

CORVAN-ANTICS



May-Jun 2025, Vol. 53, Issue 3

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



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

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MEMBERS GET MORE!!!

ITEM	Non-members	Members
Cost \$\$\$>>>	FREE	Dues \$10 or \$15 a year
Corvanatics FB Group	FREE	FREE
Club Website	FREE	FREE
Corvair 95 VIN Registry	FREE	FREE
Corvanatics Tee-Public Store	FREE	FREE
Corvanatics Zazzle Store	FREE	FREE
Membership		
Club Newsletter (6 editions a year)	n/a	Included
Member's Annual Window Cling	n/a	Included
Membership Card	n/a	Included
New Member Gift (patch, sticker, or magnet)	n/a	Included
Surprise & Delight Gifts	n/a	Included
Members Only Store	n/a	Included
Members Only Items	n/a	Included
Members Only Pricing	n/a	Included
Chapter Voting Privileges	n/a	Included
Board Member Participation	n/a	Included
CORSA Convention Chapter Meeting	Everyone welcome	Included
President's Choice Vehicle Award	n/a	Included
Merchandise Price Samples:		
Membership Roster	n/a	\$5
Corvair 95 VIN Registry Certificates	n/a	\$30
Logo Hats	\$17 - \$19	\$11 - \$13
"Classic Logo" T-Shirt	\$15	\$11
Other Design T's	\$17 - \$18	\$12
Club Polos	\$28 - \$38	\$22 - \$32

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, <https://www.corvair.org/chapters/corvanatics/membership.php>.



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

Hosted by Central Coast CORSA



Participating Chapters



Convention Info

Location: Embassy Suites Hotel

333 Madonna Rd., San Luis Obispo, CA

**Corvanatics
Annual Meeting
Wednesday
May 21
Los Osos Room
8:30pm –10pm**

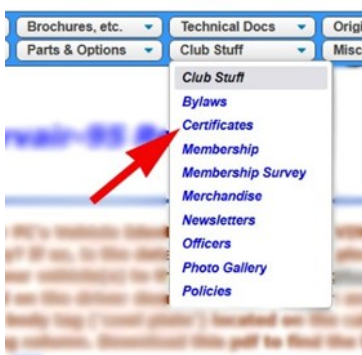
Corvanatics Corvair 95 Registry Certificates

Corvanatics is proud to offer Official Corvanatics Corvair 95 Registry Certificates. These certificates are available only for Corvanatics club members and for vehicles recorded in the Corvanatics Corvair 95 Registry. The certificates document and decipher the VIN, data plate, and engine ID codes, and are printed on high quality bond carrying an embossed gold Corvanatics seal, suitable for framing. Additional historical information can be included on the certificate at the discretion of the club historian and available space.



The certificates are available now at an introductory price.

Corvair 95 light trucks



A single certificate: \$30

Each additional certificate: \$15

Shipping is included in the price. **(shipping paused from 5/2/25 -5/30/25 due to travel to and from the Convention)**

Certificates make great gifts.

For more information and to order certificates go to the Certificate webpage at <https://www.corvair.org/chapters/corvanatics/RegisCert.php> or use the website navigation menu link shown to the left.

SHIRTS

More cool Corvanatics stuff. We've added inexpensive shirts to the same store with the hats (hats are still there, but not featured in this image). Same great quality.

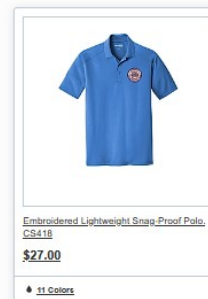
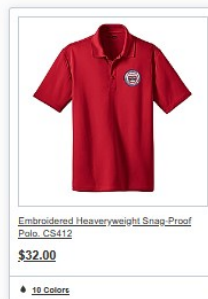
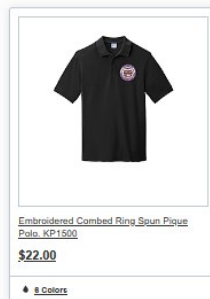
Use this link, <https://corvanatics.itemorder.com/shop/home/> to go straight to the store and shop.

As before, international members can contact corvanatics@gmail.com to place your order.

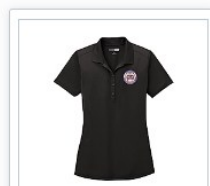
Adult Apparel (Unisex)

[View Category Page](#)


MEN'S APPAREL

[View Category Page](#)


Ladies Apparel

[View Category Page](#)


Showing off Corvanatics swag.



Found on Facebook

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

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

Chris Law



Lance Fontinello



David Wenzlick



John Miller



Steve Jabben



Patrick Pilon



More Found on Facebook

Gary Ruben



Ricki Jannise



John Jackson
New steering wheel and
boom mat

John Jackson



From the Secretary & Newsletter Editor

by Molly Bacon

Hi all,

Note: Your secretary/treasurer/editor will be gone most all of May. Registry Certificates and Membership Cards will be on hold. I will be at the Convention and hope to see lots of members I have not seen at other conventions, plus the regulars. Come to the Corvanatics Annual Meeting at 8:30pm, Wed. the 21st in the Los Osos room.

Since the last newsletter :

329 members
2 new members
17 members renewed their dues
6 members dropped



WELCOME !! to our new members

Michael Tuttle IL

Tod Bigot IL 1961 Loadside, 1961 Corvan

Dues Expiring

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

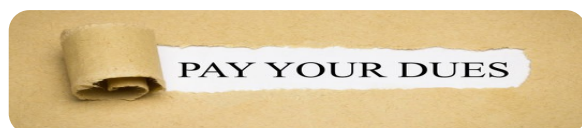
You will not be penalized for paying early, your due month stays the same.

Due in April

Everyone paid!!!!	
-------------------	--

Due in June

Raymond Coker	Jim Craig
Mike Gassmann	Christopher Heckel
Troy Hull	Gordon Hunter
Greg Kosmatka	Ted Moon
Jason Van Fleet	Greg Vargas



Due in May

John Cleveland	Norman Legault
Thomas O'Leary	

Due in July

Paul Alford	Gary Baldwin
Jerry Brown	Greg Czopek
Tom Downs	Lance Fontello
Nolan Grany	Richard Hall
Reese Hill	Ricki Jannise
Ralph Loewinger	William Ramsden
Ray Sego	Dave Todd
Mark Tucker	Jeff Wilsman

The Winner Is
Jason Van Fleet

\$10 Clark's Gift Certificate

Remember, you can only win if your dues are current

Riding with the President—Ken Hand

Due to some personal circumstances, there will not be a Riding with the President's article in this edition.

Stay turned for one next newsletter.



Ken Hand

Corvanatics Prez

vairmech@aol.com, 248-613-8586

Congratulations to our two new Directors Chris Law and Michael Hill

Elections results:

51 ballots cast - 7 were mailed in

14% of the membership voted

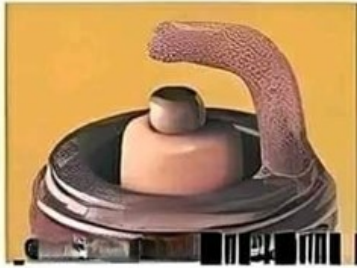
Chris Law - 50 votes

Michael Hill - 48 votes

At the Board of Directors' Zoom meeting on April 16, 2025, the Directors nominated and unanimously approved Ken Hand as President and Rob Amsler as Vice President

Know the condition of the engine from the spark plugs

1



2



3



4



5



6



7



8



9



1- Good condition.

2- Saturated with oil due to a problem in the piston.

3- Need to adjust the (gap) in the new spark plug.

4- Evidence that the spark plugs have not been changed for prolonged periods and need to be changed immediately.

5- Saturated with lead due to a high percentage of lead in the fuel.

6- Saturated with carbon due to poor combustion. The fuel pump and air filter need to be checked.

7- A result of the engine temperature increasing above its normal rate, and therefore the system needs to be checked.

8- Need to change the type of fuel (for example, instead of 80 gasoline, it is 90 or 92 gasoline) or change the valves if it happened in a short period (less miles).

9- Evidence of a mechanical problem or a foreign body in the combustion chamber.

Corvan - Antics - thru the years

Steve Spilatro - Historian

50 years ago, Corvan - Antics, May-June 1975

No newsletter was published for May-June 1975.

40 years ago - Corvan - Antics Volume 13-3, May-June 1985

President Tom Silvey presented the results of the "Bearing survey" of members about their willingness to buy reproduction rear wheel bearings. Of the 325 members, 34% (111) responded. The 88 saying yes indicated the need for 163 bearings.

Nico DeJong reported on the actions of the "Binder and Index Committee". The committee had been inactive for much of 1984 due to intervening personal issues of the committee members, but they could now announce that the Corvan Antics 1972-84 Technical Index was "off the press" and available for \$1.50. Nico credited Committee member Terk Terkelson with doing the "lion's share" of the work preparing the index. The other committee member was Jack McCullen.

30 years ago, Corvan - Antics, May-June 1995

No Newsletter was published for May-June 1995.

20 years ago - Corvan - Antics Volume 33-3, May-June 2005

Mike Dawson conveyed the story of his '63 8-door Greenbrier being used to trailer his '65 Corsa race car from Kansas City to the Corsa National Convention. The Greenbrier was asked to haul the 3500 lb. trailer+car plus an additional 1400 lb. load of parts, people, fuel, etc. and performed well averaging 16 mpg. As a postscript, Mike reported that the Greenbrier was subsequently stolen, used for burglaries, and burnt, with only the drive train and some other hardware salvageable.

This issue also presented a menagerie of photos of FC mirrors on members cars. The collection included both long- and short-arm stock round mirrors, D29 and early 3-arm dealer-installed rectangular mirrors, plus the expected diversity of aftermarket attachments.



10 years ago - Corvan - Antics Volume 43-3, May-June 2015

Current Board member Rod Murray had been working diligently on the restoration of his '64 Greenbrier and reported in this issue on the installation of the powertrain. Rod was assisted in the process by several friends – John Sweet, Tim Colson, Jim Madden, Kurt Foltz, Jim Weppelman, and "Freddy", who shall go by no other name.

Dave Palmer provided an article about the restoration of "Dainer's Rampside", the '62 Rampside which had been his father's. Dave's father was called "Dainer" in his childhood, and so his Rampside inherited that moniker. Dave did a complete restoration and added a front air dam, custom upholstery, and stone guards on the headlights.



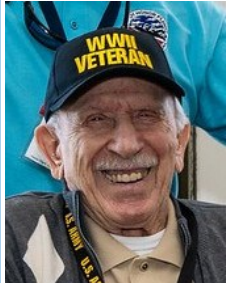
John Sweet, Rod Murray,
and Jim Weppelman

In Memorial

Thomas O. Silvey

October 2, 1924 ~ March 21, 2025 (age 100)

ed - Tom joined Corvanatics in 1975 and was the fourth Corvanatics president in office from 1981-1989, and was the first vice president from 1979-1981. His wife, Caroline, was secretary/treasurer from 1978-1997.



Thomas O. Silvey, 100, of Arcadia, formerly of McCordsville, passed away on March 21, 2025, in Tipton, Indiana with family by his side. He was born on October 2, 1924, in McCordsville to Clarence and Mary (Socks) Silvey. He married his high school sweetheart, Caroline Hanna, on November 2, 1946.

Tom graduated from the old McCordsville High School in 1942 and then volunteered to fight in World War II in the Army in the spring of 1943. Following his service to our country, Tom graduated from Purdue University in 1955 with a degree in Mechanical Engineering. During his career, he worked as a Design Engineer until he retired from Allison's Gas Turbine Division in 1984. He was also a volunteer firefighter in McCordsville.

Tom was a 75-year member of the former McCordsville, now Eden Masonic Lodge No. 477. He was a past president of the Circle City Corvair Club. He was the first Town Manager of McCordsville and served on the Town Council for over 10 years. Tom was also a member of the McCordsville United Methodist Church. Tom enjoyed tinkering in his garage and was especially proud of his Greyhound bus that he converted into a motorhome. He also designed and built his own heavy-duty lawn tractor.



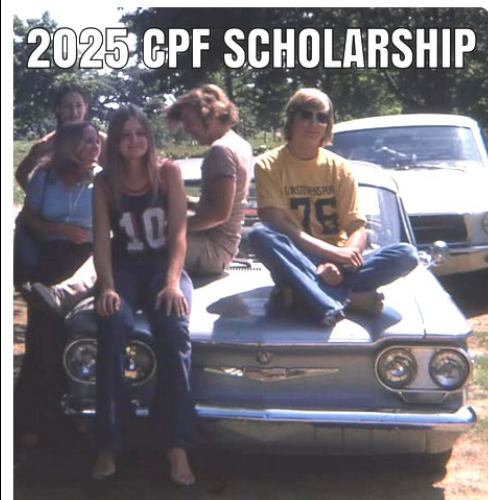
Tom is survived by three children, Thomas Oscar Silvey II and wife Allison Leer of Greencastle, Daniel Silvey and wife Linda of Arcadia, and Nancy Spears and husband Mike of Fairland. He is also survived by sister-in-law Sue Lawhead of Greenfield.

He is also survived by his 9 grandchildren, Mary Jane Hill and husband Daniel, Killey Shuck and husband Dustin, Danielle Atkisson and husband Trent, Travis Silvey and wife Mary, Kandice Holton-Spears, Michael Spears, Denise Bolander and partner Brett Norrod, Earl Bolander II and wife Lee Ann, Audrey Bolander and partner Jason Stamm.

He is also survived by 13 great-grandkids, Derrick Hill, Sarah Jane Hill, Marshall Atkisson, George Atkisson, Collin Atkisson, Hannah Silvey, Jackson Oscar Silvey, Quinton Bolander, Jillian Murray, James Murray, Lucy Hale, Cameron Metcalf and wife Tristan, and Angelina Metcalf, and great-great-granddaughters Ensley and Kaysen Metcalf, as well as several nieces, nephews and cousins.

Tom was preceded in death by his wife, Caroline, his parents, Clarence and Mary Silvey, his brother, Bill Silvey and sister-in-law Marjorie, his sisters, Irene Beeson and Mary "Liz" Wilkin-Woodard, brother-in-law John Lawhead, and niece Mary Ann Morales.

Friends may call from 2:00 pm to 4:00 pm on Sunday, March 30, 2025, at Seals Funeral Home, Fortville. A funeral to celebrate Tom's life, beginning with Masonic Memorial rites, will be held at 11:00 am, Monday, March 31, 2025, at the funeral home. The family will receive friends on Monday from 10:00 am until the time of service. Burial will follow the funeral at Gravel Lawn Cemetery with military honors. Memorial contributions in Tom's memory may be made to The American Heart Association.



Little known Corvanatics facts

As you can read, Corvanatics sponsors a \$500 scholarship each year. Maybe you have a child or grandchild that should apply. Contact Sarah Bruce at the email below.



[Corvair Society of America](https://www.corvairsocietyofamerica.org/)

February 26 · 📍

2025 CORSA Scholarship

This year we are pleased to announce we will be offering two scholarships. One in the amount of \$1,000 from CPF and one from Corvanatics in the amount of \$500.

These scholarships will be awarded during the annual convention at the Awards Banquet in California this summer.

To secure your application, please email Sarah Bruce SARAHVAIR@CFLRR.COM

The Corvair Preservation Foundation's "Frank Winchell Corvair Memorial Scholarship Fund" is annually awarded to deserving students planning to attend a college, technical or trade school.

We welcome donations to this fund, and you can go to [corvair.org](https://www.corvair.org) for more information on how you can give to this worthy cause.

The application deadline is May 30, 2025.

Stock Was . . .

FC Seat Belts (part 1)

By Steven Spilatro, Corvanatics Historian

A lot has been previously written about Corvair seat belts, although less specifically about those in FCs. In 2000, Kent Sullivan described the 1964 transition in seat belt options for the Greenbrier (CorvanAntics, Vol 28 #3) and has an excellent web resource at <https://www.corvairekid.com/64fcnote.htm>. Rick Loving included some information about FC seat belts in an article in the April 2013 Corsa Communique. Here, I will focus on the belts of Corvair 95s and including some historical context.

Unfortunately, there is sparse documentation about Corvair 95 seat belts. The seat belt design history that is well documented for the Corvette is mirrored to some extent in Corvairs, but the Corvair design history could be better resolved by finding survivor vehicles with original seatbelts. Survivor Corvair 95s are even rarer considering the much lower production numbers and that early State and Federal requirements for seat belts did not apply to commercial vehicles, such as the Corvan and Rampside. Assembly manuals, Parts and Accessories catalogs and other GM publications provide some information such as seat belt part numbers, although these documents are often ambiguous or contradictory.

About seat belts. The Irving Air Chute Company was the principal supplier of Corvair 95 seat belts. Irving had been the principal manufacturer of parachutes during most of the twentieth Century. Diversifying in later years, they produced seat belts for GM from 1956 to 1966. The company name was printed on a fabric tag sewn on the seat belt webbing (the “webbing tag”) and usually embossed on the back of the buckle. As described below, the James Robbins company also appears to have provided belts in 1964 and ‘65.

Let’s establish a little terminology for the parts of a vintage seat belt.

Buckle. All Corvair 95 seatbelts had buckles with a “Lift-lever” release, often called an “aircraft” style buckle. Push-button buckles were not used with Corvair 95s, but were used in Corvair cars beginning in 1965 with the RCF-65 “Maxi-Buckle”.

Latch plate. Also called the “tongue” or “D-ring”, this is the end that slips into the buckle.

Webbing. Seat belt fabric had bands woven in different orientations to maximize strength. Because it needed to withstand tremendous forces, this fabric was difficult to manufacture and required specialized equipment and technical skill. 1961 tags identified standards by the SAE (Society of Automotive Engineers) and CAA (Commercial Aviation Authority). Beginning in 1962 the tags carried new SAE standards (“SBA J4”) and the “JJ-B185A” standards of the Federal General Services Administration (GSA). Why two sets of standards? The GSA standards were created to cover government vehicles which were assumed to only be driven by adult males whereas the SAE standards cover the entire population. The SEA standards were updated in 1963 (J4a) and again in ‘65 (J4c).

Floor anchors. The hardware used to connect the belt to the floor, the design often differed for fixed- vs adjustable-length belts. These were also called the “hambone”, reflecting its appearance in early models.

Retractor. Although complex in modern seat belts, in early days the retractor was a relatively simple device that allowed the belt to automatically shorten in length.

Front and Supplemental Seat Belts. There were two types of accessory belts, which, as designated by Chevy, I will refer to as “front” seat and “supplemental” seat belts. The front seat belts were fixed length, and, beginning in 1962, connected to threaded anchor points on the floor behind the front seat, and had a vinyl boot that covered the anchor-end of the belt.

“Supplemental” seat belts were used in Greenbriers for the front seat center position and rear seats, as well as the front seat of pickups and Corvans. When used for rear seats, the belts were anchored with bolts through holes drilled at the dealership. These belts lacked the vinyl boot.

About part numbers. Beginning in 1962, seat belts could be ordered for Greenbriers as an option from the factory (FAO 148) or for any FC model as an accessory item installed at the dealership. Part numbers were either 7-digits for the belt/buckle assembly when installed at the factory (such as “3814638”) or 6-digits for accessory number (such as “985411”) when installed by the dealer. The 7-digit numbers are shown in the factory assembly manuals but often not listed in the P & A parts catalogs. The accessory numbers were different because the package also included mounting hardware and instruction sheets. GM part numbers were printed on the packaging of accessory belts, but not on the seat belt itself.

Seat belt colors. GM documents are quite ambiguous about the availability of colored seat belts for Greenbriers. Some GM documents do show colored accessory belts as available for Greenbriers, such as the 1963 Finger-Tip Facts booklet but only



Figure 1. Seat belt webbing tags. Upper 1961, Lower 1962.

(Continued on page 12)

(Continued from page 11)

for front seats. The Confidential Price Guides are ambiguous, listing colored accessory belt for “All Exc Truck”, which would seem to include Greenbriers and Corvans. 1965 is the only year for which colored seat belts were explicitly included with the Z60 custom equipment (Deluxe trim). Unfortunately, Parts and Accessory (P & A) catalogs muddle the issue, such as by listing accessory black and fawn belts for 1962-’63 models and only black belts for ’64 and ’65.

In any case, it’s pretty clear that Corvan and pickup accessory belts were always black. Quite likely dealers were at liberty to install colored accessory belts in FCs if requested. I believe that the factory-installed FOA/RPO Greenbrier belts also were always black. This is supported by the Chevrolet exception control letters (ECLs) that indicate that factory-installed RPO belts were available in a single color, which reasonably could be assumed to be black. If seat belts were color-keyed for deluxe Greenbriers in 1965, then the Chevrolet ECL data would necessarily be wrong.

1961 Seat Belts

In other models, the early 1961 buckle was painted, but the only seat belt available for Corvaire 95s in had part number 988375 and described in the Accessories Brochure as “made of 2” wide gray nylon webbing with a metal-to-metal quick release type buckle” (Figure 2). The only text on the rear side of the buckles was “U.S. Patent 2,458,810” and the webbing tag was as shown in Figure 1. The belt could be installed for driver, passenger, and center positions of a front bench seat for a van or pickup as well as for the rear seats of Greenbriers.



Figure 2. 1961 Seat Belt.

Regulatory Pressure builds. Since 1945, the Advertising Council had promoted safe driving habits through its “Stop Accidents” campaign. Ford had already in the 1950s begun to promote seat belts usage, but GM did not, fearing it would discourage sales. But by the early 1960s there was solid evidence seat belts were particularly important in reducing injury. In this light, the National Safety Council spurred the Ad Council to focus its Public Service Announcements on the benefits of using seat belts. Although initially hesitant to irk sponsors in the automotive industry, the Ad Council launched the “Seat Belts Save Lives” campaign in the summer of 1961. GM began to buckle to the pressure (as they say).

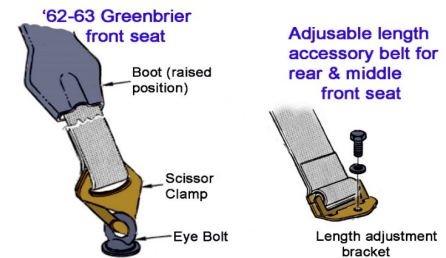


Figure 3. 1962 and '63 front (early style) and rear style floor anchors

1962 Seat Belts.

1962 was the first year that front belts for the Greenbrier were available as a Factory Optional Accessory (FOA 148). The front belts used scissor-like clamps and eyehook bolts (Figure 3) threaded into the provided anchor points.

There is a general agreement among different sources that early '62 belts had a plain painted metal buckle, 4-banded black webbing, and black vinyl boots (Figure 4).

In other '62 Chevrolet lines, the seat belt design transitioned mid-year to a polished metal buckle like the 1963 belts. Transitioning was conveyed in the buckle model number which progressed from “CS-5000” to “Pcs-5000” and then “IC-5000”. It is uncertain whether these changes also occurred for the Corvaire 95 belts.



Figure 4. 1962 #985357 Seat Belt

1963 Seat Belts.

With the revised option numbering system introduced in 1963, FAO 128 became RPO A37. These belts have a polished metal buckle with a round, surface-mounted emblem sporting a blue Chevrolet “Bowtie” (Figure 5). The back of the buckle was embossed with the “IC-5000” model number. The webbing is black with three equal-sized bands, as the floor anchors were the same as in 1962.



Figure 5. 1963 #985511 Seat Belt

1964 & '65 - Seat belts become standard equipment. GM understood that seat belts were unpopular among customers and believed that adding them would hurt its bottom line. But heading toward 1964, it could no longer ignore the calls for making seat belts mandatory. The Big Four auto manufacturers were under pressure from State and Federal governments, public education campaigns, and even insurance companies. National Safety Council initiated its own “Buckle Up for Safety” PSA campaign. Congress held hearings and passed the National Traffic and Motor Vehicle Safety Act and the Highway Safety Act. And while the Federal Government focused on seatbelt design standards, states took the lead in requiring seat belt installation in automobiles. By the end of 1963, 23 states had enacted such laws, many scheduled to take effect in 1964.

(Continued on page 13)

(Continued from page 12)

The Big Four auto makers responded in 1964 by making front seat belts standard equipment (and likewise for back seats in 1966). The transition of seat belts to standard equipment in 1964, described in part by Kent Sullivan in an earlier article, is a complicated history.

When the '64 models rolled out in the Fall of 1963, seat belts were still only available as RPO A37, but on October 1 a less expensive alternative belt was introduced as RPO A20. In mid-November RPO A49 was added, which was the same belt as A37 with an added retractor unit. The new calendar year saw additional changes: RPO A20 was eliminated and that seat belt became standard equipment. This applied only to the Greenbrier, but not the Rampside and Corvan. In February '64, the A37 option was deleted and A49 became the only seat belt RPO. Since seat belts were not required by some states at that time, RPO A62 provided a seat belt delete option.

The RPO A37/A49 seat belt is well documented. As shown Figure 6, the buckle had a smooth painted surface with a recessed chevy bowtie emblem and "IC-8000" embossed on the back. The belt had 4-banded webbing and an anchor directly bolted to the floor (Figure 7). Through the 1963 model year, RPO seat belts could be ordered for "driver only" or the "driver and passenger". Upon introduction of the standard front seat belts in 1964, the A37 and later A49 belts could be ordered only as a pair, which would be necessary to replace both of the standard front seat belts.

No survivor Greenbriers have emerged yet with the A20/standard seat belt. However, we can make some reasonable speculations drawing upon the seatbelts used in Corvair cars and other GM lines, and I am grateful to Bill Hubbell for his research into these belts.

Evidence from other vehicles shows that A20/factory-standard seat belts were manufactured by both Irving Air Chute and the Jim Robbins Company. The earliest belt design has BN3-4000 on the webbing tag and BN-4000 on the buckle. The buckle front was embossed with a faux-leather pattern and 4-banded fabric (Figure 8). We know from GM documentation that after the A20 belt became standard, it was only available from the factory in black.

Corvair cars (and other GM lines) received a modified version bearing the Fisher emblem (model BN-4000A) beginning in mid-1964. We would not expect this buckle for Corvair 95s, which were not a Fisher product. The assembly manuals indicate that the same belt was continued into the '65 model year, and I have also found a BN-4000 style buckle associated with a 1966 Chevy truck.

The '64 – '65 Retractor. The seat belt retractor (#986068) could be purchased as a separate item and added to the A37 seat belts (Figure 9). The retractor was always attached to the outbound side of the front seat driver and passenger belts. An orange tag with instructions for the user was to be attached to the retractor.

Next newsletter will contain part 2 and cover a summary of the history of the FC seat belts.



Figure 6. 1964 #986081 Deluxe Seat Belt

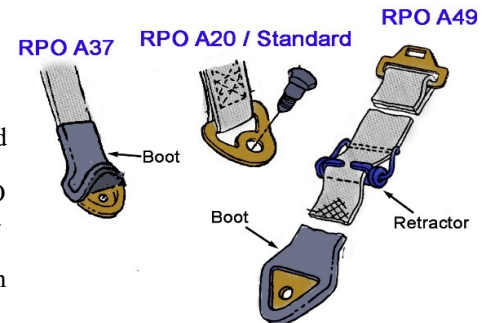


Figure 7. 1964-'65 Floor Brackets



Figure 8. 1964 A20/Standard Seat Belt.



Figure 9. RPO A49 Retractor

Golden Quill Awards

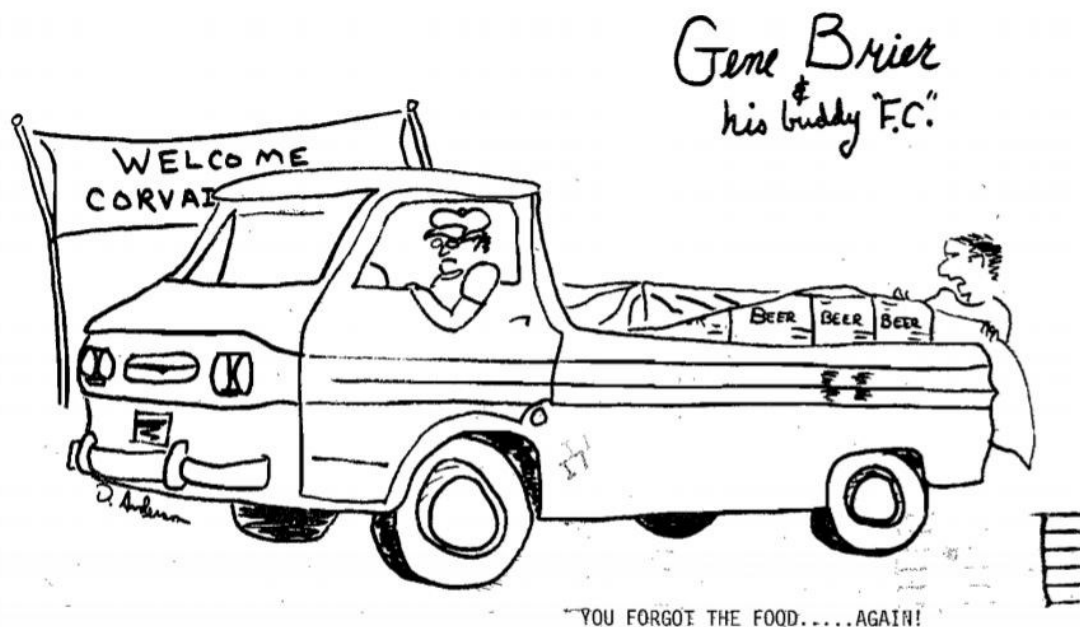
Winners of the *Old Cars* Golden Quill Award for 2024 have been carefully selected based on each publication's ability to meet the needs and preferences of club members while maintaining a high integrity in content, creativity, information, accuracy, design, variety, technical ideas and overall feel. Awards are given out in National and Regional Divisions for Compact, Intermediate and Full-Size print publications based on page count and page size of the magazines and newsletters. Speciality publications that fit this mode have also been considered.

Chief judge in the selection is Dr. Gerald Perschbacher, distinguished longtime writer for *Old Cars*. His experience has been enriched by collector car ownership, research and countless collector car events. With many years of editorial professionalism, he and the *Old Cars* staff intensely reviewed the large volume of club periodicals issued in 2024 to thin the selection to some of the very best in the hobby.

INTERMEDIATE-SIZE REGIONS & CHAPTERS

CORVAN-ANTICS, Molly Bacon, editor, Corvanatics of Corvair Society of America

Gene Brier is back



Steve's FC Parts Mart

spilatr@gmail.com

Shifter Boots
Upper \$60
Lower \$30

Side Door Bumpers (2) \$14

Rear Door Bumpers (2) \$20

Door jamb bumpers (4) \$20

Cab Floor Cable Grommet - \$19

Hinge Grommets
Side door - \$25
Rear door - \$23

Front door Check-arm grommets \$14

Ramp Gate Pin Guide, Core Rebuild - \$50

Weatherstrip Corners - \$12

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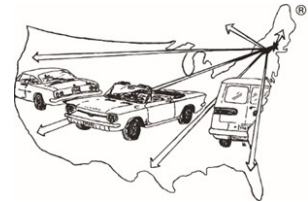
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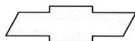
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CORVAN - ANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (CORSA). Established September 1972, Corvanatics is dedicated to the preservation and enjoyment of America's most original and innovative small vans and light trucks, the Chevrolet Corvair 95 Series.



Corvanatics is open to anyone with an interest in Forward Control Corvairs. Annual dues are \$10 for an emailed full color newsletter and \$15 for a mailed black and white newsletter. Application and payment is made to the Secretary/Treasurer either through the Corvanatics website at www.corvair.org/chapters/corvanatics/membership.php or by mail. If mailed,

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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:

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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

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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.

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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