

CORVAN-ANTICS

Nov-Dec 2025, Vol. 53, Issue 6



In This Issue:

“2026 Cling - The Winner Is”
[Page 2](#)

“Found on Facebook”
“How I ended up with my FC”
[Pages 3-5](#)

“Director Nominations”
“In Memorial”
“Riding with the Vice President”
“FC Certificates”
“From the Secretary”
[Pages 6-8](#)

“Stock Was... Manual Transmission”
“Appreciation Award”
[Pages 9-11](#)

“Thru the Years”
“Artificial Intelligence”
[Pages 12-13](#)

“2026 CORSA Convention”
“Gene Brier”
[Pages 14](#)

“Classifieds”
“About”
[Pages 15-16](#)

It's official

Drive Your FC Days

October 7 & November 30

The Corvanatics Board of Directors has declared two days as official heritage **Drive Your FC** days.

October 7, 1960, per Corvair Historian, Dave Newell, is the day the Corvair 95 was introduced for sale to the public. This date is unique to the Corvair FC as all other model years debuted alongside the rest of the Corvair line.

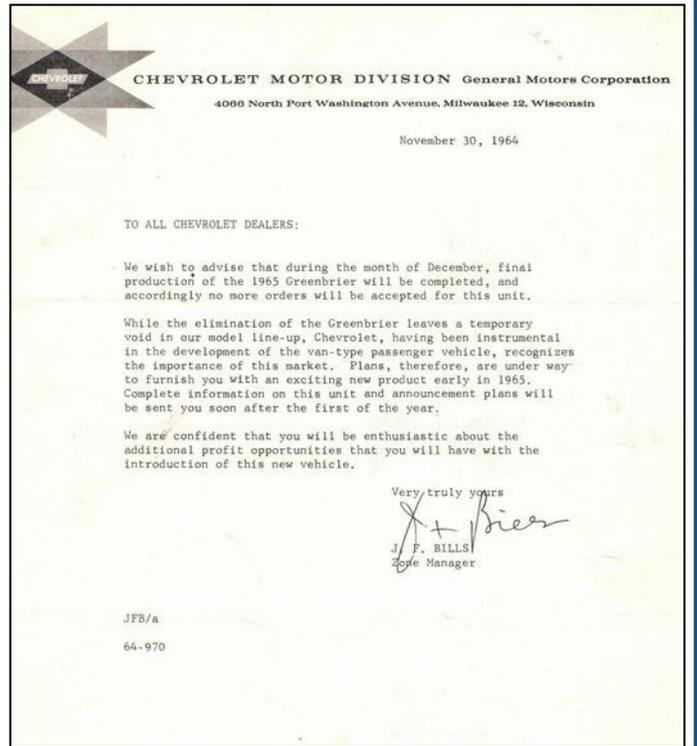
Next, November 30, 1964, was the day that Chevrolet officially notified their dealers that the Corvair FC line would be retired following the completion of the holdover Greenbriers for 1965.



Memo for reference.



So long FCs





2026 CORVANATICS CLING VEHICLE SELECTION



January 2026 newsletter will have the actual cling image

Thanks to all the others who entered:

- Alex Becker
- Bill Berger
- Bill Muno
- Dan Brizendine
- Dean Gemberling
- Doug Rojas
- Eric Taylor
- Kevin Clark
- Michael Slotwinski
- Milana Wright
- RB Dorran
- Russ Thuleen
- Steve Jabben
- Tim Colson



Thank You *Thank You*
Thank You *Thank You!*

Found on Facebook

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

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

Heidi Olson



Steve Braverman

Whoever painted my Greenbrier filled all of the ring gutters with some sort of caulk. I knew it was a problem, but I didn't realize how bad it was until I started digging it all out. Now I'm seeing that most of the roof is rotted out by the rain gutter. It's way worse than I thought it would be. Looks like I'm gonna have a lot of welding to do. ☹️
This is very discouraging.



Eric Prosis



Alex Becker

Really unexpected event happened in my hometown. Got message about filming happening at our historic food drive up, and they wanted classic vehicles there for it. Was working so family members took my loadside there. Host fell in love with it and ended up taking it for a very long drive with camera in and out of the truck. Drove it around town before heading back to continue filming at drive up. Even after filming was done with everyone else, they requested truck to stay back for more filming. Tv show is Lost in with DJ BBQ. Should be airing in February.



Greg Clemens



More Found on Facebook

Ashley Ackley



The ambulance with the "big boys" and also my 1964 Greenbrier

Gary Swiatowy
Newfane NY Apple Harvest Festival



John Jackson -
NotStock Photography
My van doesn't want to go to the Goodguys Car Show.



Bill Berger
Using my Rampside like the truck it is!
No, the SBC will not be used to power a Corvair. It's for another vehicle...



Eva McGuire & Blupy



How I ended up with my FC

By Cameron Low

I had been kicking around the idea of a Rampside. My wife Melanie had seen several different ones at "Springfest" in Helen, Ga and "Vairs in the Valley" in Maggie Valley, NC.

She really liked them. I already have three 1969 cars: a 500 coupe, a Monza Coupe, and a Convertible. The convertible is hers. I also have a '67 Camaro resto mod, a '67 C20 Chevy truck, and a '68 Barracuda coupe. Needless to say, the yard and garage are full. I have been on 'Bring a Trailer', looking for pricing to sell my Honda Gold Wing motorcycle.

That is when the Rampside showed up. It was a "no reserve" auction. Thinking the bidding would go high, I just watched it for a week. On the final day, I was waiting on Melanie to finish an appointment and call me. When she called, I had actually bid on the Rampside. I told her I had reached my limit, and I sent her the link. She looked at it and asked if I thought it would go much higher. It had minutes to go, and she asked me to bid again. I placed another bid and got it, but just for a few minutes. The auction is set so items can't be sniped. If you bid in the last 2 minutes, 2 more minutes are automatically added to the time. A bid came in with 15 seconds to go, and the auction went back to 2 minutes. Melanie said to bump it again. That added another extra 2 minutes and we just watched. We were high bid and expected another bid, but no one bid and we got the truck for what I consider a reasonable price. It is a driver with a few leaks that will need to be corrected when it comes, but it is a Corvair. 😊 I have my cars insured with Hagerty, and they have an agreement with Reliable for deliveries. The truck was in California, about 2 hours east of Monterey. Unfortunately, Mecum auctions had just finished their annual auction in Monterey, and I had to wait for about 1,000 cars to be moved before they could get to ours. It was picked up Sunday and hopefully will be here around September 16. We are excited and looking forward to the experience.

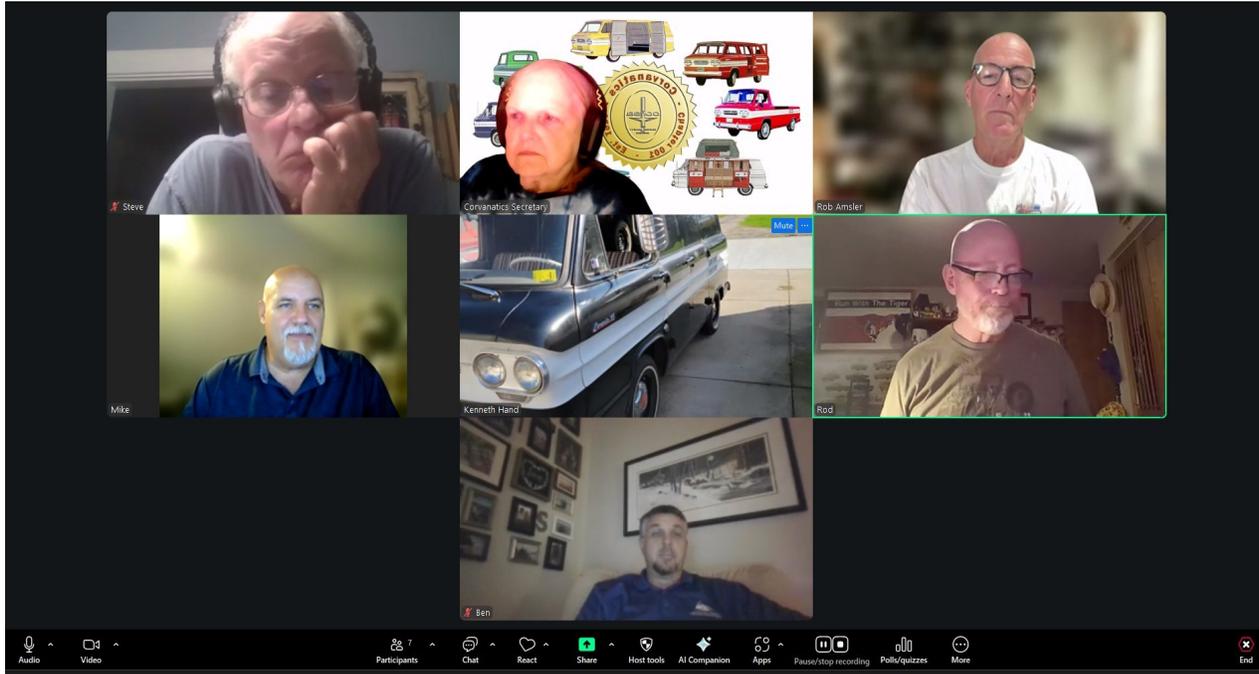
I will be selling my almost restored and very solid 1969 Monza to make room.



Yes, we are still looking for Director nominations.

Even though voting isn't until the first part of 2026, we need to be proactive and have all the bios and pictures ready. If you're interested, please send your info or questions to corvanatics@gmail.com

Just to give you an idea, here is a screen print of what the Board Zoom meeting looks like. No, a camera isn't required, just a telephone. But it is nice to be able to see people when they are talking.



In Memorial

From Tim Colson

My girl, Marty Heimlich passed away Tuesday morning as we were finishing breakfast. Massive heart attack.

Her family is now taking care of things.

We were a loving couple since we met in February 2022. We had a VERY special time together in work and play. This has hit me very hard , so bear with me a while please. I Finally got a few hours sleep last night.

Her favorite song was "Pieces of April" played over and over in the cars. October is a tough month for me , lost Rita in Oct 21 , now Marty. "Morning honey" "I love you" every morning with kisses without fail , "Good night honey" every night with kisses every night. We both suffered a lot from medical pains etc , so it was a perfect match. . I



Riding with the Vice President—Rob Amsler

Greetings fellow Corvanatics Members

Ken has abdicated his newsletter column to me for this edition as he and Beth have a lot going on. I am happy to step in from Co-Pilot to Captain for a session and take a turn at the wheel! For those of you who I have not met, I am a Corvaire fanatic and one of those with a serious affliction that translates into many Corvairs on the property. I tell people Corvairs are like rabbits. My current FC stable includes a '62 Loadside (Harold Dexter's former truck), '62 Rampside, restored and hot-rodded, '62 Greenbrier Deluxe (bagel van formerly belonging to Mike Dawson), '62 Greenbrier 8-door (in-process) and a '61 Corvan 8-door almost finished with the restoration... And then there's the cars...



Your Corvanatics BOD has been diligently working to move the bar higher for you and the club. While we still seem to be finalizing some small changes to policies and procedures, the big items are (1) working to increase membership and (2) navigating the current social media landscape, (3) making preparations to overhaul the Corvanatics website - a daunting task as it has a HUGE amount of info (thank you Steve Spilatro!!), and (4) making preparations for the CORSA convention at Gettysburg in June 2026.

It was apparent that our appreciation/recognition award was in need of updating, plus reviving from many, many years ago. So, we have been working for several months on a new design and purpose. It is really fun looking and certainly something to be cherished on your trophy shelf! More on it later in the newsletter.

We are also working through a format for upcoming "Member Chats" which your BOD would like to use to engage the members in conversation about topical issues and concerns. More on this to come in the future.

Lastly, we are still seeking nominations for Director positions in 2026! Members with at least one year in the club that have vision, energy, and a love of FCs (you don't have to own one) to bring fresh ideas and guidance. Being a Director is a chance to make an impact, give back, and steer our organization toward the exciting road ahead. Will you help find someone to take the wheel? It can even be you; as YOU CAN NOMINATE YOURSELF - I did!!

If you read the front page, you now know that October 7th and November 30th have been designated as official FC Heritage Days? Help celebrate them with honor and distinction for your FC.

Rob Amsler, Corvanatics Director and Vice President

Don't Forget - Corvanatics Corvaire 95 Registry Certificates They Make Great Gifts!!

Corvanatics is proud to offer Official Corvanatics Corvaire 95 Registry Certificates. These certificates are available only for Corvanatics club members and for vehicles recorded in the Corvanatics Corvaire 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.

A single certificate: \$30

Each additional certificate: \$15

Shipping is included in the price.

Certificates make great gifts.



For more information and to order certificates go to the Certificate webpage at <https://www.corvaire.org/chapters/corvanatics/RegisCert.php> or contact the Corvanatics Secretary, corvanatics@gmail.com

From the Secretary & Newsletter Editor

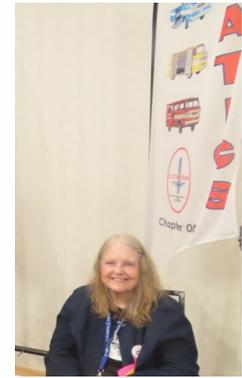
by Molly Bacon

Hi all,

FIRST. We are looking for a new newsletter editor. Age and time are taking a toll on me. Both the Board and I have decided it's time to give up something. It's going to be editing the newsletter. It's not hard, printing is not part of the job. Just put together the newsletter itself. If you are at all interested, please contact me.

Since the last newsletter :

- 328 members
- 8 new members
- 26 members renewed their dues
- 8 members dropped



WELCOME !! to our new members

- | | | | | | |
|------------------------|-----------|--|------------------------|-----------|----------------------|
| Greg Clemens | <i>OH</i> | <i>Greenbrier—8door</i> | Bob Picard | <i>AK</i> | <i>1962 Rampside</i> |
| Sam Bailey | <i>NV</i> | <i>1962 Rampside</i> | Rocco Ferraro | <i>NC</i> | <i>1961 Rampside</i> |
| Jeffrey Ostroff | <i>PA</i> | <i>1964 Greenbrier</i> | Timothy Edwards | <i>OH</i> | <i>1962 Rampside</i> |
| Ashley Ackley | <i>MN</i> | <i>1963 Ambulance, 1964 Greenbrier</i> | | | |

WELCOME BACK!! to a returning member since 2023

Alex Becker *SD* *1961 Loadside, 1961 Rampside*

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 November

Joe Covert	Matthew Dixon
Joseph Pierce	John Policella
Dan Reis	Bob Weideman
Bill West	

Due in December

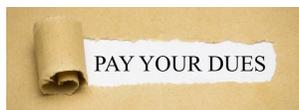
Ron Bloom	Kevin Clark
Miner Fleming	Tony Gerhold
David Hudak	Stig Holm
Eric Kirven	Eva McGuire
Heidi Olson	Doug Rojas
Kent Sullivan	John Wieringa

Due in January

Andy Alexander	Jess Corrigan
Phil Dally	Ash Dovel
Seth Emerson	Jack Green
Jerry Lentz	Ron Mann
John Miller	Craig Telgheder
Russ Thuleen	Charles Wingate

Due in February

Bill Berger	Joseph Block
Rich Green	Ralph Gubser
Art Hooper	Mark Lewis
Kenneth Ragan	Larry Schmuhl
Richard Stinson	Dave Wenzlick
Norm Wright	



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

Stock was . . .

Manual Transmission Shifter

By Steven Spilatro, Corvanatics Historian

This would seem like an easy question: The first manual transmission shifter designed for Corvair 95s was located under the seat or on the floor? Under the seat, right, and the floor mounted shifter didn't appear until the '63 model year. So why do we find in the Body Section of the 1961 Corvair repair manual two pictures of a floor mounted shifter (Figure 1)? The answer lies in a dive into the engineering history of the FC shifter. In this article, we'll discuss the two stock shifters and explore the mysterious "prototype" floor-mounted shifter.



Fig. 10-101a—Seat Adjuster

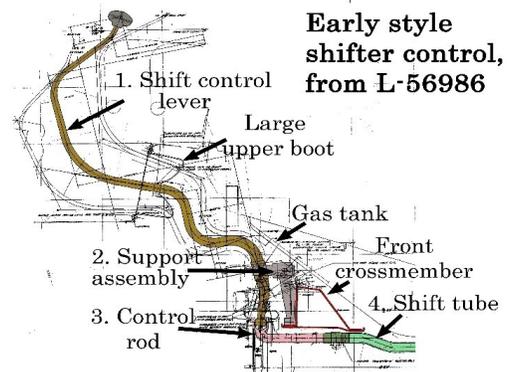
Figure 1. Floor-mounted shifter shown in 1961 repair manual.

The CPF collection of Corvair engineering drawings includes some for the FC manual transmission shifter. Several of these are large "Layout" drawings - some as large as 8' x 4' - that show how multiple parts are assembled for entire systems. Layout drawings can be identified because their numbers are prefixed with an "L", such as "L-53809", "L-56986", and "L-57671", which are all layouts of the early shifter. Several of the figures below are extracts from layout drawings with some added colors to better show key system components. Let's begin by first examining the early and late style FC shifters.

Early FC shifter

The early style shifter was used in 1961 – mid '63 FCs. We first see the design of this shifter in L-56809 initiated on 5/3/1960. "FOR COST & EXP. VEHICLE REBUILD ONLY" is written above the title block of this layout, indicating the drawing was only for cost estimation and testing in the Proving Ground FC. L-56986 (Figure 2), showing the entire system, was started a few days later and completed 5/26/60, with subsequent revisions as late as 2-20-62.

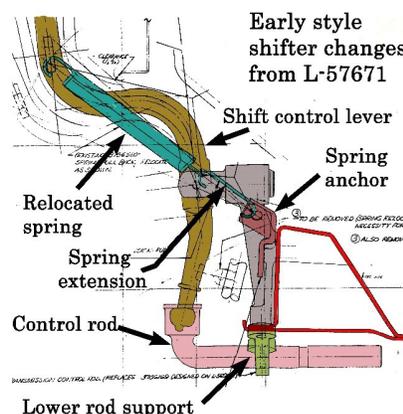
Along with various ancillary parts (clamps, spring, boots, etc.), this system employed four major components. The "shift control lever" – infamous for its convoluted shape – passes under the front seat to the undercarriage through a large rubber boot. When gears are changed, movement of the lever pivots on a bushing in the shifter "support assembly" mounted on the front crossmember. That movement transfers via a ball and cup coupling to the "control rod" and the long "shift tube" that runs under the gas tank all the way back to the transmission.



Early style shifter control, from L-56986

Figure 2. Early shifter from L-56986.

Shortly after its introduction the shifter saw several revisions (Figure 3). To reduce the tendency of the transmission in high gear to disengage, the tensioning spring (#3786560, which does not appear in the figure from L56986), was reorient-



Early style shifter changes from L-57671

Figure 3. Early shifter from L-



Figure 4. Spring anchor.

(Continued on page 10)

(Continued from page 9)

ed as illustrated in L-57671. (An earlier article in this series described stabilizers added to the transmission front support for the same reason.)

The “spring extension”, which looks like a chain link stretch open, allowed use of the original spring in the reoriented position and was deleted when a new longer spring (#3653114) was implemented. The “spring anchor”, #3799060 in the L-57671 layout (Figure 4), oddly is unnumbered in the assembly manuals and seemingly not included in any of the Parts and Accessory catalogs.

The control rod of the early shifter passes through a support bracket mounted to the bottom of the crossmember. The early version of this bracket (#3786168) has a brass bushing and grease fitting. Because it often became mis-aligned and fouled from road dirt, this bracket was soon superseded by #3795730 lacking a bushing that, at best, roughly holds the control rod in place. This change undoubtedly contributed to the general “sloppy” feel and movement of the whole system.

Late FC Shifter

The late-style FC floor mounted shifter was intended to tighten that action. This shifter has a simpler design made possible by elevating the front of the shift tube and passing it through a channel in the gas tank. As shown in the layout drawing, L-64632 (Figure 5), there are only three major components. The shift lever is much shorter and pivots in the housing above the floor, eliminating the need for the support assembly. The new design better protected the shifter mechanism. On one hand, the shift tube no longer passes below the gas tank where it was highly vulnerable to impact damage. Additionally, the front of the mechanism below the floor is enclosed in a housing that protects it from road dirt. This design was implemented from mid-1963 through the 1965 model without any significant changes.

Prototype FC shifter

So what about the floor-mounted shifter in the '61 repair manual? In 1988 Bob Kirkman wrote about this shifter in volume 16-3 of CorvanAntics. As noted above, the first layout we have for the early style shifter (L-56809) was initiated in May 1960. But an earlier layout, L-53425 (Figure 6), was started January 1960 and shows the design of a floor-mounted shifter with a shifter lever the same as that in the repair manual (Figure1). I'll call this the “prototype shifter”.

There were 5 major components to this early floor-mounted design. Movement of the shift lever pivots on the support assembly above a fork coupling to the “control shaft”. This shaft passed through 3 greased bushings on the support assembly before traversing downward to a ball and socket coupling with the control rod. The gas tank needed a concavity to accommodate the shaft bend and the control rod had a “U”-shaped bend to circumvent the flange of the crossmember. Whew!

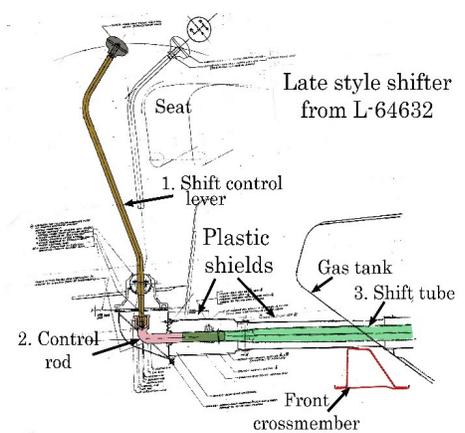
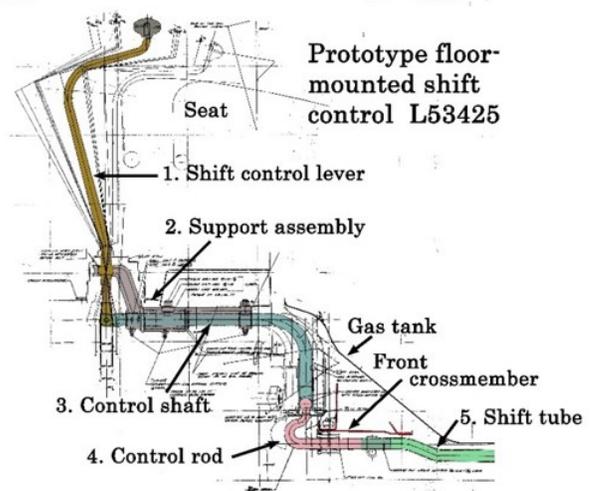


Figure 5. Late shifter from L-64632.



(Continued on page 11)

(Continued from page 10)

A subsequent layout, L-56914 indicates that the prototype shifter was still being reworked in early May 1960. But the problems must have become apparent and the design of the early style shifter was initiated at this time. Its abandonment in May 1960 still left a few months to redesign the shifter along with other related components - cab floor, floor mat, seat riser panel, front crossmember, and gas tank - before the scheduled model introduction date, October 7, 1960.

Why was the prototype shifter abandoned? Probably a combination of issues, such as its inherent complexity, cost, play in the movement, and fouling from road water and dirt. Even though the early style shifter still ran under the gas tank, it improved upon the prototype in several key ways. First, by combining the shifter lever and the control shaft into a single unit, a “wobble” point was eliminated. Secondly, moving the shifter lever pivot point closer to the shift tube, both vertically and horizontally, allowed smoother translation of movement from the shift lever to the shift tube.

But that movement was still relatively sloppy. So why did Chevrolet engineering not stick with a floor mounted shifter design? Maybe the idea of running the shifter through the gas tank had not yet been conceived, or possibly it was not possible in 1960 to manufacture a gas tank with the center channel. Layout L-64632 of the late style shifter was initiated in July 1962, but it references earlier drawings that no longer exist, so we do not know when the through-the-gas tank design was first put to paper.

Corvanatics Chapter Appreciation Award

Overview and Guidelines

Purpose

The Corvanatics Chapter Appreciation Award honors individuals, businesses, and organizations whose efforts go “above and beyond” in supporting the preservation, enjoyment, and legacy of Corvaire 95 vehicles. This award also recognizes those who uphold the mission and values of Corvanatics, the official Corvaire Forward Control (FC) chapter of the Corvaire Society of America (CORSA), which is Chapter 001.

The Award

Each award is a custom 3D-printed piece, approximately 7 inches square, featuring the full-color Corvanatics logo integrated within the “FC” design. A personalized plaque with the date and recipient’s information will be mounted on the base. The award is designed for both wall or desktop display, or shelf presentation.

Recognition Criteria

Nominees should demonstrate actions or contributions that significantly benefit the Corvaire 95 community and/or advance the goals of Corvanatics. Efforts should reflect exceptional dedication, service, or innovation beyond ordinary participation.

Eligibility

The award is open to any individual, business, or organization whose work and/or efforts actively supports the best interests of Corvanatics and the broader Corvaire 95 community.

Chapter membership is not required.

Selection Process:

Member Nominations

Active Corvanatics members may nominate anyone - including themselves - for consideration. Nominations can be sent by email, corvanatics@gmail.com or by postal mail, Corvanatics, 5425 Morrow Rd., Gladwin, MI 48624.

Board of Directors (BOD) Selection

The Corvanatics Board of Directors will review nominations and make a selection, if justified. In addition, the BOD retains the authority to select recipients independently of the formal nomination process.

Presentation

This is not an annual award and will be presented only when the Corvanatics’ BOD feels it is merited.

The award will be presented by the Corvanatics President at the CORSA National Convention Corvanatics Annual Meeting. If a recipient is unable to attend, the award will be mailed directly to them.

Promotion

The program will be promoted through all available chapter resources, including the newsletter, website, and social media channels within and beyond the Corvaire 95 network.

CORSA will also be encouraged to highlight award recipients in its publications.

Additionally, Corvanatics will support local recognition efforts to help recipients gain acknowledgment within their own communities and clubs.



Corvan - Antics - thru the years

Steve Spilatro - Historian

50 years ago, Corvan - Antics, vol 3-4, Winter issue in 1975

This issue included a list of all the current Corvanatics members and addresses, which had recently cracked 100. Encouraged by the growing membership, Newsletter Editor Nico Dejong suggested a target of 1000 members, which could be reached if each member recruits one new member for each of the next three years. While our club membership never quite reached that lofty goal, Nico likely would be impressed by the ~2700 members of the Corvanatics Facebook group.

40 years ago, Corvan - Antics, vol 13-6, November-December 1985

Newsletter Editor Ken Krol wrote "I think I lose track of how old our vehicles really are". Today, 40 years later, our vehicles must be ancient.

30 years ago, Corvan - Antics, vol 23-3, November-December 1995

In this issue we find a couple of articles by Fran Schmit, one of our most prolific technical tip writers over the years. Fran offers useful technical advice on the cause of clutch chatter and the root causes of poor throttle linkage movement. In another technical article, Bob Kirkman described how to identify, and features of, the rare 4.26 transmission .

FINANCIAL STATEMENT	
July 1, 1994 to June 30, 1995	
Balance, July 1, 1994	\$3,286.94
Receipts:	
Dues, decals & patches	\$1,084.76
	<u>\$4,371.70</u>
Disbursements:	
Postage	\$164.40
PIP Printing	4.54
Bob Marlow	38.56
Bob Kirkman	<u>2.41</u>
	\$ 209.91
Balance, June 30, 1995	\$4,161.79
<i>Caroline M. Silvey</i>	
Caroline M. Silvey Sec./Treas., CORVANATICS	

20 years ago, Corvan - Antics, vol 33-6, November-December 2005

And we find even more articles by Fran Schmit in this "All Tech" Issue. Fran contributed articles about FC window regulators, fixing door latches and cracks in the door panel, and the wiring for a Pertronix ignition. After a long run, this was Gary Parsley's final issue as editor, a job assumed by Mike Moyer in 2006. Then as now, Ken Hand was the Corvanatics president.

10 years ago, Corvan - Antics, vol 43-6, November-December 2015

An article by yours truly on the FC Exception Control Letters was the predominant content of this issue. This rather lengthy article extended over 7 pages (and it was only Part 1) and focused on the meaning of the paint and trim codes. Oh well, college professors are known to be verbose .



Artificial Intelligence (AI)

Ever wonder what else AI can do besides providing you an answer when searching online? Here are a few images that Corvanatics Director Mike Hill has played with in our attempt to try to recruit people on the Corvanatics Facebook group to become actual Corvanatics members.



Then next, Director Rod Murray has come up with some lists. See the Top 10 Reasons You'd *NEVER* Buy a Corvaair Truck or Van.



🤖 10 REASONS YOU'D NEVER BUY A CORVAIR TRUCK OR VAN

(...and why you might secretly want to anyway)

- 1. It Doesn't Have Bluetooth.**
You'll have to actually *talk* to whoever's riding with you. Terrifying, I know.
- 2. No Cupholders.**
You'll spill your energy drink the first time you hit 2nd gear. (But hey, at least it's character-building.)
- 3. It Smells Like History.**
Oil, gas, old vinyl, and cool. The scent of 1963 — bottled and free with every ride.
- 4. It's Not Fast — It's Fun.**
You won't beat a Tesla off the line. But you'll look 100x better doing 45 in a Corvaair.
- 5. It Requires Tools, Not Wi-Fi.**
When it breaks, there's no app for that. Just you, a wrench, and YouTube.
- 6. No Airbags, No ABS, No Excuses.**
You'll learn respect for the road — because this thing demands it.
- 7. Parking Lot Laughs.**
Yeah, your friends will roast you... right up until the first girl says, "That's actually kind of cool."
- 8. It's Not a Plug-and-Play Ride.**
No touchscreen, no backup camera. You'll have to use your eyes and *instincts*. (Wild concept, huh?)
- 9. Every Drive is an Adventure.**
You'll smell like gas, your hands will get dirty, and something will probably rattle. Welcome to *real driving*.
- 10. It's Not for Everyone.**
It's for the few who'd rather *stand out* than *fit in*. If you get it, you get it.

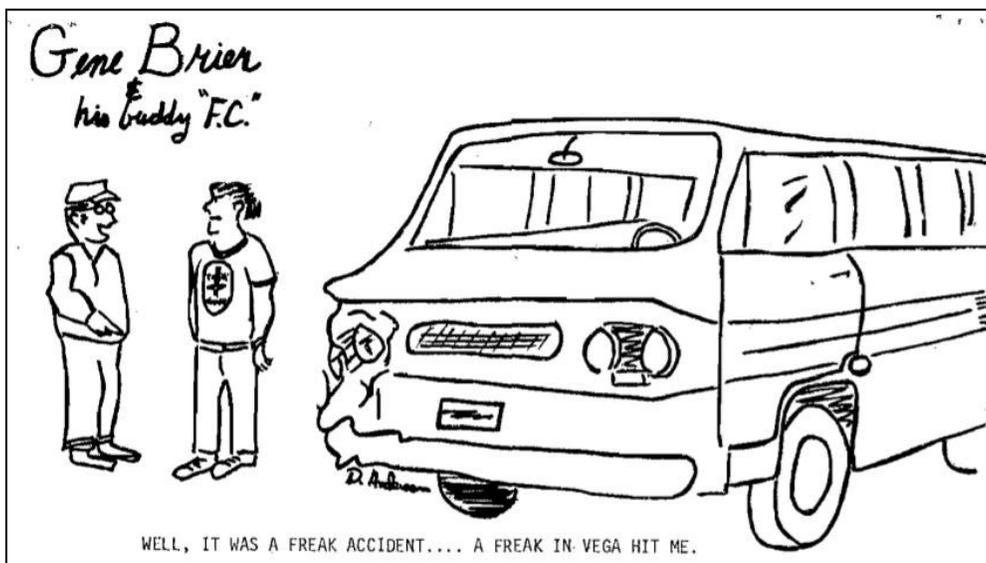
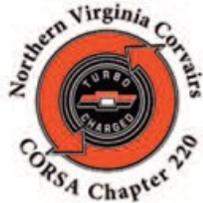


Here are some others:

- 10 Reasons a high school kid would never buy a Corvaair Truck or Van.
- 10 Reasons a Corvaair Truck or Van Owner isn't a Corvanatics Member.
- Top 10 Reasons NOT to Join Corvanatics.
- Top 10 Reasons Corvanatics Facebook Members Don't Want an AI Robot in the Group.

What would you like to see?

2026
 corsas
 CORVAIR SOCIETY OF AMERICA
International Convention
Historic Gettysburg
See you there in your Vair!



Steve's FC Parts Mart

Order at spilatrs@gmail.com

New Products

Brake pedal bumper - \$14

Other Products

Battery compartment lid retainer - \$24

Boots for:



Heater fresh air intake - \$65

Shifter, large upper - \$60

Shifter, small lower - \$30

Bumpers for:



Door jamb (2) - \$13

Rear doors (2) - \$20

Side doors (2) - \$14

Floor mats (black) (+ \$25 for color)



Cab - \$250

Load area - \$400

Rear - \$285

Grommets for:



Cab floor cable - (\$19)

Clutch cable - (\$15)

Front door check arm (2) - (\$14)



Gas filler tube - \$29

Side door hinge (4) - \$25

Rear door hinge (4) - \$23

Master cylinder floor plugs



1963 - \$59* *\$20 core

1964-5 - \$69* refund

Rampgate pin guide core rebuild - \$50
(gets all new rubber)

Rear bumper bracket seals (2) - \$25
(includes rivets)

Window sash seal - \$23

Don't forget the club's specials on hats and shirts.

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.



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

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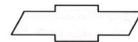
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CORVAN - ANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (CORSA). Established September 1972, Corvanatics is dedicated to the preservation and enjoyment of America's most original and innovative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

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 Intermediate Sized Region Chapter Award - 2024, 2023, 2022, 2021, 2020, & 2002

CORSA Chapter Newsletter Award - 2023 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 acknowledgement, we thank you for your contribution. It was used in good faith to help preserve, maintain, drive and enjoy our Corvairs.



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

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