

# CORVAN-ANTICS

Nov-Dec 2023, Vol. 51, Issue 6



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

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## Important Corvanatics chapter business

The Corvanatics Board of Directors has finalized and approved a set of changes to the chapter bylaws. According to the current bylaws section VII, the membership must approve these changes. (The current bylaws can be viewed [here](#). A printed copy can also be obtained from the Secretary/Treasurer.)

A copy of the draft proposed changes is available [here](#), or a printed copy can be obtained by contacting the Secretary/Treasurer.

It is preferable for all voting to be online [here](#). Or you can use the ballot below by either scanning it and emailing it to [Corvanatics@gmail.com](mailto:Corvanatics@gmail.com) or mailing it.

**Voting is open until 11:59pm eastern time, Dec. 15, 2023**

### Corvanatics Bylaws Membership Approval Ballot

Approve/Disapprove the Proposed Bylaws

I have read the proposed bylaws draft document and will indicate below whether I approve or I disapprove the changes.

Approve

Disapprove

Comments are welcome:

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

# Riding with the President—Dale Dewald



**A**fter making a few small revisions, the Corvanatics board approved a revised set of bylaws for release to the membership for approval. Please read these over and vote to approve or disapprove. If approved the new bylaws will change the makeup of the board to all at-large elected members with the President and Vice-President elected from within. Certain other long term technical and official positions are also defined to make up the management body of Corvanatics. Further description is included on the [front page](#).

I stumbled upon this letter’s topic when reading a Car & Driver online review of the new Chevrolet Silverado EV electric truck. At first I thought there was a photo mix-up as the new design looks like a slightly restyled Avalanche or Honda Ridgeline. No doubt this is a marketing-based decision which goes along with styling layouts of the competing Ford Lightning and Rivian R1T mass market electric trucks. Apparently the marketing departments want to take the safe approach and simply create an



**Figure 1:** Silverado EV truck

<https://hips.hearstapps.com/hmg-prod/images/2023-chevrolet-silverado-ev-111-6493615e0b707.jpg>



**Figure 3:** Ultium battery in Silverado EV

electrified version of conventionally styled vehicles. In my humble opinion this squanders the unique design advantages of having the entire powertrain (battery/motors/controllers) contained within the floor structure of



**Figure 2:** Silverado frunk

the vehicle. Just imagine if a modern cab and bed design similar to the Rampside were fitted with the rear engine cover dropped down level with the lower load floor. This would leave a nice long bed and eliminate the need for the frunk. Eyeballing the Ultium platform I would estimate such a vehicle would be only 6" taller than a Corvair powered FC.

I do understand that modern crash standards pretty much eliminate the possibility of light forward control vehicles being marketed in the US but at least placing the occupant’s compartment as far forward as possible would make more sense. (Figure 4: Volkswagen ID.Buzz <https://www.volkswagen-newsroom.com/en/id-buzz-7743>) Volkswagen has attempted this with the ID.Buzz. It looks like a very forward cab but if placed by an ID.4 or ID.7, the driver’s seat is placed nearly the same distance back from the front wheels. In even this case it looks like the



**Figure 4:** Volkswagen ID.Buzz

<https://www.volkswagen-newsroom.com/en/id-buzz-7743>

forward placement of the occupant cabin was made to fit the layout of the likely more popular passenger car platform. I only wonder how long it will take for some manufacturer to step back and rethink the idea of an electric work truck or utility vehicle.

# IDEAS FOR HOLIDAY SHOPPING



How about a gift membership?



Do you know someone who you would like to surprise with either a new membership or an additional year or two added to their membership. We've got you covered. It's right here on the online form, <https://www.corvair.org/chapters/corvanatics/membership.php>

(If you do not want to use the online form, please send a note to the Secretary )



OR

## Neat Corvanatics Merchandise

IN ADDITION TO OUR REGULAR WEBSITE MERCHANDISE THERE ARE NOW TWO **CORVANATICS MERCHANDISE STORES**  
 SHOP ON-LINE AT EITHER STORE FOR CLOTHING AND FUN STUFF  
 EASY ORDERING, SHIPPED DIRECT TO YOU  
 SAVE !! WATCH FOR EACH STORE'S SPECIAL SALES

WHITES & COLORS WITH LOGOS  
 KIDS, MENS & LADIES UP TO 4XL

Go to the [Corvanatics Cafe Press Store](#) - US & International shipping  
 Go to the [Corvanatics Zazzle Store](#) - US shipping only

From the website online store:

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

or

our on-demand stores:

<https://www.cafepress.com/corvanatics>

<https://www.zazzle.com/store/corvanatics>

**Corvanatics Business cards**  
 A pack of 10 - just add your own name and contact information.  
**\*\*\*These are a free add-on when included with another purchase\*\*\***

**NEW Corvanatics Holographic Emblem Sticker**  
 3" diameter. Image does not do justice to holographic quality of the sticker.

**NEW Corvanatics Die-cut Sticker**  
 Approx. Dimensions - 3" x 1.7" Nice array of FC models around the Corvanatics emblem.

**NEW Corvanatics 50th Anniversary Cling**  
 Approx. Dimensions - 4" x 6" apply to a window of your FC - or get one for each of your FCs - to celebrate Corvanatics 50th Anniversary

**Corvanatics Pin**  
 This is a nice metal pin, 2.5" diameter, displaying the Corvanatics logo.  
**\*\*\*Corvanatics members get a ribbon also - see "For Members Only" section below\*\*\***

**FC Model Stickers**  
 These are 2" inch diameter stickers. There are three different FC models  
 ... "Collect all Three!"

## New From Steve's FC Parts Mart

### FC Floor mats with deluxe pattern

Finally, all three mats are available with the deluxe embossed pattern. These mats have an improved border pattern, replacing the weathered original stippled border. Made with tough urethane rubber. I can only make these in batches, so place your order now. Colors: black, red, fawn, turquoise

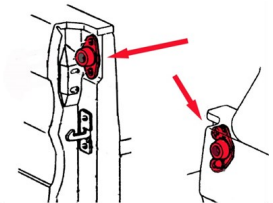
Cab \$250 (black) \$265 (color) Center \$400 (black) \$425 (color)  
 Rear \$285 (black) \$300 (color) Plus shipping  
 \$50 discount with a set of all three



### Ramp-gate Pin Guide – rubber restoration of core

Part # 3776593, Rampside owners will find these in the ramp-gate jambs. Rubber is often brittle and inner metal sleeve may be lost. Send serviceable cores to have the rubber replaced.

Price \$50 per unit plus shipping



Additional parts available on [page 15](#)

To order email to [spilatr@gmail.com](mailto:spilatr@gmail.com)

# From the Secretary & Newsletter Editor

BY MOLLY BACON

Hi all,  
Please pay close attention to the front page regarding the newly proposed by-law revisions. This is important chapter business and needs your approval/disapproval. I hope those in the north are working to “winterize” your FCs. Those in the south, please continue to enjoy them.

**Since the last newsletter :**

- 326 members
- 4 new members
- 17 member renewed their dues
- 17 members dropped

**Editor**



**WELCOME !!** to our new members

- Joseph Murphy** TX 1964 Rampside
- Bob Weideman** PA 1963 Greenbrier
- Eric Linner** MN 2-1961 Rampsides, 1962 Greenbrier
- Michael ???** (paid, but no membership form came through)

**Dues Expiring**

Easily renew online here, <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**

Steve Braverman	Ralph Castor
Gary Collins	Joe Covert
Endrik Meyer	Randy Pilsner
Denis Schoen	Eddie Stephens
Steve Walker	

**Due in December**

Ron Bloom	Kevin Clark
James Enlow	Miner Fleming
Tony Gerhold	John Michael Hamel
Stig Holm	Michael Hughes
Eva McGuire	Douglas Musselman
Doug Rojas	Jim Williams
William Wise	

**Due in January**

Thomas Beeler	James Check III
Phil Dally	Ash Dovel
Seth Emerson	Ronal Haywood
Mitch Hodge	Chuck Hoppe
Ron Mann	Terrance McKenna
Stacy Milnes	Lisa Mitchell
Philip Sheridan Jr	Ben Stiles
Craig Telgheder	Russ Thuleen
Charles Wingate	

**Due in February**

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

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

## ***CNW Memorial Cruise Now An Annual Event Saturday, August 5th, 2023***



Lauren met up with Joe Grubbs in Clearview and they caravanned to Southcenter after Joe replaced a brake bulb on Lauren's Escape (thanks Joe!). That is Joe's "famous field rescue" Early on the Vair-iety masthead this month. From Southcenter they headed down to Griot's Garage in Tacoma and somehow missed connecting with Dan Davis and Tyler Martin on the way. Everyone reconvened when they arrived at the Olympic Flight Museum located at the Olympia Regional Airport. Troy Hull and his family were already there.

The Olympic displays historic aircraft including the plane that John Bolender flew for the Navy, the North American T-38 Trojan, after he enlisted in 1955. An example of this plane is shown above right, minus the wings. This stop was a nice addition to the Memorial Cruise.

The group was joined for lunch by Dave and Loni Andrews and Dave's brothers Steve and Mike. Dan Davis' friend Gary joined in as well. They ate at the Old Highway 99 Company Bar & Grill and highly recommend it for the excellent food, there was also friendly staff, good service and they even host a car show that CNW was invited to attend.

At the Veteran's Museum in Chehalis Ron Backman, Dick Hull and Carl Jones joined the group.

Photos: Danny Davis, Tyler Martin and Carl Jones

# Meet Me at Mecum

By Steven Spilatro

As some of you know, I attempted to sell the FireBrier at the October 2023 Indianapolis Mecum Auction. I felt the time had come to start a new project – there’s really nothing left to do on the Firebrier – and I would need the garage space. Bidding didn’t reach the reserve and the Firebrier did not sell, but Jane and I had a great time. We are especially appreciative of the hospitality of Tom and Susan Miller, who graciously hosted us for a few days.

What I found most impressive was the military-like precision of the whole operation. Not surprising, I suppose, considering over 800 vehicles of every model, make, and year imaginable were present and would be channeled across the block in three days. This was a relatively small event – there were over 3000 vehicles at the May Indianapolis event. The whole event had the general feeling of a big fair with food vendors, commercial displays and vendors, fund raisers, and special car display areas.

The initial consignment process was rather involved and required sending photographs, description, title, proof of identity, power of attorney and other documents. Upon arrival the van was registered, inspected, given identifying tags, and then driven to a holding area. The Firebrier and a ‘62 coupe were the only Corvairs at the event (a Corvan listed in the program never showed up).

The Indianapolis State Fairgrounds have enough large convention halls to provide inside parking and staging areas. Each day the vehicles to be auctioned are moved from the holding area to the staging hall. Vehicles were arranged in long aisles number 1 – 12 from which they were funneled to a smaller set of 4 aisles before flowing single file to the main arena.

The staging area was the place of much inspection by attendees and potential bidders. This picture shows the Firebrier in the front of the line ready to file into the auction main area and then onto the block.



The '62 coupe reaches the auction block. Bidders are seated up front.



Twelve-lane staging area lineup.



Firebrier ready to head to the auction arena.

Behind the block were the announcer and auctioneer, a broadcast booth, and operators handling online and phoned in bids.

Bidding on the Firebrier quickly jumped up to \$25K and then died. The announcer did mention that the lot included the custom built 20 ft en-

*(Continued on page 7)*

(Continued from page 6)



From the stage looking out.

closed trailer, but they failed to show it on the screen as promised. I was standing behind the van and discussing the reserve with one of the organizers. I did lower reserve but bidding never exceeded \$25K which wasn't going to do it.

The fees and commissions need to be considered. There is an initial consignment fee, which varies from \$250 to \$1000, and a 10% commission. The buyer also pays a 10% commission, so Mecum's take is always around 20% of the hammer price.

Failing to reach a reserve, vehicles automatically enter the "Bid Goes On" process, where bids will be accepted for another twenty-one days. I

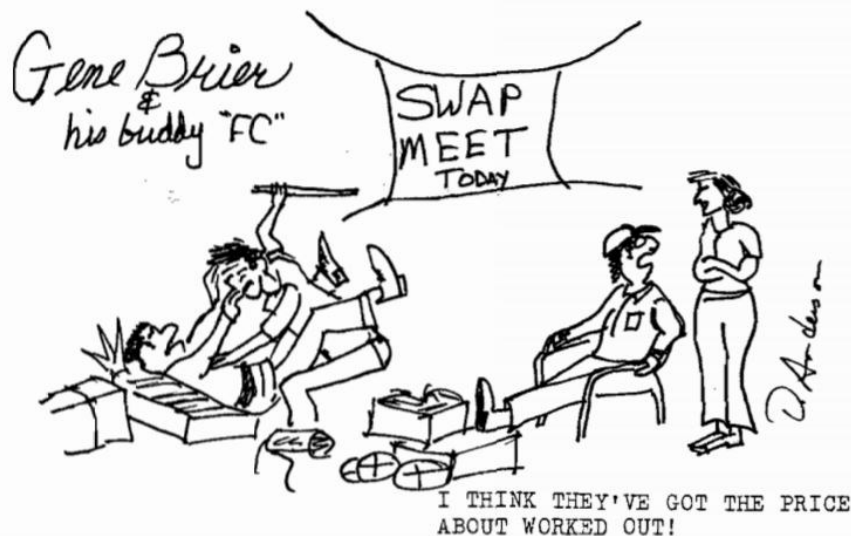
did get a late bid, but it was still insufficient and so the Firebrier is back home in Marietta, OH.

I'm not overly disappointed that it didn't sell, this was more an adventure than a desperate need to sell. I felt the bidding was disappointing considering the hammer prices Mecum has been advertising recently for Corvair 95s. But the market has definitely softened, and the hefty prices seen recently for some Corvair 95s may have been an unrealistic bubble. Furthermore, I do not believe there was any value placed on (or care about) the historical quality and provenance of the Firebrier. It was most likely viewed as just a novelty Corvair 95.



The Firebrier on the Block.

### GENE BRIER IS BACK



# Corvan - Antics—thru the years

Steve Spilatro—Historian

## 50 years ago - Corvan - Antics Nov-Dec 1973

There was no November – December Newsletter in 1973

## 40 years ago - Corvan - Antics Volume 11-6, Nov-Dec 1983

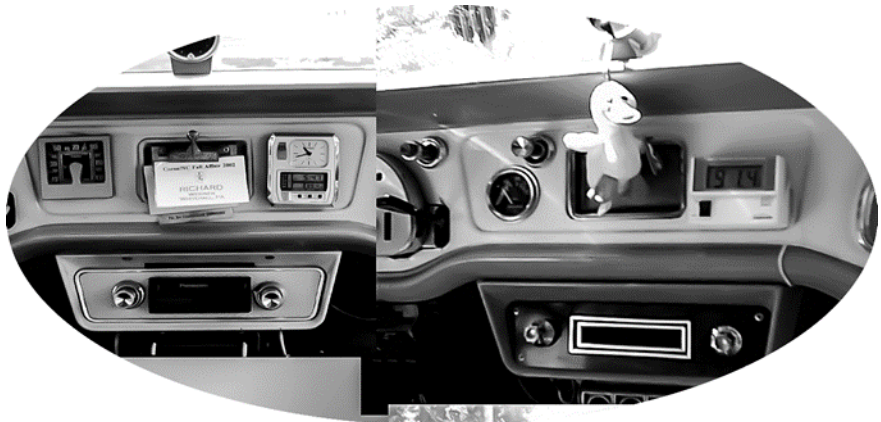
This was a short issue but with an interesting tech article from Bob Kirkman in which he recounted early concerns that the FC positraction differential did not work correctly. It was found that a person pushing on the front of an FC could prevent forward movement when one wheel was free turning. It turns out that this was expected since the positraction differential only generates 50 lbs. of forward thrust – enough to roll over a 2 x 4 – which was adequate to get the job done (as long as no one was pushing against it).

## 30 years ago, Corvan - Antics Volume 21-5, Sept-Oct 1993

This issue has lots of FC pictures from the Central PA Corvair Club's "Corvair Days" weekend and the North Carolina Fall Corvair Affair. Corvanatics President Bob Marlow has a nice article about the history of the Minivan. There is also an article by Steve and Sheri Lovejoy about their '65 Greenbrier Deluxe, "Dan the Van", winner of the Corvanatics President's award at the 1993 Corsa Convention.

## 20 years ago - Corvan - Antics Volume 31-5, May-Jun 2003

Most of the Vol 36 #6 issue was a presentation of different FC dash modifications. As noted in the introductory Editor's comments, the basic dash panel changed little over the production years but has been extensively modified by owners. The pictures show about a dozen dashes simply modified with added switches and gauges to AC controls and a finished walnut full panel replacement.



## 10 years ago - Corvan - Antics Volume 41-4, May-Jun 2013



10 years ago, Corvan - Antics was mainly a "Show of Shows" – pictures of FCs from recent regional Corvair club gatherings. FCs were proudly on display at the North Texas Corvair Association Convention, Detroit Area Corvair Club Homecoming, Chattanooga Choo Choo Corvair Classic, Niagara Frontier Corvair Club, Great Plains Corvair Round Up hosted by the Mid-Continent Corvair Association, Vairs in the Valley in the Great Smokey Mountains, and Vairs at the Fair.



## REMOVING DRIVE TRAIN FROM A 1963 Greenbrier Van

Hope my notes can benefit other members.

### *Bill West*

My friend and I recently removed a 1963 Greenbrier Drive Train. The 145 cubic inch 80 HP engine was probably original with the van and had many miles on it. Additionally, the clutch was slipping due to a leaking input shaft seal.

I had for many years a 1965-1967 164 cubic inch 110 HP engine from an air-conditioned car. The cylinder heads were 95 HP Smog heads that were the only ones I had. Before making the switch, I ran the engine on a "test stand" to verify its ability to run.

We struggled with the removal and the changeover for several days. I took some notes and attached you will see my findings. It may be beneficial to other Corvanatics members who are contemplating such a swap. The underpowered original engine had no power to speak of at all. Along with the slipping clutch, it was a chore to drive. I can assure you the change was amazing!



- Raise rear of van to a height of 30" as measured from the bottom of the bumper to the floor.
- Remove rear grill.
- Remove positive and negative battery cables from the battery itself.
- Disconnect alternator, ignition coil, oil pressure & oil temperature from engine harness.
- Remove air cleaner system, carbs, fuel pump and fuel lines.
- Remove fan belt and oil dip stick.
- Remove spark plug wires and distributor cap.
- Remove front, rear and side shroud supports.
- Disconnect fuel line from tank and starter harness.
- Remove rear tires, brake drums and four nuts connecting drive axles to the brake backing plate.
- Drain transaxle fluid and engine oil.
- Remove drive axles from differential sliding them from the case.
- If the oil dip stick is for an FC, remove dip stick assembly.
- Remove cotter pin and castle nut from rear engine mount after supporting oil pan with a 2-ton jack and heavy cross board.
- Remove cotter pin, washer, and pin from shift coupler.
- Remove spring, cotter pin and pin from clutch cable assembly.
- Remove cotter pins and castle nuts from front motor mounts.
- Lower drive train and slide out from under van.

### **Notes:**

- Draining the gear oil and engine oil serves two purposes:
  - Stops leakage from differential case once drive axles are removed.
  - Stops engine oil from leaking out the right rear of the block on FC engines.
- When re-installing, the back of the engine must clear the oil filter and fuel pump first; then connect front motor mounts and finally rear motor mount.

# Found on Facebook

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

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

**John Miller**  
Maple Leaf Festival



## Car Shows

**Jon Buck**  
Great Western Fan Belt Toss



**Kent Sullivan**  
Kirkland Waterfront Car Show



**Alex Becker**  
Ice Cream Cruise



**Matt Welder & Vanpy**



**Vairs in the Valley**

**FCs on display**



More Found on Facebook on page 11

# Found on Facebook (cont.)

**Eido Walny**  
Off for a long winter's nap

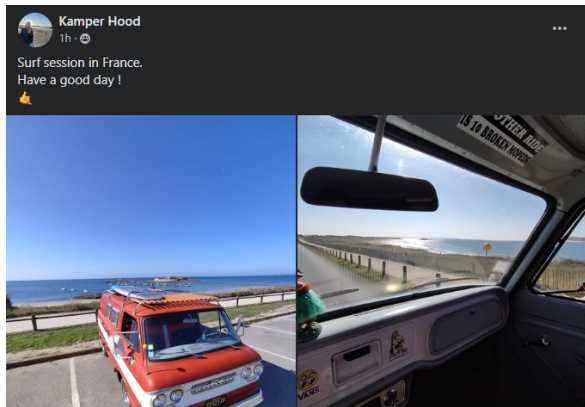


**Curt Sherrill**

Corvair Owners Group  
Curt Sherrill · 13h · 📍  
'62. Thanks for the add! New Boyd Coddingtons. Lowered the front just to level it out..."Earl Schieb, \$29.95 Any Car Any Color" awful paint job 😞



**Jean-François (Jeff) BROUSSAUD DEFAUX**  
Across the Pond (France)



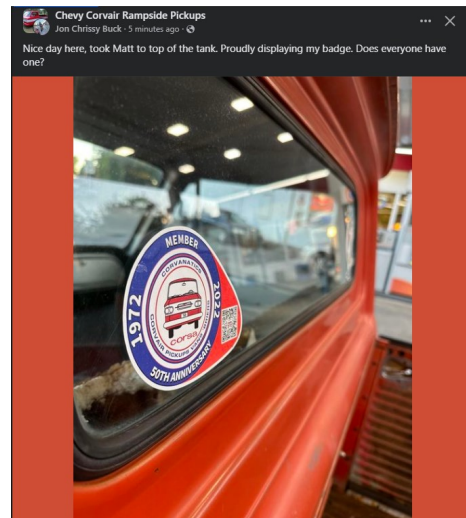
**Michael Baiamonte**  
Cruisin' with man's best friend



**On the road first time since 1967**



**Jon Buck**



## Rampside Bed Plugs

Jim Walker asked this technical question with an answer from the Corvanatics Tech Editor that may be helpful to other Rampside owners:

I'm looking for the inserts/plugs/cover for the inside holes in the Rampside truck bed. Maybe they are called a box hole plug? These holes are in the inside of the bed, behind the cab on the driver's side. There are 3 holes that use an oblong, elliptical-type cover. There is a similar looking cover on eBay, but I don't know if it fits. I couldn't find them in Clark's catalog. I am NOT referring to the holes on the top rail of the truck bed.



### Response from Gary Baxter, Corvanatics Tech Editor.

Clark's only sells a two-piece plug now, C2081X, on page 235. I could not find a GM part number in my P&A to be able to cross reference. I am not aware of any other GM trucks that had similar construction or plugs.

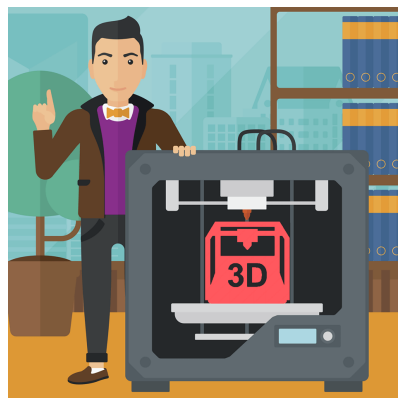


### Jim Walker responded back to Gary:

Thanks for the reply. When I clicked on the link for Clark's part number C2081X, it brings up a page that says it was discontinued.

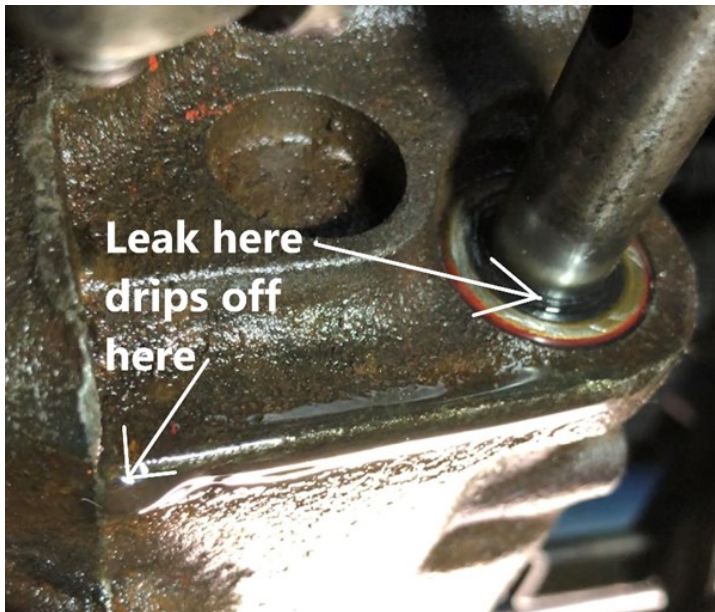
In my search for the part, I found a web link for a 3D printer program to make the plug, <https://www.printables.com/model/195195-corvair-rampside-bed-plug/files>.

*Editor – do we have any Corvanatics 3D printer people who might make these and offer them to others?*



### Stick Shift Input Shaft Seal, R&R

If your shaft is leaking and dripping, get a new seal and smear grease inside it. Remove the shift coupling, which in some cases may involve a few other things, as well – just do it. Measure the diameter of the input shaft and find a deep socket to use as an installation tool. Using a Seal Removing tool – that you have sharpened on a grinding wheel – stick the point of the tool through the old seal and pry it loose. Usually pops out easily if you stabbed it well.

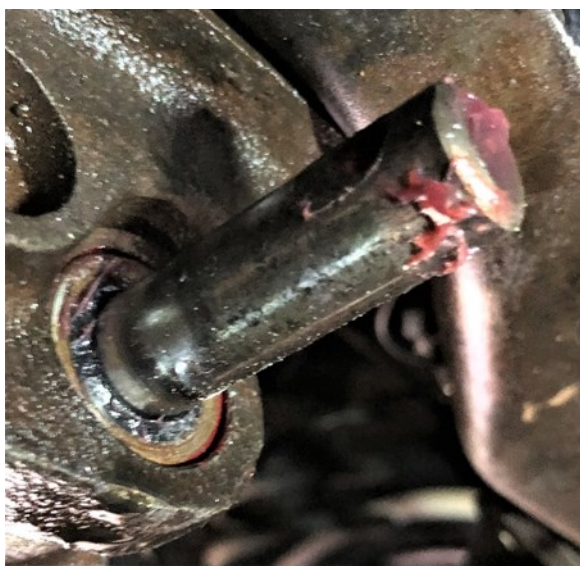


Any new seal must be installed with grease in it or the chances of the rubber sticking on the clean metal shaft is a real possibility, and grease in the groove is a no-brainer.

Slide the new Seal on the shaft – losing some of your grease as you do, is par for the course – and position your deep socket evenly against the outside face of the Seal. The metal of the Seal is thin and easily damaged so you must push the Seal straight in – the first time!

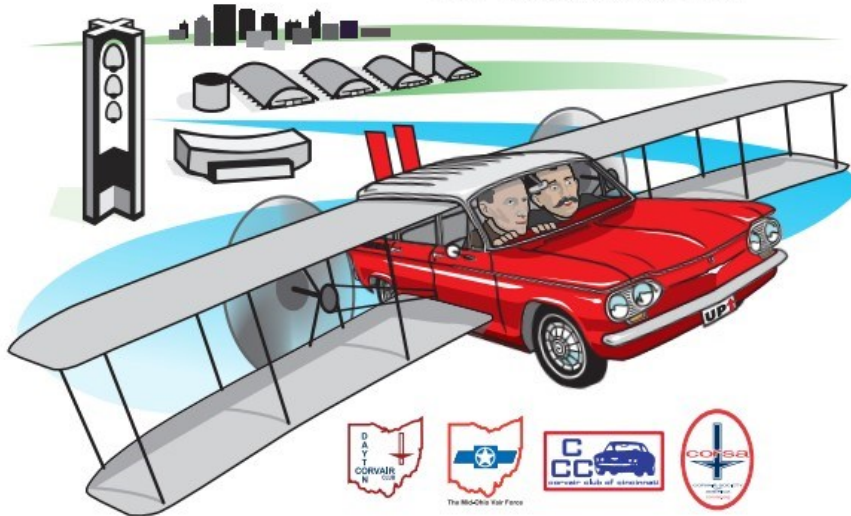
Gently tap the Seal home and look around for any other leaks. So, you can Keep-On-CORVAIRing...Fran Schmit

(Bought two Seals as both my Saginaws were dripping.)



# CORVAIRBORNE!

## DAYTON OHIO THE BIRTHPLACE OF AVIATION



### 2024 INTERNATIONAL CORVAIR CONVENTION JULY 21-26

**Marriott Hotel at the University of Dayton  
1414 S Patterson Blvd, Dayton, OH 45409**



Don't forget about Corvanatics gift memberships. The perfect item for anytime gift giving.

**Corvanatics Merchandise**

See more items, details, pictures and how to purchase::  
<https://www.corvair.org/chapters/corvanatics/merchandise.php>

Corvanatics also has two online merchandise stores:  
<https://www.cafepress.com/corvanatics> (US & intl shipping)  
<https://www.zazzle.com/store/corvanatics> (US shipping only)

**Reminder:**

With the newsletter only being published bi-monthly, it is not practical to publish advertisements of vehicles or parts for sale. Too often they sell before publication date frustrating potential buyers. With so much online, the best bet for selling is either eBay, Facebook, or the ever-popular Corvair forums, Corvair Center and Corvair Forum. Thanks for your understanding.

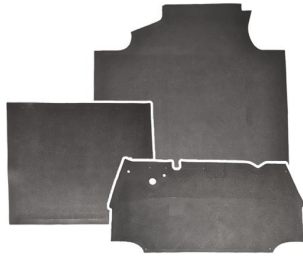
**Steve's FC Parts Mart**

(740) 374-8778

spilatr@s@marietta.edu

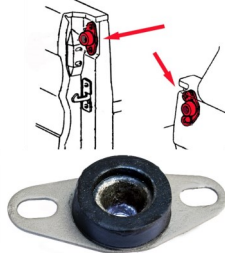
**FC Floor mats with deluxe pattern**

Cab \$250 (black) \$265 (color)  
 Center \$400 (black) \$425 (color)  
 Rear \$285 (black) \$300 (color)  
 Plus shipping \$50 discount with a set of all three



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

\$50 per unit plus shipping



**Front door Check-arm grommets**



**Rear Door Outer Bumpers (2)**



**Side Door Bumpers (2)**  
\$14



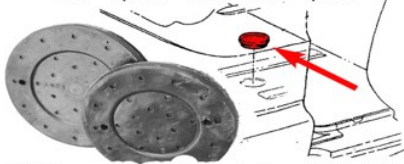
**Heater Fresh Air Intake Boot**  
\$65



**Gas Filler Grommet**  
\$29

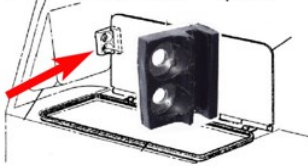


**Master Cyl. Floor Plug**  
'63 - \$39 '64-'65 - \$69

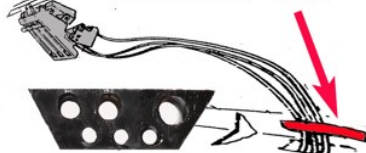


\$20 core refund for '64-65

**Battery Compartment Lid Retainer** - \$24



**Cab Floor Cable Grommet** - \$19



**Hinge Grommets (4)**  
 Side doors - \$25  
 Rear doors - \$23



**Colored** - \$119 for 6-door van



**Carburetor Swivel \$23**  
**Linkages**

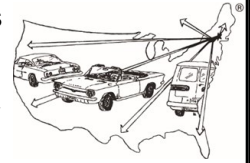


**Early Style Shifter Boot**  
\$60



**CLARKS 50TH ANNIVERSARY**

Thanks to the support of 1,000's of Corvair owners over the last 50 years. We continue to grow and reproduce more parts every year. Have a great year and enjoy our monthly sales and specials all year - Joan & Cal Clark



**SPECIAL SALES EVERY MONTH** - we'll send a list by email (if you have signed up) or check our website sale section

**FREE 50th MEMENTO GIFTS** with your first order in 2023

**LIST YOUR CORVAIR OR SPARES FOR SALE**  
 For all of 2023 we will list it on our website at **NO CHARGE**- check website (Corvairs For Sale)

**2023 SUPPLEMENT**- On our website or as a hard copy -many new repros & updates.

**CATALOG**-over 450 pages  
 \$8 postpaid USA, free with an order

**Clark's Corvair Parts®**, 400 Mohawk Tr,  
 Sherburne, MA 01370  
 413-625-9776, Fax: 413-625-8498

[www.corvair.com](http://www.corvair.com)

email:[clarks@corvair.com](mailto:clarks@corvair.com)

**Perfomance Corvairs**

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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](http://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](mailto: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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Deadline for publication is the 15th of February, April, June, August, October or December.

**Awards**

Old Cars Golden Quill Compact Chapter Award - 2020, 2021 & 2022  
 CORSA Chapter Newsletter Award - 2020 1st place, 2019 2nd place, 2018 2nd place, & 2015 3rd place

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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](http://www.corvair.org)