

CORVAN-ANTICS

Jul-Aug 2024, Vol. 52, Issue 4



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

In This Issue:
“Corvanatics Annual Meeting”
[Page 2](#)
“Found on Facebook”
“Riding with the President”
“On The Road”
[Pages 3-5](#)
“Tim Shortle Obituary”
“From the Secretary”
[Pages 6-7](#)
“Thru The Years”
“Loadside Restoration”
“Gene Brier”
“Sending Unit Float”
[Pages 8-9](#)
“Drain the Tank”
“Rampside Repair”
[Pages 10-11](#)
“Engine Rebuilding Tips”
“Salvaging FC Axles”
“Corvanatics Merchandise”
“2025 CORSA Convention”
[Pages 12-14](#)
“Business Classifieds”
“About” “Officer Information”
[Pages 15-16](#)

ATTENTION MEMBERS!

Corvanatics is now accepting vehicle entries for our official 2025 Corvanatics Members Window Cling!

This is your opportunity for YOUR Corvair van or truck to be the face of Corvanatics for 2025! All years, makes, models, and conditions will be considered. From fully restored to rusty gold, we love 'em all, and we look forward to reviewing all entries!

Just answer a couple of questions and send us a few pictures of your Corvair FC.

3 easy ways to enter...

Google Form [here](#): The fastest, easiest way for any member with a Gmail account.

Or email corvanatics@gmail.com and include this information and your photos:

Your name _____

In a few sentences, please tell us why YOUR Corvair FC should be featured on our 2025 Corvanatics Member Window Cling.

Or Snail Mail: For members who still prefer to have Uncle Sam do the work! We can scan in photos that are printed and sent.

The deadline to enter is August 31, 2024.

You must be an active Corvanatics member to be eligible.

The winner will be selected by our Corvanatics BOD shortly thereafter and announced in our November 1st, 2024, newsletter!

Good Luck!



Corvan - Antics is published for the benefit of the members of Corvanatics. We're the largest chapter of the Corvair Society of America and are supported solely by membership dues. If you are not a Corvanatics member, please consider joining us. Membership information can be found [here](#).

Corvanatics Annual Meeting

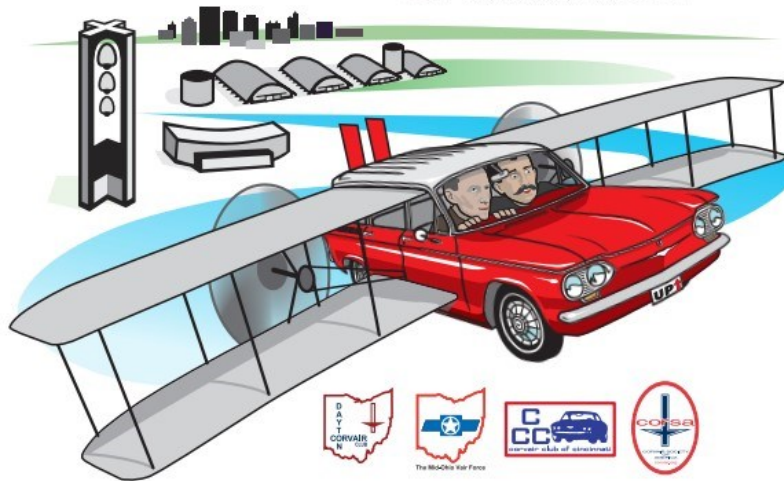
Wednesday, July 17—9:00pm—10:30pm

Tech Talks and giveaways

Keep up to date with the latest Convention information [here](#).

CORVAIRBORNE!

**DAYTON OHIO
THE BIRTHPLACE
OF AVIATION**



**2024 INTERNATIONAL
CORVAIR CONVENTION
JULY 21-26**

2024 CORSA International Convention

**Marriott Hotel at the University
of Dayton**

1414 S Patterson Blvd



Found on Facebook

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

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



Patrick Pilon
Fathers' Day



John Miller



Corvanatics Director Rod Murray



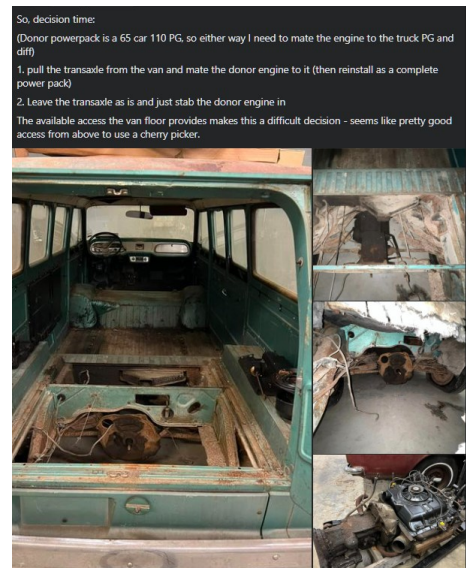
Hi all, happy to share I got the Forward Dome Light hooked up on the Greenbrier yesterday. Clark's kit made it easy - only real pain was feeding the wire thru the windshield channel to the dash harness light switch connection (no door switches on mine). I also swapped out the standard bulb for LED, ez switch and brighter.
Can anyone share some knowledge about the wiring config for the REAR dome light for the Greenbrier? I have the Clark's dome light kit (white & orange wires), a switchable on/off base, and this info from Corvair Forum: <https://corvanatics.com/forum/viewtopic.php?t=102233&>
Where should I be pulling the hot lead? - back to dash?, battery/alternator?, the FORWARD dome light?
Rod Murray
Pittsburgh



Running errands in the Greenbrier on a hot 90°+ humid day in Pittsburgh and loving every sweaty minute of it...

David Iwanicki

Michael Hill North East Rod Run
NERR Favorite Award 'Britney'



So, decision time:
(Donor powerpack is a 65 car 110 PG, so either way I need to mate the engine to the truck PG and diff)
1. pull the transaxle from the van and mate the donor engine to it (then reinstall as a complete power pack)
2. Leave the transaxle as is and just stab the donor engine in
The available access the van floor provides makes this a difficult decision - seems like pretty good access from above to use a cherry picker.

More Found on Facebook

Stephan Håbet

Stephan Håbet
5h · 🌐

My 1961 Chevrolet Corvair 95 Loadside named "Loady". Imported to Norway in november '23 by me, and gone thru a mechanical restoration this winter.

All new in the brake system, bushings, shocks, fuel tank etc.
New built engine with an OT-10 cam, new pistons, ported heads etc.

Lowered springs with classic 14" and 15" Appliance wheels with patina 🍷

Showed it for the first time this weekend, and even got an award.



Michael Baiamonte

David Wenzlick—new mirrors



Jeff Sandor



Corvanatics - Corvair Trucks & Vans
Jeff Sandor · 36m · 🌐

Cincinnati Corvair Club efforts to bring a roof rack back where it should be. Road mission to Tennessee to get it. Hours of cleaning, polishing, repairing and coming up with alternative methods to mounting other than drilling 24 holes in the roof.

Many thanks to Greg, Don & Ralph.



Russ Thuleen



Riding with the President—Ken Hand

Hey everyone!

It looks like summer is in full swing across most of the country. The Corvanatics BOD has been working on getting a program for the meeting night in Dayton, OH. It looks like we will have at least two different topics and maybe three! Be sure and plan to attend.

I want to say something about the President’s award that will be given at the meeting. There are no criteria for judging, and it is my whim to pick an FC that stands out. That does not mean the shiniest FC or the one with the most options and if there is an outstanding rust bucket it just may win! So, bring your FC's. I will be looking at as many as I can find before the meeting so don't hide your FC in the far corners of the parking lot or in your trailer.



The BOD has also been working on the policies and procedures and all we have left to work out is a couple of items and then we will have policies and procedures to rely on for operating the business end. But you say that we have bylaws. Yes, but not everything can go into the bylaws like the policies and procedures. If we find that something doesn't work, and it is policy and procedure then the BOD can change or delete that without going through the big process of a bylaw change where the membership must vote on the change. Once we are complete, I think there will be copies available on the web site.

See everyone either at the Convention or the Detroit Area Corvair Club (DACC) Homecoming.

Ken Hand

vairmech@aol.com

248-613-8586



On the Road

By Chris Law—2024 Cling featured FC

Joan and I recently took our Rampside on a little trip of about 900 miles. We went May 17 and 18th to Oneonta, AL to the Corvairs by the River Show which was 300 miles. Then May 19th we went across Georgia to Williamston S.C. (300 miles), to see grandkids. Then on May 21st back home to Sumner Ga., which was another 300 miles. I have a couple of pictures of our Rampside on the covered bridge and with a few friends.



Timothy Shortle Obituary

Timothy Gerard Shortle was a great husband, father, and car enthusiast. Timothy Shortle was born on June 22nd, 1961 in Covina, California. He started his automotive career at a Volvo dealership in Pasadena, CA as an ASE Certified Technician. In 1991, he opened his independent shop, The Volvo Car Clinic of Glendora, CA. He was married to Lilian Wong and had two sons, Matthew and Anthony. In 2006, the Shortle family moved to Durango, Colorado where Timothy started his Volvo Car Clinic, an independent specialized Volvo auto shop in the Four Corners region. In addition to working on Volvo cars, Timothy was a Chevrolet Corvair enthusiast. He owned many fully restored Corvairs. He was involved in Corvairs for over 40 years and loved showing them off at Corvair Tri-States, conventions, meets, etc. He belonged to Rocky Mountain CORSA, Pikes Peak CORSA, Corvairs of New Mexico, CORSA International, Volvo Clubs of America, and the local Durango Car Club. Besides his love for cars, he enjoyed rock concerts and travelling to many states and countries along with travelling on cruise ships.

Timothy Shortle died in an automobile accident on US highway 285 on his way to Denver on April 28th, 2024 doing what he loved "Happy travels". He will be laid to rest at Forest Lawn Cemetery in Covina, California later this June. Timothy was survived by his wife of 30 years, his two sons, his brothers in New Mexico, and his 96 year old mother. He also leaves behind his two beloved cats, Kopito and Freaky.

We love you and we will miss you dearly, Timothy!

To plant trees in memory, please visit the [Sympathy Store](#)



Tim was the Corvanatics Western Director from 2012-2106.

From the Secretary & Newsletter Editor

BY MOLLY BACON

Hi all,

The CORSA Convention is so close. I can't wait to see everyone again and hopefully a lot of new people. Don't miss the Corvanatics meeting, Wednesday evening starting at 9pm. There will be tech talks and giveaways.

Since the last newsletter :

- 316 members
- 5 new members
- 14 member renewed their dues
- 8 members dropped



WELCOME !! to our new members

- James Lucas** IN
- Tim Sattler** NH 1965 Greenbrier
- Paul Alford** WA 1964 Corvan
- Mark Tucker** NC 1963 Rampside
- Lance Fontello** DE 1962 Greenbrier

Dues Expiring

Easily renew online [HERE](#).

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

Due in July

Larry Ashley	Reese Hill
Howard Kolus	Raymond Paul
Allen Short	Dave Todd

Due in August

Robert Bentz	David Brown
Stephen Brown	Mark Corbin
Jay David	David Fox
Daniel Gabbert	William Garrison
Mark Guider	Raven Hand
Robert Marlow	Roger Moody
Bill Muno	Joseph Nelson
Jeff Robb	Ed Thompson
Richard Warren	Duane Wentlandt

Due in September

John Ackerman	Scott Allison
John Amen	JC Ash
Kenneth Brown	Ron Bunten
Danny Davis	Bill Fenemore
Daniel Gersna	Eddie Meadows
Randy Renick	Curt Sherrill
Trianna Smith	Nicole Smith
Thomas Stingl	Ken Zindel

Due in October

Billy Cannon	Tim Colson	Jim Angus	John Bailey
Anthony Gervasio	Mark Gibson	Gary Baxter	Larry Bush Jr
Phil Mitchell	Timothy Palmer	Jim Davis	Gary Duncan
		Larry Hickerson	Gary Komora
		Bill Prichard	Larry Sherwood

The Winner Is
Ron FedorczaK

\$10 Clark's Gift Certificate

Remember, you can only win if your dues are current

Corvan - Antics - thru the years

Steve Spilatro - Historian

50 years ago, Corvan - Antics

There was no newsletter for July-Aug 1974

40 years ago - Corvan - Antics Volume 12-4, July-August 1984

Table of Contents

Pg 26*: Ken Kroll	From the Editors Glove Box
Pg 27: Tom Silvey	Forward Controlling with the President
Pg 28: Ann Johnson	The Saga of Ay Jay
Pg 29: Anonymous	Corvanatics Drive In 6/2/84 at Sharon Woods Park, OH
Pg 30: "Dal" Dalrymple	"Vantasy Special" Greenbrier
Pg 31: Robert Kirkman	Tech Topics

* Newsletter pages were numbered consecutively throughout 1984.

30 years ago, Corvan - Antics - 1994

There was no newsletter Jul-Aug 1994

20 years ago - Corvan - Antics Volume 32-3, July-August 2004

Jim Diell tells the story of his Rampside, Rampala. Rampala had an interesting history, originally purchased by a Canadian utility company, and used to haul fire extinguishers along high tension power lines. It passed through several previous owners before coming into Jim's possession, by which time it sorely needed tender care. Restoration preceded over a 15-year period. The "Rampala" moniker is a contraction of "Rampside-Impala", which as best I can tell reflected the Impala style wheel covers it displays.

ed – Rampala today



10 years ago - Corvan - Antics Volume 42-4, July-August 2014

This issue has several interesting short articles, beginning with the rebuilding of the front suspension of Charlie O'Hare's Rampside. Following are articles about Jack Bacon's purchasing of a "Flatbed Fred" modified Rampside, Kevin Clark's camping trip at the Ultra

Then and Now by Steve Spilatro



Award Winning Corvanatics webmaster Steve Spilatro sent in these photos saying to use them if I needed filler. I told him the Corvan Antics doesn't put in filler. The van looks great in both eras, especially the shag carpeting in the early version.

1980: Jane and Steve Spilatro in Bloomington, IN with their recently purchased 1961 8-door Greenbrier

2014: Jane and Steve Spilatro at the car show in Vienna, WV. With the restored 8-door Greenbrier



Van rally in Celina OH, an introduction to new members Kelly and Becky Macfarlane, and finally, pictures of your humble Historian and spouse posed in front of our 8-door van in 1980 and again in 2014 after its restoration.



Loadside Restoration

By Corvanatics Director Rob Amsler

Well, about 6 months ago I started the restoration of Harold Dexter's 1962 Loadside which I purchased from the estate in 2020. It is currently the lowest serial number '62 in the registry and a Flint truck. Pete Koehler tells me frugal Harold was the second owner. I purchased his '61 Loadside at the same time as a donor.

The truck had been stored in one of his barns but had sunk into the dirt many years ago, so the structural frame members were really bad. I was told it was perhaps not save-able BUT many hours later, LOTS of metalwork, and many NOS sheet metal parts it has turned into one of the nicest FCs that Jim Rodamaker has done (in his words :)) Also was the 'worst' he has ever taken on 🤪

I am currently beginning the headlight bucket restoration.

*Gone Brick
&
his buddy "FC"*



C. Anderson

NO, that is not just a large rubber band but a rebuild kit for a VW engine!

Sending Unit Float

By Gary Baxter—Corvanatics Technical Editor

I have had several sending unit floats sink, causing the gauge to show Empty. The ones that have failed tend to be the new replacement floats that have a ring around the center seam. These are made from thinner brass and come from China. Unfortunately, this is the style sold by a major Corvair parts vendor. The mode of failure is splitting length-

wise in several places. I have put in a new float, only to have it fail again in a few months.



The original floats were made of heavier brass and do not have the ring in the middle. They tend to fail due to galvanic corrosion between the steel retaining loop and the float. Often, I have been able to fix them by carefully soldering the corroded area after draining the gas out and drying them out by heating them just a small amount.

Besides the brass float, there are floats made from plastic, such as this Jeep one I used to replace the failed brass one in Elwood.

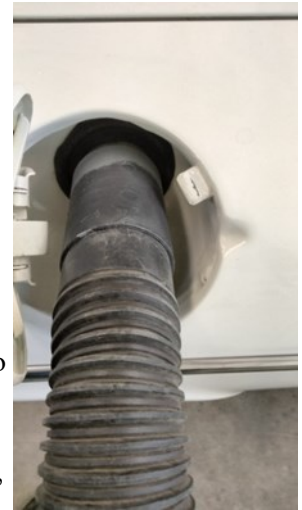
Drain that Tank

By Gary Baxter—Corvanatics Technical Editor

Before you can service the sending unit or remove the gas tank, you need to drain it. The usual method I, and most others, use has been to jack the car up as high as possible in the hopes of getting a large gas can under the car to drain the gas into. The hose is then removed from the body line, often with some attempt to clamp the hose shut, and inserted into the container. The gas is then drained until it either stops or overflows the can. Then you roll back under the car through a large gas puddle to try to clamp the line, move the sloshing container and put another one in place to finish draining. Removing the sending unit results in more gas coming out.



I have found a way that involves no jacking and much less spilling using a shop vacuum to pressurize the tank. First remove the fan belt from the alternator or generator. Next remove the fuel inlet line from the fuel pump. Slide the fan belt under the inlet line so the line can be lifted to clear the fuel pump. Slide a length of 3/8" fuel hose over the end of the fuel line and place the other end in a large gas can. Put the shop vac hose on the outlet, or blowing, side. You do not want to suck vapor into



the vacuum. Make sure it is actually blowing out of the hose before attaching to the car.



FC's and Early cars use a 2 1/4" OD filler tube. A piece of 2" radiator hose or 2" PVC drainpipe will fit tightly over the filler neck and the end of the vacuum hose. Late model cars have a 2" OD filler piper end. The hose of the vacuum usually fits tightly over it. Some duct tape or a clamp may be needed to hold it in place. You want the hose to stay in place without having to hold it while the tank is emptied, so you don't have to stand there and hold it all the time. Now turn on the vacuum and let



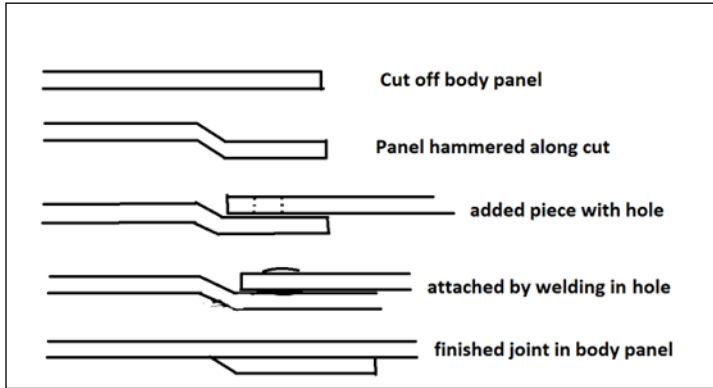
the air pressure push the gas out of the tank and through the fuel line and into the can.

When done, you can jack the car up, so the driver's side is lower than the passenger's side. This will tip the remaining gas away from the sending unit opening so little will spill out when you remove the sending unit. The other advantage is the body line has been blown out, so no fuel spills out from the line when you remove the sending unit hose.

Rampside repair – Body work!

By Fran Schmidt

I showed you how I removed the Ramp from my FC and cut out the bad patch. Here’s my plan to repair (fix) that piece. The steel that made up the Ramp’s skin is 0.039” (20 gauge) thick. Dave Peterson loaned me a tool which will press a step into 20 gauge steel for just such a repair. Here’s a sketch of what I intend to do:



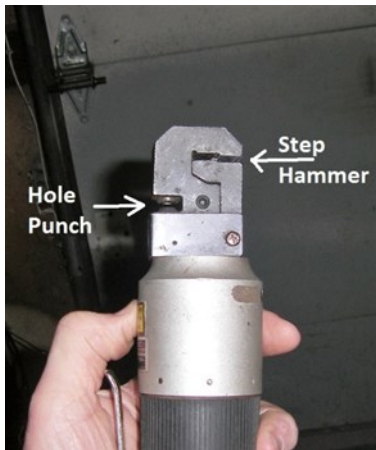
Make a nice long clean cut across the bottom of the sheet metal. Full length of the Ramp.

Then use the special tool to hammer the step all along that straight edge.

Using new flat steel cut to size – punch holes all along the edge of the new steel.

Using “gas–wire feed welding” fill each hole with ‘weld’. Causing the two pieces to be secured at that point. Grinding off the bump from that welded spot will prove that the top of the new piece is even with the top of the old panel. When you see these two surfaces

lined up you can feel confident that the job is going well. With a couple dozen welded holes, rather weld filled holes, rather former holes now welded full... the new panel will be smoothly secured to the existing body piece. That little ditch between the old and new must now be welded all along the 48” junction. To see if this scheme has any chance of working I cut off a piece of my Ramp’s skin and hammered in a few inches of step. Tool works great, exactly as advertised. I did a test punch with that same tool (it does both hammering and punching on the same end of the machine), see pic. I did wonder why the hole was so large (1/4”) but it needs to be large enough to allow the molten steel to puddle on the bottom piece - to really ‘weld’ them together.



The hole is exactly centered on the step! I then punched a hole in another piece of 20 gauge and clamped the ‘hole’ over the ‘step’...and welded in the hole. See the test punch and the test weld...also look for penetration through to the backside (by flipping it over).

Grinding off the bump of weld showed me that the surface of each piece was in line with the other. I am convinced that these tools and actions will get my new section safely and accurately and smoothly and strongly in place on the ramp of my 1961 CORVAIR Rampside pickup.

Stay tuned! Fran



Engine Rebuilding Tips

by Gary Baxter—Corvanatics Technical Editor

Labeling and keeping parts in order as they are disassembled is one of the most important steps, even if you do not think you are going to reuse them. An egg carton is great for keeping lifters and rocker arms in the order they belong. A sharpie can be used to mark the open lid with the cylinder numbers. Rod bearings should be marked on the back side of each bearing after cleaning and should show whether it was from the top or bottom of the rod, such as 5U and 5L. Similarly main bearings are marked showing location and which side they are from. Starting from the front it would be 1R for right, passenger's side and 1L for left, driver's side.

The pistons have markings on their tops showing that they should point to the front of the engine. Rod numbers are facing up when installed. That means the pistons on the left side are half a turn from the right-side



ones when assembled and installed. Putting a dab of paint on the piston skirt that should be up and on the rod numbers make it much easier to assemble them correctly. After assembling the rod to the piston, remove the paint from the piston skirt. The small end of the rod has a small chamfer on one side to make piston pin assembly easier. Since it is only on one side, you must make sure to press the pin from that side. I coat the pin, piston pin holes and rod pin hole with a 50/50 oil/ STP mixture before pressing the pins in. Assemble the rings per the ring manufacturer's instructions. Coat the pistons and cylinder bores with oil, not assembly lube. Break the sharp edge of the cylinder bore to help prevent the rings from catching on it when installing the piston assembly. Breaking means just barely filing or grinding the sharp edge. Not enough to measure or consider it to be a chamfer. You don't want to interfere with where the head gasket seals. The flat side of the stock style head gasket goes against the head.



Assembly lube is used on the bearings, cam shaft lobes and bearings, and the lifters, pushrod ends, rocker arms, rocker arm balls, and valve stems. I run the oil pump before putting the distributor in to make sure the oil has gotten to all the bearings and lifters. Do not use synthetic oil until after the engine is broken in, probably after 500-1,000 miles.

When it comes to balancing, the crankshaft is balanced well from the factory. Pistons are within a 1% tolerance, but the rods seem to be based on total weight, not rotationally balanced. Still for most applications they probably are fine since the Corvair engine is not a particularly high revving, high power design. It is more of a problem if you are using rods from different engines. One telltale is the amount of rod sticking above the pin hole. It should be close to the same if the rods are matched from one engine. On my equipment I balance the large end first to within 0.5 grams. This involves finding which is lightest and grinding the rod caps on the rest to match. Sometimes the factory machining is off center, and the rod would require excessive grinding and must be replaced. Then I balance the total rod weight to within 0.1 grams. The pistons are also balanced to within 0.1 grams. That's less than 0.03%. In reality, I can't really tell much, if any, difference compared to a stock tolerance engine in use. I do it because I can without much more work since it is apart, and I am usually working on a modified 140 or turbo engine. The better balanced an engine is, the longer it should last.

A small amount of sealer is used on the block under the cam at the rear to prevent oil from seeping out from under the rear cover.

It doesn't matter how many engines you have put together, always have the shop manual open to the relevant page for torque patterns and values and double check before torquing. Note, some year's manuals show the head nuts at 40 ft-lbs. That is way too much, and you risk pulling the studs from the block. Use 30 ft-lbs. for most engines. I use 32 ft-lbs. for turbo and modified 140's. I deviate from the manual on the crankcase cover and rear cover bolts. The manual shows 10 ft-lbs. After a few heat-cool cycles the crankcase cover bolts are hand tight, and the gaskets may allow oil to seep out. I use 15 ft-lbs. as a final amount after torquing all to 12 ft-lbs. Do not exceed 15 ft-lbs. as the holes in the block will strip at higher values.



The areas between the lips on the crankshaft seals should be filled with grease. Also, they are installed by coating the outside ridged area with grease, not sealer. Pushrod tube o-rings should be lightly oiled when installing them.

Another advantage of painting the rod numbers is assembly to the engine is easier since you only must match the painted side of the rod and cap.



Salvaging FC axles With Worn Splines

By Steven Spilatro - Corvanatics Historian & Webmaster

Loosening of the fit between the axle and U-joint flange is an inevitable issue for our aging Corvair 95s. The axle-flange assembly should have a very snug fit and require some force to mate the parts. The axle and flange should not simply slide together and certainly there should be no play between them. Worn splines usually means that the axle and/or the flange need to be replaced.

Alas, the supply of good used replacement FC axles is dwindling, and all the more so as the years progress. So, we would be wise to keep these axles in service as long as possible, and I propose here one way to extend their service life even with worn splines.

We are going to use foil to fill the gap between the axle and flange. The product needed is K & S Metallic Stainless Steel Crafting Foil. It is thicker and stiffer than typical aluminum foil, but soft enough to work with. Equally important, it is resistant to corrosion and thus should hold up well.



Begin by cutting a piece of the foil 1" x 3.5". Roll this tight around the axle splines – the two ends should slightly overlap. Now wrap the foil with some masking tape to hold it in place.

Using a dull edged tool (I used snub-nosed scissors), work your way around the axle, pushing the foil into each of the spline grooves. Start opposite the cut ends and work towards them. This should ultimately shorten the length of the foil so that the ends no longer overlap.



When done, strip off the upper half of the masking tape, leaving some to hold the foil in place as you begin to press the flange over it.



Carefully align the splines of the flange and use a hammer to begin gently tapping the flange into place. Remove the remaining tape when the flange is partway down. Depending on the gap to be filled, all or only part of the foil may slide under the flange. If you see part of the foil crumpling below the flange, use a box cutter to cut it off.

Eventually, I turn the whole thing upside down and tap the flange on the floor, using the weight of the axle to drive it into place. You should find the fit is very tight. Don't forget to add the washer and bolt to hold the flange in place.



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, click [HERE](#).

Corvanatics also has three online merchandise stores (click the name to visit):

- [Redbubble](#)
- [Teepublic](#)
- [Zazzle](#)



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

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.

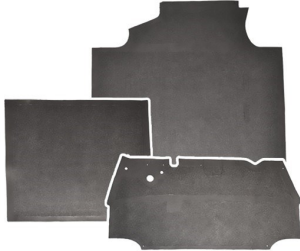
Steve's FC Parts Mart

(740) 374-8778

spilatr@marietta.edu

FC Floor mats with deluxe pattern

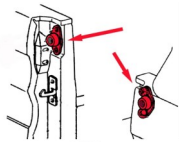
Cab \$250 (black) \$265 (color)
 Center \$400 (black) \$425 (color)
 Rear \$285 (black) \$300 (color)
 Plus shipping \$50 discount with a set of all three



Ramp-gate Pin Guide – rubber restoration of core.

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

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



Heater Fresh Air Intake Boot \$65



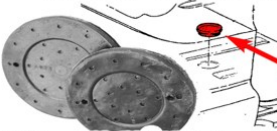
Front door Check-arm grommets \$14



Gas Filler Grommet \$29



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

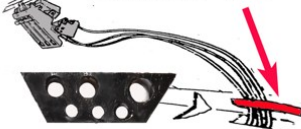


\$20 core refund for '64-65

Battery Compartment Lid Retainer - \$24



Cab Floor Cable Grommet - \$19



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



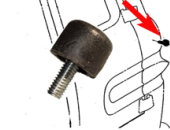
Colored - \$119 for 6-door van



Side Door Bumpers (2) \$14



Rear Door Outer Bumpers (2) \$20



Carburetor Swivel \$23 Linkages



Early Style Shifter Boot \$60



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

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

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



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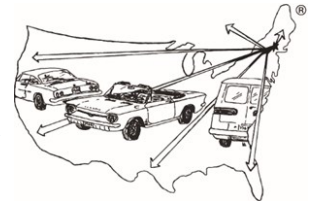
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CORVAN - ANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (CORSA). Established September 1972, Corvanatics is dedicated to the preservation and enjoyment of America's most original and innovative 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
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Please submit print-ready or typed copy and pre-payment to the Secretary/Treasurer. Authorization and payment must be received prior to each issue. All ads must be Corvair-related.

Deadline for publication is the 15th of February, April, June, August, October or December.

Awards

Old Cars Golden Quill Compact Chapter Award - 2023, 2022, 2021 2020, & 2002

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.

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