWW.PerfVair.com

sethracer@aol.com
 408-247-2237

- Electronic Distributors
- Dash Parts
- Steering Columns
- Steering Wheel Adapters
- Quick Steering Components

Proud Supporter
 of Corvanatics

Performance Corvairs
 San Jose, CA

Contact Information

President thru 2025

Ken Hand 248-613-8586
1896 S. Gregory Road
Fowlerville, MI 48836
vairmech@aol.com

Vice President thru 2024

Stephen Brown 503-628-0291
32829 SW Unger Road
Cornelius, OR 97113
SGBGJB@yahoo.com

Secretary/Treasurer

Molly Bacon 706-457-2242
5425 Morrow Road
Gladwin, MI 48624
corvanatics@gmail.com

Director thru 2026

Rob Amsler 407-506-8897
36 Bay Track Ct
Ocklawaha, FL 32179
rob.amsler@me.com

Director thru 2026

Ben Stiles 717-687-7558
212 Georgetown Rd
Strasburg, PA 17579
bensbus@verizon.net

Director thru 2024

Dale Dewald 906-482-2872
49595 Blessent Road
Hancock, MI 49930
d66dewald@gmail.com

Director thru 2025

Rod Murray 412-719-3449
476 Woodland Road
Pittsburgh, PA 15237
rmurray8996@gmail.com

Technical Editor

Gary Baxter 918-645-8451
7590 North 140 East Place
Owasso, OK 74055
morsa66@outlook.com

Historian/Webmaster

Steve Spilatro 740-374-8778
635 Fifth St
Marietta, OH 45750
spilatr@s@marietta.edu

Newsletter Editor

Molly Bacon 706-457-2242
5425 Morrow Road
Gladwin, MI 48624
CorvanAnticsNews@gmail.com

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 - 2023, 2022, 2021 2020, & 2002

CORSA Chapter Newsletter Award - 2024 2nd place, 2020 1st place, 2019 2nd place, 2018 2nd place, & 2015 3rd place

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.

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



Founded in 1969, **CORSA** is group of automobile enthusiasts working to satisfy the common needs of individuals interested in the preservation, restoration, and operation of the Corvair. CORSA's long range goal is to promote reproduction of parts and render technical assistance to increase your enjoyment of the Corvair, and to further the general public's appreciation of the car.

Corvanatics encourages membership in CORSA. Visit their website, www.corvair.org

Director Candidates

Michael Hill (Mike)

Email: jetmechmike@yahoo.com

Residence: Connecticut

Member of Corvanatics for 2 years

My first exposure to Corvairs was in 1966 and I was 5. My eldest sister had a '62 Monza convertible, yellow with a black top, she called the "bumble bee". My eldest brother had a white '62 Greenbrier that he drove back and forth several times across the country without any issues. It met its demise when my other sister borrowed his van and surprised him (so she thought) by filling the engine oil to the top of the fill port then driving it until the motor exploded (as she recollects). More is better, right?

I am retired from 2 careers: 22 years in the USAF (1979-2001) and 22 years in the aerospace defense industry (2001-2023). I have logged over 4 million miles traveling the globe in these careers working with our defense industry and allies and it's time to unpack! So now I have free time.

My first Corvair was a '66 Monza coupe with a 3-speed I purchased in 1985. I lived in Las Vegas at the time and there is where I fell in love with the car. Indestructible is what I recall. It loved the desert. I had an assignment to Iceland and was looking to sell the car before I left. I did not advertise it at all and one night on my way home from work I was pulled over by a cop, for the simple reason of asking if it was for sale. That worked out well.

I have been involved in car clubs since 1990, during my assignment Panama City, Florida. I was the president of a club there (Sunshine Cruisers) and was driving a '59 El Camino, '65 Grand Prix, and a '68 GTO (and Fieros, lots of Fieros). Great times, great shows, and great folks.

In my spare time, I am usually traveling with family or working on a car or house. My middle brother has a '66

Monza convertible that I get to work on occasionally as well. We recently completed a 3-day 1100-mile road rally through 7 states without incident! So proud of that car!

I currently own a '62 Rampside that I absolutely love to drive. I happened upon and purchased a zero mile '62 Motobecane Mobyette moped to match. I call the truck "Britney." My brother named her as he says, "she looks good for an old gal, but still has some demons."

So, that's my story. I am here to promote the Corvair and this hobby at every opportunity, whether online or in person. I absolutely love taking it to every car show I can and talking to the folks.

I want to ensure this hobby, and these vehicles continue long after I am gone. It's truly an underappreciated platform, and I would like to try and change that with your help!



My name is **Chris Law**, and I am currently President of the Heart of Georgia Corvair Club. I just turned 70 yrs old on 12/20. I am a second generation Corvair and FC person. My dad and mom were James and Lillian Law. I grew up with Corvairs, we had an early when I was 6 or 7, then later, in high school, I built my first Corvair, a '62 Monza coupe. I dated my girlfriend in it, and she still married me. Now all these years later (51), she is still with me and our 3 Corvairs. After high school I attended Nashville Auto Diesel College, taking automotive and diesel courses as well as the welding course. I worked as a mechanic for a truck leasing company, then a Hyster forklift dealer. Then I was hired by Carlton Co., a Caterpillar Dealership and for over 27 years, served in many different positions. In December 2002 Carlton Co was bought out by Yancey Bros., which I also served in many Parts Dept. positions, until I retired in Oct. 2020.

Before I retired, my wife and I resurrected a Corvair Trike, which we showed with mom and dad for several years, even at the Hilton Head Concours Car club Showcase, and placed as one of the top 25. During this time, I had started to drive and work on dad's Rampside, as his eyesight had started failing. So now it has been approximately 15 years, and I am still trying to learn all I can about FC's. Most of you are familiar with my '63 teal and silver Rampside. Dad showed it for many years as have I, It was used for the 2022 Convention advertisements and also the 2024 Corvanatics window cling and calendar. My belief is Corvairs are some of the most innovative vehicles made and of them, the Rampside are probably the most versatile pickup truck ever made. We should all strive to get our Corvairs, in particular FCs, on the road, to shows, parades, and displays for more people to see how special they are.



Director Elections

At the start of each year the membership will elect two directors. For 2025, Steve Brown and Dale Dewald, are rotating out and two new Directors will be installed into office.

Now, it's time to elect those two new directors.

We have two candidates. Read about them on [page 16](#).

Vote either online [HERE](#) or by mail-in ballot (detach and send the below ballot). If not voting online, mail to: Corvanatics, 5425 Morrow Rd., Gladwin, MI 48624

Voting is open until 11:59pm eastern time, April 1, 2025

Corvanatics Director Election Ballot

Select only **two** for the 2025 Director's election. Please vote and show your support for these members.

☐

Chris Law

☐

Michael Hill

mail to:

Corvanatics
5425 Morrow Rd.
Gladwin, MI 48624

This page is intentionally left blank