

CORVAN ANTICS

Mar-Apr 2022, Vol. 50, Issue 2



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



Happy 50th Anniversary Corvanatics!!

One year free dues for all current members!!

(see the President's Letter, page 2)

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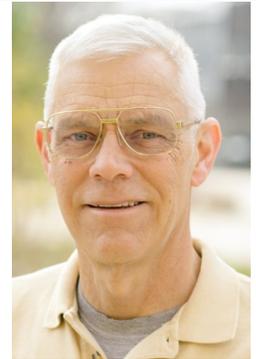
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Corvan Antics is published for the benefit of the members of Corvanatics. We're the largest chapter of the Corvair Society of America and are **supported solely by membership dues**. If you are not a Corvanatics member, please consider joining us. Membership information can be found at <https://www.corvair.org/chapters/corvanatics/membership.php>.

Riding with the President—Dale Dewald

In this issue of the newsletter, we have plenty of announcements. First of all, congratulations to Corvanatics for their 50th anniversary as the oldest continuously maintained chapter of CORSA. The Board of Directors of Corvanatics has spent considerable effort coming up with unique ways to celebrate this accomplishment.

1) The first item is a **limited edition Corvanatics window cling** and is a version of our standard logo modified to recognize our 50th year of recognizing, preserving, driving, and enjoying our unique forward control line of vehicles. Each member of the club in good standing as of March 1st and all new members signed up the remainder of the calendar year will be mailed or will receive one of these clings free of charge. We are having the printer make a limited supply of extras beyond the number of current members and anticipated new members we acquire at the CORSA International Convention. This will permit members who wish to obtain additional clings to purchase them for \$5.00 each until the supply is exhausted. Look for this to show up soon, as we have finally settled upon the design and will be sending it out for mailing around April 1.



2) The second item is a **special commemorative full-color edition of our Corvan Antics newsletter**, which will be mailed out to all members in good standing as the September/October edition. This will feature articles on the history of Corvanatics, along with contributions from past presidents and members going back through the 50 years existence of the club. There is still time for those who would like to share memories and events to make contributions to this edition. Please send any ideas, writings, and photos (with captions) of past events to Molly Bacon, our newsletter editor at corvananticsnews@gmail.com. We would be especially appreciative of material pertaining to the early years, 1972 through the mid 1990s.

3) Item 3 is huge. Due in part to a budget surplus as a result of the faithful support of our dedicated members, the Board has decided to **extend the membership of all those in good standing as of March 1st, 2022, by one year at no charge**. Please enjoy this membership extension as you have earned it. Use the savings to buy some gasoline (maybe a few gallons) to drive your FC to a local car show with the window cling proudly displayed and recruit new members. Update your expiration date on your membership card yourself as no updated cards will be issued.

We have all the settings in place for the annual meeting of Corvanatics to be held during the CORSA International Convention. This year we plan to have a Zoom meeting link set up so that those members that cannot attend but have the capability will be able to live stream the meeting at home. The meeting will begin at 8:30 PM EDT Wednesday, July 13. Mark your calendars.

Please note that an important part of the annual meeting is the Board of Directors and officer elections. This is the opportunity for those who aspire to leadership to step up and put their hat into the ring for either a director or officer position. The terms of the President and VP are one year and Secretary/Treasurer two years. There is no specified term for the directors, but we have traditionally re-elected them every year at our annual meeting. We need nominations. Step up, throw your hat in the ring.

A final note: did you get a chance to review the Mecum Kissimmee auction results printed in the latest edition of the CORSA Communique? All of the Rampsides and Greenbriers that were placed on the block sold for \$22,000 (including buyer's premium) or more with the top seller of the whole group of Corvairs, cars and FCs being a 1961 Greenbrier at \$69,500. One mildly customized 1962 Greenbrier received a no-sale bid of \$15,000 and even an electric conversion Rampside sold for \$29,700. Granted, private sales for similar condition vehicles often are for much less, but it seems that our unique trucks are finally getting recognition from the collector crowd.

These show up now everywhere. Some of you might know what they are, but for those of you who do not, here is a quick explanation. They are called a QR code (Quick Response Code). In the world of mobile devices, it allows for easier access to a website or some information. Mobile devices nowadays all have cameras and most will automatically scan a QR code. Since typing web addresses in a browser app on a mobile device isn't always convenient, scanning a QR code with the camera is easier and faster. The one here will take you to the Corvanatics website where you can renew your dues, read newsletter back issues, and also peruse the multitude of documentation available on the website. You'll see them on our new anniversary clings and on dues notification postcards. Try it out.



From the Secretary & Newsletter Editor

BY MOLLY BACON

Hi all,

I know many members enjoyed the special All Tech newsletter as I have received a lot of emails. I'll talk to the Board about doing this yearly and not just for the 50th Anniversary.

As you can see, some of my work has been reduced for the next year since there are no dues for a whole year. I hope you're as excited about this as I am (ah, but for different reasons).



Since the last newsletter :

- 307 members
- 1 new member
- 22 members renewed their dues
- 4 members dropped



WELCOME !!

to our new members

Jon Buck

OR

1961 Rampside

**Dues Are Due!!
There are NONE!!**

**All current members were given an extra year's dues
for Corvanatics' 50th Anniversary**



The Winner Is
Larry Sherwood

\$10 Clark's Gift Certificate

In Memorial

Gary Greenwood, Sr.

Gary Philip Greenwood, Sr., age 70, of Anderson, SC, passed away Sunday, February 13, 2022, at AnMed Health Medical Center. Born March 2, 1951, in Uxbridge, MA, he was a son of the late Philip Joseph Greenwood and Mildred Vaughn Greenwood. Gary spent a long career as an electrician serving many throughout the upstate. He was a former race car driver and attended dirt track races throughout the country. He restored vintage Corvairs and enjoyed traveling to Corvair events. Gary was a devoted family man and loved going to his grandchildren's soccer games. He attended Calvary Baptist Temple. He will be dearly missed by all who loved him. He is survived by his son, Gary P. Greenwood, Jr. and his wife, Elisa of Anderson, SC; daughter, Jennifer Gosnell of Pensacola, FL; brothers, Terry Greenwood (Ramona) of Greenville, SC, and David Greenwood (Christine) of Conroe, TX; grandchildren, Gary P. Greenwood, III, Savannah Greenwood, Tommy Greenwood, Rebekah Greenwood, Dara Cason, Jon Clinton, Dustin Clinton, Joey Alverson, Aundrea Gosnell, Jacob Gosnell, and Megan Gosnell; and 9 great grandchildren. In addition to his parents, he was preceded in death by his first wife, Allison Greenwood; second wife, Donna "Tootie" Greenwood; and infant granddaughter, Brittany Greenwood. The family will receive friends Thursday, February 17, 2022, from 2:30-4:00 pm at The McDougald Funeral Home. The memorial service will begin at 4:30 pm in the Chapel with Dr. Larry Pearson officiating. In lieu of flowers, memorial contributions may be made to Child Fund International, 2821 Emerywood Parkway, Richmond, VA 23294.

2019 CORSA Convention



Corvan Antics—thru the years

by Steve Spilatro—Historian

40 years ago - Corvan Antics Volume 10-1, Jan-Feb 1982

The tech editor Bob Marlow agreed with Larry Claypool's assessment that the best FC powertrain configuration was a 140 HP engine with a 95 HP cam (retarded 4°), coupled to a Powerglide transmission and a 3.89 Axle. Do Bob and Larry feel the same 40 years later?

30 years ago, Corvan Antics – 20-2 was combined with later issues as 20-1-4 in 1992

20 years ago - Corvan Antics Volume 30-1, Jan-Feb 2002

Gary Parsley recounted how his efforts to discover the origin of a "ticking" sound expanded to diagnosing various other squeaks, creaks, knocks, and bangs emanating from his Greenbrier. Origins included a loose muffler, worn A-arm bushings, and failing U-joints.

There is also an article about and by "Dan the Van", a Corvair van owned by Cheri and Steve Lovejoy in Modesto, CA. While not identifying which type of van he is, Dan reported that he lives in a garage with Gus, a '66 Monza Convertible, and Woody, a '65 Corsa Turbo 140. While Gus and Woody seem to get more special treatment, Dan is the workhorse of the family, being used to haul all sorts of stuff, such as redwood fence items, Corvair powertrains, suspension parts, and bags of concrete and stove pellets.

10 years ago - Corvan Antics Volume 40-1, Jan-Feb 2012

Gary Moore was the newsletter Editor and wrote two articles for this issue. One of the articles presented various hinging and propping modifications members have devised for the engine cover. The other article was about Dan Weinoe's remanufacturing of the latches for the pickup tailgate and ramp. Dan runs his own stamping company, Velo Metal Stamping.

There was also an article by John Policella about joining Tin Can Tourist, a national organization for vintage campers. He brought his 1964 Greenbrier camper to the group's annual meeting at the Koreshan State Park near Fort Myers, FL., joined by 13 other vintage campers, including an Ultra Van.

Congratulations to Corvan Antics

Second year winner of
Old Cars' Golden Quill
Compact Chapter Award



Have you missed having CORSA Conventions? Well, get ready for 2022 CORSA Convention



Convention website, <https://2022corsaconvention.com/>

Corvanatics Annual Meeting
Wednesday July 13 - 8:30pm—10 pm



Why don't ya load up
the family and come on
down to Helen, Ga for
the 40th SPRINGFEST
anniversary?

April 22-23 2022

[https://
corvairspringfest.com/](https://corvairspringfest.com/)



“Holey” gas tank

by Fran Schmit

A few months ago, I had a problem with my gas gauge. I ran out of gas when the gauge said there was $\frac{3}{4}$ tank. I filled the tank and put this sign over the gauge so that I would look at the trip odometer rather than the gauge until figured out what was causing the problem.

Well, the rest of the story is this:

The “holey” gas tank (late model FC tank with the hole for the shifter) I installed this spring which, by the way gave me incredible shifting ease and accuracy and convenience, etc., is the reason I had the gas gauge problem a few months ago. When I installed the “holey” tank, I used the tank unit (float hooked on the sender unit) that was in the normal tank that I removed. The gauge would not read above $\frac{1}{4}$ tank after I installed the tank. I R&R'd the sending unit and it checked out okay so I installed the sender, and all was well or so I thought. A tank of gas later is when I found out the other side of the story.

The float could not get above the tank when I first installed the “holey” tank and then after I R&R'd the sender the float could not get past the hole, on the way down. The float was hitting the HOLE- - on both sides! Duh!



I sort of figured that out while removing the sender – again! So, what I did was to do a little Kentucky windage to guess at how much I should bend the float arm. The photo at the right shows the pickup tube and the float arm as it was when I removed it.

The photo on the left shows how much was my guesstimate before I reinstalled the sender. I didn't think it would need a great deal of bending as it had stuck at $\frac{1}{4}$ and at $\frac{3}{4}$ so it must just about clear at $\frac{1}{2}$.

Obviously, this will throw off the calibration of the gauge and I will have to learn what it says (by recording the amount required to fill it at different needle positions,) but at least I am now reading $\frac{1}{2}$ tank and the needle is still bouncing. I figure I have avoided hitting the HOLE and all I need now is a re-calibration of the gauge. Surely it will read empty with a lot of reserve-fuel in the tank, but maybe that's not all bad.

P.S. Did I say the shifting was wonderful? I can't believe it! I never had a Corvair (4sp) that shifted so smartly. Did I say reverse was a dream? It drops in there as if it were “going home” and this is the same tranny I had in there all the time that I complained about its lousy shifting.



Air Cleaner Chokes

by Fran Schmit

As you know I am having trouble getting decent mixture readings out of my 4-Rochesters. This setup on the left, gave me air/fuel ratios in the 11s.



I was wondering about the snorkels, thinking those two little guys can't possibly feed 330 CFM, So I opened up the can and still it ran rich, 11s & 12s.

Remember my meter says 12 when the Dyno says 10! And when it said



10 the engine couldn't pull its self out of a paper bag! Black sooty exhaust!

I then surmised that it could be dirty paper in the air cleaner, so I made a run with no paper but still with all the tin. Very rich and 12s and a few 13s.

I thought to myself there is nothing left on there but the tin so let's try running without that.

BINGO! It's that monstrosity of an air cleaner that puts a lot of drag on my incoming air.



"Bare carbs" give me readings in the high 16s. Big change of plans coming up!

I have some cute homemade air cleaners on my truck – trying to stay below the engine cover. Again, I threw out the paper and went to see if the tin was choking us out. With just the tin on there I saw some 10s!



What a revelation! Before I schedule another trip to the Dyno, I need to think about some different ways to do air-cleaning.



Prolific Toy Manufacturers of the Past

Steven Spilatro, Corvanatics Historian

The Corvanatics Toys page (<http://www.corvair.org/chapters/corvanatics/Toys.php>) on the Corvanatics website has images of essentially all known Corvair 95 toys and models. The three most prolific manufacturers were Structo, Tatsuya, and MSW.

Tatsuya toys of Japan manufactured tin toys under the KTS trademark. Its toys reflected the largest range of Corvair 95 models, spanning Rampsides, Corvans, and Greenbriers, in 14 different designs that included 8-door vans. Several models displayed company names and logos, such as the Bell Telephone van.



Tatsuya Green 8-door Greenbrier

All Structo toys, other than the yellow Greenbrier school bus, are versions of the Rampside. Some came with a camper or pulled a boat or a horse trailer; some were bundled with other trucks in themed packages. I count around 18 or 19 taking into account the different color variations.



Structo Rampside

Metallspielwaren Weimar (MSW) of the GDR (East Germany), is now running neck-and-neck with Structo as the manufacturer of the largest number of different vintage Corvair 95 toys. While all MSW Corvair-95s are Corvans (which they call "Kombiwagens") my research has uncovered 17 different versions - so far. And as for Tatsuya, many MSW toys display company names and logos. It seems likely that other versions will be discovered.

(Your editor has a small Structo Rampside collection. Steve has told me the trailer is not related to the other FC toys.)



MSW Circus-Fix Corvan

FC/Early shock repair

by Fran Schmit

Many years ago, I determined that the shocks available for both the Early and for the FC were inadequate. Way too much "bounce for the ounce." I found a shock called a Gas Magnum by Monroe that seemed to fit the bill. I



used them on any Early in the rear and on all fours on the FC. It's the same shock that Ken Hand furnishes with his front spring deal on the FC, so it is not a secret and is known to many folks. I am mentioning it because I have some of these shocks that lost the rubber snubber – the piece that holds the little smashed pipe in place on the bottom. It turns out they all lost that rubber piece at the same time (well in the same year), and I found it just a little difficult to find new shocks. I also felt dumb throwing out a perfectly good shock just because that little rubber piece was gone. I cleaned up the pipe pieces and got some elastomer from Eastwood and pumped it in there – Voila! That putty worked like a charm. Fast forward a couple (ten?) more years and I find a shock hanging loose underneath. I actually looked under there because I felt the front end acting as if there was a bad shock in there. That little smashed pipe had been overworked by this big shock and it broke. Here's how it should look. You can see the Eastwood putty in there. Note the smashed pipe ready for the bolts.

After some years of driving them, and apparently abusing them, this is what I saw when I looked under there! Those ears had been broken off so the shock was not secured by the bolts and was just hanging there! The bolts were fine.

Having no intention of discarding these perfectly good shocks (where did I hear that story?) I fabricated some steel pieces that would fit where the missing stuff went. I welded those new pieces in place and ground down some of the bumper weldment. You do not need a welder to do this as I am certain you could ask one of our willing members who is so equipped to help. I also closed that open "U"-shaped as



that may have been a weak link in the design.



My plan is to put my Gas Magnums back in service, ASAP!

Found on Facebook

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

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



Larry Ashley—before and after



Stan Gee—My two FCs



Chuck Hanson—off to work



John Wyss



Jim Reich — struggling to remove the steering wheel



Sharon Lawson—her 1997 Christmas present—Roada Rampside



John Miller—new acquisition



A Note About a Leaky Seal

by Fran Schmit

Hi Fran,

I'm working on a '62 Monza 4-speed. It has a 110 engine and the Bellhousing seal keeps leaking. I have put in new seals, new input shaft, changed bellhousings and it still leaks. The journal is very smooth, no ridges and the rubber seal fit nice and snug. I used fluorescent dye in the engine to show where the leak is and it is definitely coming from the seal and not from the differential. The dye shows up really well.

I checked the end play at the crankshaft journal. I am getting .002 inches of side play as well as .002 inches of up and down movement. There is no "in or out" movement. I am getting those readings using a dial indicator. I am using a wooden hammer handle as a mild prying force to get the movement readings. Although it is not much play, do you think that could cause the leak? The engine runs great and the car performs well with no apparent problems other than this crazy oil leak.

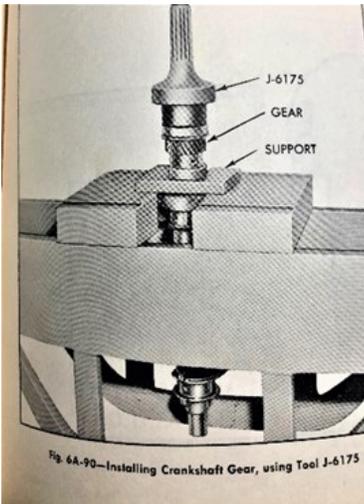
The 110 engine actually came from James Law's blue Rampside. It sure seems like a good engine and I find it hard to believe the crankshaft is bad. Any comments will be appreciated.

Thank you, Nolan

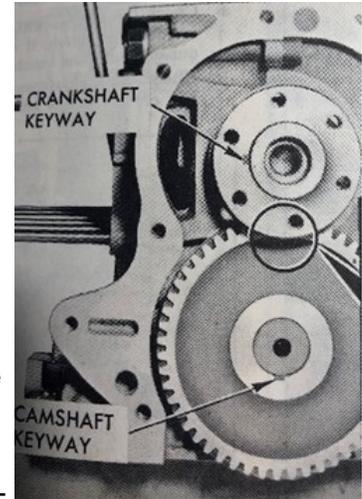
Fran Schmit wrote to Peter Schmit;

Peter: It seems as if this is a condition that you solved once with a sleeve from Clark's. Does that ring a bell? I will suggest that solution to him if you think it could be the case. Fran

From Peter: I did have this problem. I found some relief by using a non-Viton seal, but it didn't fix it completely. Clark's did sell a sleeve that slipped over the flywheel mounting flange to provide a new surface for the main seal to run on. I installed it and it did not solve the problem. The leak was actually fixed by removing the flywheel gear from the crankshaft, replacing the paper gasket, sealing it and the keyway and sealing the flywheel bolts. I had to remove the engine and disassemble it to make this repair. It was not fun, but it worked. Wish I had better news.

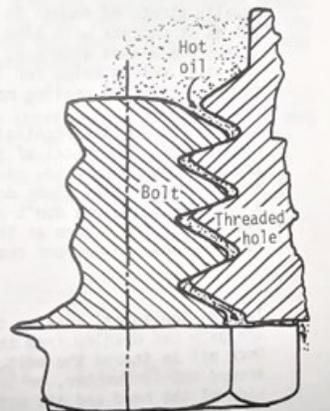


From Fran to Nolan: A bit of disheartening news, but it seems as though you may have a leaking keyway on your crank gear. There's a paper gasket behind it – pressed on when the gear was pressed home. If/when you R&R your crank gear you will want to be certain the keyway has some EXTRA sealant behind it so your leak will stay away! Also remember to put sealer on those pesky 11/32" bolts, as they can weep as well. You might want to try doing that before tearing down the engine to get behind that gear. Just lather on a dose of sealant under the flywheel flange when you mount it so the outside end of the keyway is covered over, then smear each bolt as you reinstall them. Get back to me on this, please?



Nolan to Fran: Thanks so much. I learned something new. I never knew about the keyway and I have never rebuilt an engine before. I am not sure I want to start

Conventionally fitted class 2 threaded fastenings have a spiral passage that circles the crest of the threads. It will always be a source of leakage unless some sealing method is used around the threads or under the bolt head. Flywheel-to-crankshaft bolts are a case in point. Many others have the same potential for a leak.



now. I may just try to find another used one or one that is rebuilt. I sure appreciate the pictures and your answer makes perfect sense. I see the keyway at the end of the crankshaft. Do you think if I filled the keyway with Permatex gasket sealant that it would stop the leak?

Fran to Nolan: That would certainly be a good thing to try. I would wash the keyway with starting fluid and blow out any residue before putting in the Permatex. Don't forget to seal the bolt threads as well. Take a look at this drawing from Fred Johnson's book on CORVAIR leaks. He lists 197 places where your engine might leak!

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.

Gene Brier
&
his buddy "FC"



DOES "NOS" REALLY MEAN "NOW OUT OF STOCK"??

Steve's FC Parts Mart

(740) 374-8778

spilatr@s@marietta.edu

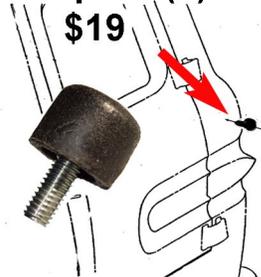
Rechromed Window Cranks \$59



Carburetor Swivel Linkages \$19



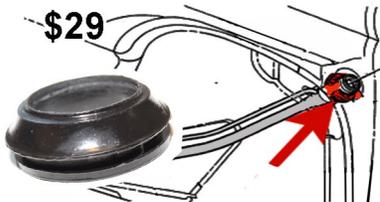
Rear Door Outer Bumpers (2) \$19



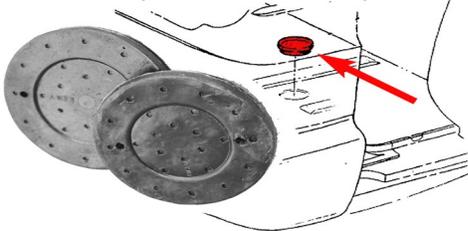
Side Door Bumpers (2) \$12



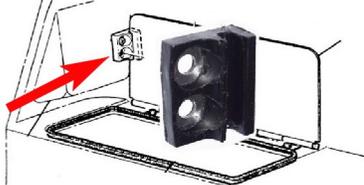
Gas Filler Grommet \$29



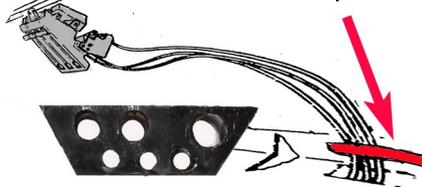
Master Cyl. Floor Plug '63 - \$39 '64-'65 - \$49



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

2019-2025 Clark's Corvair Parts Catalog!

Free with a parts order (you pay shipping)

Over 500 pages in 1 volume
330 interior color samples on 8 pages
All new text & layout
More photos & information



Order just a 2019-2025 Catalog

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

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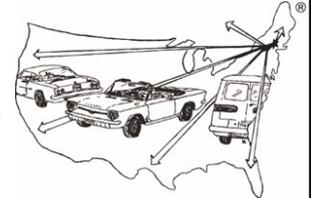
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Contact Information

President

Dale Dewald 906-482-2872
 49595 Blessent Road
 Hancock, MI 49930
d66dewald@gmail.com

Vice President

Ken Hand 248-613-8586
 1896 S. Gregory Road
 Fowlerville, MI 48836
vairmech@aol.com

Secretary/Treasurer

Molly Bacon 989-246-8046
 5425 Morrow Road
 Gladwin, MI 48624
corvanatics@gmail.com

Eastern Director

Tim Schwartz 201-447-4299
 5 Riverview Lane
 Ho-Ho-Kus, NJ 07423
tim@bristolnj.com

Central Director

Chris Brown 989-246-8046
 5425 Morrow Rd.
 Gladwin, MI 48624
funvairs@gmail.com

Western Director

Stephen Brown 503-628-0291
 32829 SW Unger Road
 Cornelius, OR 97113
SGBGJB@yahoo.com

At Large Director

Billy Cannon 256-839-1672
 2256 Coosa Co Rd. #7
 Goodwater, AL 35072
gtochief@gmail.com

Technical Editor

Gary Baxter 918-645-8451
 7590 North 140 East Place
 Owasso, OK 74055
morsa66@outlook.com

Historian/Webmaster

Steve Spilatro 740-374-8778
 635 Fifth St
 Marietta, OH 45750
spilatrs@marietta.edu

Newsletter Editor

Molly Bacon 989-246-8046
 5425 Morrow Road
 Gladwin, MI 48624
CorvanAnticsNews@gmail.com

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

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