

Celebrating our 45th year

September/October 2017

Volume 45, Issue 5

CorvanAntics

Founded in 1972 by Ken Wilhite



The Bi-monthly Newsletter of

Corvanatics

The Forward Control Corvair People



Riding with the President

by John Nickel

The summer has left us behind and fall is nearly half way through already. How does one get anything productive done when time moves so fast?

Ok, Barb and I have been deeply involved with putting on our ninth annual Vairs in the Valley show and Barb's work has become more demanding so time just zooms ahead! You may notice that the editor for the CorvanAntics is now Molly Bacon. She has volunteered to perform this important task for us. I appreciate that Barb has done her best to get the newsletter out on time with good content but it was getting away from her. Thank you for supporting her during her short term as your editor.

During our Vairs in the Valley show at which there were over 70 Corvairs and 200 attendees, I was delighted to see the 62 Loadside that I sold to Gary Greenwood two years ago has been totally resurrected and now is a beautifully restored vehicle. I think that Gary will be bringing it to the Springfest in Helen GA next year and also to the Convention in Pittsburgh next year.

Unfortunately I was not able to take any pictures of it or the other 6 FC's that were at the show. There are pictures online at www.yemmphotography.com click on Events and 2017 Vairs in the Valley.



The CPF Museum has officially opened in Decatur, IL and is now beginning to fill the 9000 sq. ft. space. The Museum is looking for the many displays and artifacts that have not been seen since the Richmond Museum closed long ago to complete its collection. There will be a grand opening show sometime next spring and I hope you all can attend.

Please drive your FC's as they are our best means to encourage their preservation and presence among the public.

Happy FCing!

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Corvair Event Calendar

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We will make every effort to use this space to list future Corvair Events. We will start with an event we normally go to and this will give you a format to submit your event information.

- **Corvair Lover’s Holiday**, 16 via de Luna, Pensacola Beach FL 32561 02/23/2018—02/24/2018, hosted by West Florida Corvair Club, contact wfcc@mediacombb.net
- **CORSA International Convention**, 500 Mansfield Ave., Pittsburgh PA 15205, 07/23/2018—07/28/2018 hosted by Western Pennsylvania Corvair Club, website: <http://corvairpittsburgh.com/>
- *Add your event here!*
-

Corvanatics Merchandise

Details and pictures at <http://www.corvair.org/chapters/corvanatics/merchandise.php>

Item	PDF	Mailed
Corvanatics Jacket/Hat Patch	N/A	\$2.50
Corvanatics Surface or Window Sticker	N/A	\$2.00
Corvanatics Magnet	N/A	\$2.00
Corvanatics Lapel Pin	N/A	\$3.00
Corvanatics Key Fob	N/A	\$8.00
Corvanatics Hat	N/A	\$18.00
Corvanatics Roster	Free	\$2.00
Powerglide Transmission Book by Bob Ballew	Free	\$10.00
Differential Booklet	Free	\$5.00
3-Booklet Set <ul style="list-style-type: none"> • Paint Codes (includes cars thru '64) • Prices and Options • Paint and Trim Combinations 	Free	\$5.00

From the Secretary

by Molly Bacon

Hi all,

Address change

I have officially retired now and have moved to **5425 Morrow Road, Gladwin, Michigan 48624** and the phone is changed to **706-457-2242**. Please note this so your dues payments and correspondence do not get lost. Of course, PayPal and email are the easiest and safest to use.

Remember you can contact me with any questions or concerns.

Since last newsletter:

- 280 members
- 12 new members (1 reinstated)
- 26 members renewed their dues
- 5 members were dropped

WELCOME !! to our new members

<i>Ruben Marquina</i>	<i>CA</i>	<i>1961 Greenbrier</i>
<i>Arthur Bjornestad</i>	<i>CA</i>	
<i>Trianna Smith</i>	<i>MI</i>	<i>1962 Greenbrier</i>
<i>Nicole Smith</i>	<i>MI</i>	<i>1963 Greenbrier camper</i>
<i>Ed Bartlett</i>	<i>Ontario</i>	<i>1961 Rampside</i>
<i>Kurt Graham</i>	<i>MI</i>	<i>1963 Corvan</i>
<i>Ronald Young</i>	<i>NC</i>	<i>1964 Greenbrier</i>
<i>Brian Osborn</i>	<i>CA</i>	
<i>Randy Marble</i>	<i>TX</i>	<i>1962 Greenbrier</i>
<i>Cynthia Freehauf</i>	<i>AZ</i>	<i>1962 Greenbrier</i>
<i>Jim Angus</i>	<i>MI</i>	<i>1964 Greenbrier</i>
<i>Bill McColl</i>	<i>NC</i>	<i>(reinstated after being dropped in June)</i>



Dues Coming Due!!

Be proactive and pay now. You will never be penalized for paying early.

Coming due November and December

November 2017	December 2017
Robert Soliday	Ron Bloom
Mark Whitman	Miner Fleming
Rick Whitman	Eva McGuire
	Thomas Robinson
	Sam Christ

Coming due January and February

January 2017	February 2017
David Barclay	Christy Barden
Phil Dally	Gene Barr
Seth Emerson	Tom Berg
Mitch Hodge	Rick Buck
Howard Horne	Michael Burgio
David Huntoon	Kenneth Drye
Clyde Jones	Rich Greene
Garry Krum	Ronald Hansen
Jerry Lentz	Richard Kovacs
Ron Mann	Kenneth Ragan
Frederick Marsh	David Sangar
Terrance McKenna	Eric Taylor
Jon Peters	Norm Wright
Philip Sheridan Jr	

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

Convention Coverage Continued

CORSA Convention Review by Kevin Clark

The CORSA Convention near Kansas City is just a short drive out west. A mere three and a half hours from St. Louis. I thought I could kill two birds with one stone. We would visit Susan's grandmother in St. Louis for a few days and then swing on by the convention during the latter part of the week. I was able to pack tightly everything in our PT Cruiser and wished plan B was initiated. When necessary, at the last moment, just quickly unload and throw everything in the Corvan and declare the PT was over packed. It would be hard to convince Susan we should drive the Corvan if it didn't have ac and reclining seats.



The weather was surprisingly pleasant with low humidity. During the drive I maintained my composure but in my mind I am sobbing I could have driven the Corvan. By the time we reached Indianapolis the steering wheel starts to vibrate when driving over 70 mph. I had the PT Cruiser checked before the trip and the shop couldn't find anything causing a noise in the steering column. Only this time I am feeling it and had to worry about it the rest of the trip. Darn, I could have driven the Corvan.

After our visit with relatives we headed out west for the convention in Independence, MO. Upon arrival at the main door leading to the registration area we were greeted by a couple. They were familiar, made with many Corvair parts.



It was officially the first day of the convention when they have the Welcome Party and valve cover racing that evening. Instead of

fighting the crowd for food to get your moneys-

worth at the welcome party Susan and I opted to eat out on cheap dinning down the street. Back at the hotel the valve cover racing was in progress. The racetrack was the best I ever saw. Complete with functioning staging lights and shiny seamless surface. At the bottom end sensors were outfitted to detect the smallest fractions in nano seconds eliminating any impossible ties. One valve cover race car caught my attention. A Structo toy Rampside with half the valve cover mounted in its bed. It looks like it could be an oil tanker or sewer truck. I just bought a Structo toy Rampside from our neighborhood garage sale just days before our trip. I suppose you don't have to use the entire valve cover to qualify to race so I have some ideas to ponder.



Day two was another glorious day with low humidity and sunshine I checked out the outdoor vending area. It was paradise littered with rare parts, rare wheels, a hard top for early convertibles, cars, engine components, special tools, you name it. A '65 Corsa Kelmark V8 could be had for \$2600!



The setup looked complete, you just need to finish the rest of the car yourself.

Just outside the vending area Corvairs in every form were on display everywhere. That includes V-8s, an Ultra-Van, Fitch Sprints, Yenko Stingers and surprisingly, a Latewood wagon made possible using all Corvair body parts.



CDRSA Convention Review cont.

Back inside the hotel less greasy parts can be found in the indoor vending area. Clark's Corvair Parts were there. They displayed a handful of re-



produced parts but no actual parts to sell, just accepting orders. The hospitality room, where everyone goes when it rains, had items to raffle off. One interesting item hung on a wall. It was a neon *Corvair by Chevrolet* sign lit up ready to be obtained by one lucky winner. Another item of interest to be raffled off was a front end clip of a late model. It was gold in color



and could this be the missing #6000? It didn't have a VIN. If it was the only thing salvageable, it sure was one heck of a wreck.



Model cars and dioramas were on display. It amazes me how finely detailed such tiny part can be. A vendor right next to the model car display had a whole lot of used Corvair toys. If you can't build a model you can always play with one. Take your pick. ...



The Concours d'Elegance was held at the back of the hotel on the grass. My choice is the early model with a/c. You can see below the condenser is mounted on the underside of the deck lid. It moves out of the way when you open the rear hood. How cool is that!



Thursday it rained most of the morning. I'm not sure how well the Economy Run ran. I was in the hospitality room like all the others. The roads were mostly dry during the Rally held in the afternoon with some sudden downpours lasting a few minutes at a time.

And the wind gust was quite strong all day. Now I had good reasons not drive the Corvan but still it would have been nice.



Friday was our last day. We went to the autocross to see some action. Several FC's were in the staging area including a Corphibian. A Loadside converted into a boat. I haven't seen it till today, it must have come in during high-tide yesterday. You can read about this unique hybrid from this link:



<http://www.foxnews.com/auto/2015/12/16/amphibious-chevy-pickup-surfaces-at-auction.html> From there is a video. You can watch it swim around in the water. It will do donuts with the whole family joy riding in the back. Go check it out!

Next year the Western Pennsylvania Corvair Club will host the convention in Pittsburg, PA. That should be an easy drive and I sure hope we drive the Corvan this time. They will be raffling off a 1969 500. A two door with automatic, Frost Green inside and out and under 20,000 miles on the clock. It looks decent 15 feet away and there are some dings but hey, it's free if you win this thing.



We took it easy coming back home stopping midway in Effingham, IL making it a two-day trip. I thought another convention is just more Corvairs to look at but meeting new and old friends you only see once a year made the trip well worth it.

Convention Coverage Continued On To Independence

by Billy Bruce

As typical, I spent about a week getting our van ready for the 850 mile trip from our home in Tyronne, Ga. to Independence, Mo. In fact, I spent 10 hours on my 82nd birthday working on the Van. Apparently, it paid off since we had no real problems during the 1,800 total miles. (1,700 miles round trip plus 100 miles running around at the convention) I had put on a new fan belt so I had to adjust it a couple of times, and I added one quart of oil. Not too bad for a 55 year old vehicle.

To regress here a little, I guess we go through stages in this hobby; at one time we had a couple of pretty good show cars [my red 64 Spyder Convertible and my wife's 66 Monza Green Convertible] which I spent weeks getting prepared for CORSA Conventions and always hauled them in enclosed trailers. I have outgrown all of that and now there is nothing like driving your Corvair to conventions. I have done that for the last twelve years or so with my 63 Greenbrier, 63 & 64 Rampside and my wife's 64 Monza convertible. The thumbs up, picture taking, and waving this year are a first for us. On the way home just east of St Louis, a lake shore line ran parallel with I-64 and a large group of July 4th revelers in Ski Boats, Jet Ski's, pontoons, swimming, and partying went crazy waving, yelling and jumping up and down in the water.

Back to the story: my dear wife Eleanor and I along with good friends Mike and Dee Dee Gassmann, who were going to their first convention in their very nice 65 Monza Convertible with 140 HP engine, left home at 7:00 a.m. Saturday for the convention. We always like to get to conventions on Sunday before the convention starts. I have to regress a little here again and tell you a little about Mike & Dee Dee. I first met them at our April 2016 Springfest, Helen, GA, show which has become one of the largest shows in the Southeast. Mike told me he had just purchased a 68 Monza and this was his first show with the car. I asked him if this was his



Billy and Eleanor Bruce

only Corvair and when he said yes; I told him "Mike you can't just have one Corvair" He recently purchased his third, a 61 Rampside and is now one of the newest members of Corvanatics. He is now hooked.

This is a two-day trip for us and our overnight stop was at a Holiday Inn Express in Paducah, Ky. Of course we got the usual conversations about "we use to have a Corvair" as we were registering and unpacking at the hotel. The young folks want to know "what kind a car is that?" After a couple of adult beverages [if you know me, you know I will drink a beer now and then] and dinner, we retired for the evening.

We were up and on the road again at 7:00 a.m. for the remaining 400 miles, which were uneventful. At one of our pit stops [you know the sound, "Honey I have to use the rest room"] on I-64 between St Louis and Independence, was a small country restaurant in the middle of nowhere called MARENE'S - only place open. Inside the restaurant was a small excellent museum that was owned by a true Ford buff with a Model A plus much more. My wife asked me if I saw the Corvair Rampside Camper model

continued on page 7

On to Independence continued from pg 6 which I had not. Sure enough, the green Structo camper we are used to seeing. Buddy Mike examined it pretty closely and discovered they had put a Rampside Camper on a Ford Econoline, go figure. Anyway, we made it to Independence around 3:30 p.m. and checked in at the Holiday Inn Express. Our reservation didn't start at the host hotel until Monday. I won't go into details about the convention other than to say the folks from Heart of America Corvair Owners Association did an outstanding job putting on one of very best conventions we have been to. We thoroughly enjoyed ourselves. I did experience a first which I wish I could have recorded. I mentioned in the heading of this article that our van has front and rear air conditioning. My dear wife would not let me turn it on during our 850 miles to Independence. On our way back to the hotel from the Autocross I heard a quiet voice from the back seat (Mike & I were up front) say "Honey could you please turn on the air?" I did turn it on again just north of Atlanta on our way home but when I saw wifey reaching for her coat, air off and vents open which I am used to after 60 years married to this dear woman who puts up with my Corvair foolishness. Our 850 mile trip back home was uneventful and we are looking forward to Pittsburgh in 2018. I promised my dear wife we would drive her Green 66 Monza Convertible (Flagstaff Mitchell Award Winner) to the convention which has a total of 120 miles on it since it was restored in 2002. We did have it at a local cruise in last weekend (which was the first time she has driven it) and won "Best of Show" out of about 90 very nice vehicles.

One footnote for future conventions: please do not schedule them when you have to drive home on the 4th of July weekend.

Richard Whitman



Convention Follow-up: Owners of FCs Seen at the 2017 Convention

Last edition we published photos of FCs that were at the convention, even though we didn't have owner information. You probably noticed that while we got photos, we didn't get owner and vehicle information. If you see your FC in these photos, please email CorvanAnticsNews@gmail.com with your info. Don't forget to specify the page and position of the photo. -

Just a quick note to let you know that is my '61 Rampside (page 6, photo 5) is in the latest Corvanatics.

I had a bit of trouble at the Convention (Hard Luck entrant) due to some untightened lug nuts. In fact, the truck is not quite home (Hopkins, Minnesota) yet. About 100 miles into the 440 mile trip home, the truck decided to quit and not restart. After changing out the Pertronix, then the coil, then the electric fuel pump I ended up having the truck towed back to a friend's place in Minnesota. Jim worked on the issue for quite a while and nothing seemed to make sense - swapping parts seemed to make the truck run fine for a while, but then falter and quit. Finally, Jim disconnected the tachometer from the coil and that seems to have sorted out the **d r i v e - a b i l i t y p r o b l e m .**

Unfortunately, while it was sitting outside of my friend's shop, the wind dropped a branch on the windshield and front fender... and the truck still is not home from the convention!

Thanks for the cool picture, though.

John Herkenratt
Corvair Minnesota
Editor, Leeky SEEL



Stan Gee's Corvan story

Ok. I bought my 1964 Corvan from Mike Levine in Jan 2016. A very nice guy who was very helpful helping me getting it loaded etc. It was very solid overall just needed some TLC. I did some sprucing up of the interior. Fully bound carpet all over, new Clark's door sills, Tach and Oil pressure gauge to go with the Volt gauge that was already there. Fixed the old radio with a am/fm stock look alike that uses the Corvaire faceplate so it looks 98% stock.



New shoes and pads all around (has front disc conversion) Engine very solid built by Ken Arnold no problems the best one I have ever had.

It is a 4 speed/110 FC engine but not original. I did put a clutch in it no biggie. Its big problem was some rust in the bottom of 4 of the doors and the drip rail was a little (surface) rusty. Took it to a body shop were they sanded out the drip rail and cut out the rust from the doors and repaired. All tan painted then went back 2 weeks later so they could paint the white stripe and roof. Not a "Barrett Jackson" job but it looks really nice...I was very pleased.



Won our Choo-choo Corvaire classic last weekend in the FC division. Lots of more than worthy competition...probably won because its my home club but I am still very proud of it and it looks

We would love for more of you to tell us your story like Stan did here. -Ed.

New Gift Membership

If you check out the website membership page, you'll may notice a change to the selections on the membership form. You can now select a gift membership to give to someone else. You can give this gift anonymously or add your name. You only need to provide the name and address of the person you are giving the gift membership to. If it's an email newsletter membership, of course, we will need the email address. A letter will be sent to the recipient announcing the gift.

This suggestion came from our own Rod Murray. He first sent it to CORSA, which they have implemented, and then to Corvanatics. It's actually been out there for a few months now, but we're just now formally announcing it.

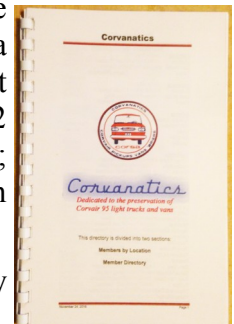
Now, let's take advantage of this; especially with the gift giving holidays approaching.



Printed Roster price change

Recently, all of our booklets, to include the membership roster, went to upgraded bindings that have a plastic covers and a spiral binding. To continue to include shipping in the price, the roster price now has to increase to \$4.00. As shown here, it's a nice booklet and with almost 300 members now, it's 42 pages. It has two sections; members by location and then the alphabetical member index.

The free emailed version is only a basic member list in Excel.



Detroit Area Corvair Club (DAAC) 38th Homecoming Plymouth, Michigan August 25 & 26, 2017 by Molly Bacon

It was another beautiful weekend for this great event. As always, this event had available a trip to the GM Heritage Center. Each year, the Heritage Center has some different cars. This time, Eva McGuire, through her Meet the Makers initiative, arranged for one of the designers of the



1963 Super Spyder concept car, Paul Deesen, to speak about his time with GM/Chevrolet. I know it's not an FC, but it's

pretty fascinating.

There was ten or so FCs out of the 112 Corvairs there. Seven were Corvanatics members (there were a couple of unidentified FCs, so I apologize if you're not recognized here).

Three members were awarded in the Top 25

Kevin Clark – 1963 Corvan



Mike Hall – 1962 Rampside

Kurt Graham 1963 Corvan "Led Zeppelin"



Other member's FCs

Bill Fenemore 1963 Rampside



Eva McGuire 1963 Corvan "Blupy"

Tim Bramble – 1963 Greenbrier



Ed Bartlett 1961 Rampside (mural on tailgate)



Chris and I set up the Corvanatics display and signed up four new members, collected some dues and sold some merchandise.



Double hinged ramp—interesting

AG&E old question finally answered!!!

Contributed by Fran Schmidt

Many times in the past fifty years I, and others too, have asked the question about those three huge dimples on the top of the FC fuel tank. For those of you who've led a more sheltered life this is how it looks to see an FC tank by itself. Notice the banana shape – about half the volume is in that lower portion. Note the position of the sender unit's location at the top of the tank- totally unlike that of the cars. And here's a close-up, of those holes (dents) purposefully placed in the top of all those tanks. Many times I have wondered and have asked many different folks - - all with no definitive answer...actually no answer at all...ever!

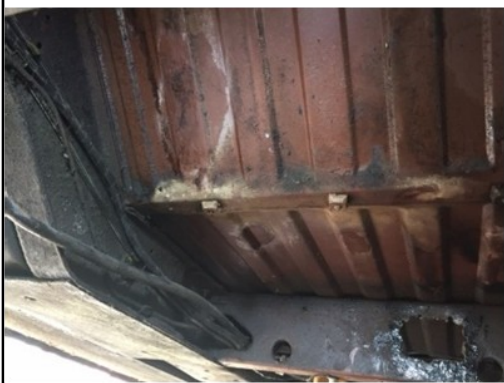


Today I saw why they were put in there, and also saw the perfectly good reason for doing so. Let me digress a bit – Remember the “exploding PINTO” where there were some factory mounted bolts that were improperly positioned; such that they punctured the Pinto’s gas tank in a collision? Well, here’s an example of someone seeing a problem and avoiding it by putting a dent in the tank where there is a nice sharp -pointed - machine screw perfectly situated to punch a hole – or three – in that FC ‘s tank.



These dimples are 2 ½ inches across and over an inch deep. Unfortunately, crap accumulates in these dents and as such they are more prone to pinholes. That’s why you see flat bottomed dimples on my nice clean tank as I had them heliarced in, about a ¼” deep. BTW, Tank RENU in Shakopee (MN) does a very nice job of cleaning, coating and welding gas tanks.

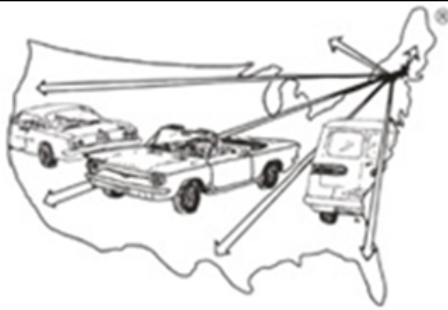
OK, I’ve teased you enough. Here’s why there are big dimples in the FC gas tank. The body of this truck is bolted together and unlike other CORVAIRs sits on a substantial frame. The FC is load rated from the factory to carry more than ¾ Ton and the deep frame shows it. I actually carried 1-1/2 Tons in my Rampside and nothing broke! I would not recommend doing it as the machine is not built to steer or stop or barely GO with that much load in it. 500 pounds in the bed feels ‘good and solid’. Anyway the tank is under the front seat and the truck bed...where the floor slopes down to meet the low floor of the bed is the corner the tank fits around...between the frame members. In the Greenbrier that slope is where you put your feet when riding in the center seat. That sloping



floor meets the low bed where a series of bolts locks the metal sheets together. As you can see they weld a nut in place and drop a 3/8” screw down into it. The tops of these bolts are visible in a Rampside at the very base of the pocket behind the front seat. The bolts are 8-10” apart, all the way across the truck, three of which are directly above this interesting lower portion of the fuel tank. The tip of the screw you see in the photo sticks down about ½” leaving room for a half inch of dirt to accumulate – again! The straps that support the tank hold it tightly up against the truck bed. The factory put slabs of greased cardboard between the tank and the body. I put a few

piles of Silicone on top of the tank just before it goes up. Sort of glues it in place.

Anyway - - There’s the answer to that Question from long ago.



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Reproduction FC Front Floor Mats Are Now Available

Standard (not Deluxe) Black Mat, for FCs with a standard or powerglide transmission and front defroster duct

\$245 + shipping Contact Steve Spilatro
spilatro@marietta.edu

CORVANANTICS 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 newsletter and \$15 for a mailed 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 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. Deadline for publication is the 15th of February, April, June, August, October or December. All ads must be Corvair-related.

Performance Corvairs

WWW.PerfVair.com

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From your newsletter editor -

As you read on page one, John introduced me as the new editor. Our newsletter is important since it is Corvanatics' major source of communication. Being a special interest chapter, we don't have the advantage that local chapters do; meeting regularly and sitting across from each other chatting.

I'm hoping to send out the next edition sometime mid-November (whew). Since I'm being so aggressive, I need articles, pictures, and whatever you might want to share. Even just one picture is enough.

The newsletter email is still valid, corvanaticsnews@gmail.com and you can always send it to my secretary email, corvanatics@gmail.com. For snail mail, please note we've moved and all mail for the newsletter and the secretary/treasurer needs to go to:

Corvanatics, 5425 Morrow Road, Gladwin, MI 48624.

Also, phone is now **706-457-2242**.

Thanks, Molly Bacon

For Toy Fans:

Greenbriers and Rampsides are now available in 1:43 scale. Cost ranges from \$79.95 to \$89.95.

The Greenbrier should be red with a white stripe. The Rampside appears to be blue with a white stripe. Diecast.com is one source to find them.



John Wyss - My 64 almost ready to be blasted



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CorvanAntics
Newsletter