

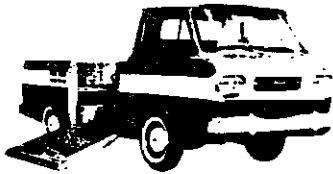


CORVAN ANTICS

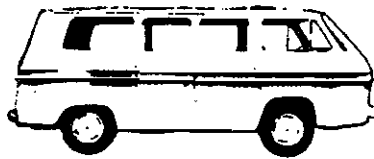
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RAMSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

ILLUSTRATION BY CHEVROLET MOTOR DIVISION



Corvanatics Drive In



CORVAN ANTICS

- The official Bi-monthly publication of CORVANATICS,
a chartered chapter of CORSA. Established Sept. 1972.

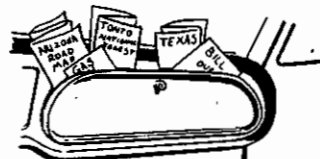
Membership **00302**

Stories, articles, photos or anything of interest to CORVANATICS members may be submitted to the Editor. Deadline is the first of each odd numbered month.

Membership in CORVANATICS is open to any CORSA member with an interest in Forward Control Corvairs. Annual dues are \$6 (US) and should be sent to Caroline Silvey.

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From The Editor's Glovebox



Hello Corvanatics! You may have noticed a drastic improvement in the quality and typestyle of this issue. This is due to the fact that your Club is now the proud owner of a [slightly used] Olivetti office typewriter. We thought this was virtually a necessity to improve the readability and the Pro look of your newsletter. I am now making arrangements to donate my old 1957 Royal Standard to the Smithsonean Institution...

In this issue we have coverage of the Drive-In courtesy of Betty Gridley, two great owner stories by William Dalrymple and Ann Johnson, as well as the other usual good stuff.

We are still hoping to make the next issue our "Vacation Issue". If you are going on vacation in your FC, PLEASE take a few short minutes and write a few paragraphs and send in a good photo or two. We will enjoy reading about your trip! Have a good summer!

Ken Krol

HELP!!! Stolen April 8, 1983, 1962 Corvair Van, serial #2R126F115195. 9 passenger - 3 seats. School bus yellow with white band. Owner still has no clue to it whereabouts. More info if May & June 1983 newsletter. Call Art Shorts at (203)643-9589 or (203)646-4962. THANKS.

Forward Controlling With The President



We are getting ready for the CORSA National Convention in New Jersey, as we hope many of you are. We won't be driving an FC, although we would like to be.

Our annual meeting will center mainly on technical questions with answers provided primarily by Larry Claypool. Larry will also have a movie (if time permits) on the 1961 Corvair, which includes FC's.

The Corvanatics Drive-In held in conjunction with the Cincinnati Club's Spring Revival was not overly attended by our members. As happened last year, we didn't get to attend due to job responsibilities. The Gridley's will be reporting on the results.

Ed Gridley has again accepted the job of Convention Chairman, which makes him a new vice president. Ed is a natural for this job, since he is an avid and experienced FC owner and always attends the conventions.

Don't forget that to keep the good newsletters going out to you, the Editor needs your information, questions, answers and experiences coming in to him. He can't produce a newsletter by sifting the Arizona sands. So get your information down on paper and some views on film and help our Editor keep the good newsletters coming.

Tom Silvey

AY JAY (Continued from page 28)

instructing her what to do, I attached the four cable ends, had her crank up her engine, and I got Ay Jay started. She was very amazed at what went on but seemed pleased that she was able to assist me. Needless to say I was also pleased. At this point I decided it wasn't safe for the truck to be out of the garage, so I drove it home, got in my Oldsmobile and went on my way to finish shopping.

Ay Jay is still not repaired nor the restoration finished, but we drive it occasionally, and it surely is handy to have when we have need of a truck. One of these days Ay Jay will be all restored and I can hold my head up when driving it instead of hoping I don't see anyone I know!

Ann Johnson
North Texas Corvair Association

VANTASY (Continued from page 30)

es a 60 watt Jensen stereo system, CB radio and a digital clock. The front seat is rolled and pleated naugahyde in alternating brown/gold stripes. The van interior is is all covered with a rich, golden brown shag carpet. Brown fur curtains are attached directly to the carpet with velcro. Dash is also carpeted, with a real wood center. There are matching wood inserts in each door.

William "Dal" Dalrymple
Editor "VANTASY" Magazine.

The Saga Of Ay Jay

Ay Jay came to live with us as part of my Christmas present in 1976. Fred and I had seen her in her native habitat when we answered an ad in the paper. The old girl hailed from Paris -- Texas, that is. On the drive home from Paris, we decided it had been a nice drive but the man wanted too much money for a truck that didn't run and was in pretty sad shape. But we (make that I) wanted a rampside. So, in December Fred hooked up the trailer and drove to Paris to buy my Christmas gift.

The truck sat in our driveway for a LONG time -- good thing it couldn't be seen from the street. Finally, realizing it would be an even longer time before he could rebuild the engine, Fred hired a friend to do the rebuilding. At last the day came when the engine was returned to us. "Wow! I can drive Ay Jay soon!" Not so fast, Ann. Fred still had to install the engine and hook up all the hoses, wires, etc. However there was hope, for in the months since I had received the truck, Fred had found time to rebuild front and rear suspensions, pound out a few dents, paint behind the places where the newly-chromed bumpers would go, and install the bumpers. That meant that when the engine was installed we could drive the truck.

The day finally arrived. Ay Jay was off on her maiden voyage with new tires, rebuilt engine, chromed bumpers, three colors of paint (the original white with red stripe and the new Cadillac turquoise behind the bumpers), no tailgate or sidegate -- but the old girl ran well. She stayed in that state of repair -- or disrepair -- for many more months. However, I am glad that it wasn't all "gussied up" pretty as we really used that truck during construction of our barn, which Fred was building while our new home was being constructed. Also, at the time we were moving into our new home we put it to good use. And she even has a garage to sleep in now.

But the saga of Ay Jay doesn't end here -- unfortunately.

One day in the Spring of last year I drove the truck to do some errands. I was well-organized that day and had the errands lined up so my last stop was at a local nursery to purchase some shrubs and trees -- this was the reason for taking the truck that day. But on my first stop I parked in front of the store, went in to do my shopping and came out to continue on my route. OH NO!!! The left rear corner of the truck had been clobbered! Somebody had caught it going in or out of a parking space, right where it was restored. It was dented, paint scraped, and bumper bent. I wanted to sit right in the middle of the parking lot and cry. Of course the culprit failed to leave a note or anything like that. Wouldn't you know! Well, nothing else to do but get on my way again.

When I finished my business at the second stop, the darned truck wouldn't start. Oh shucks!! But just then a lady came out and got into the car parked next to mine. No jumper cables in the truck but maybe she had some in her car. It would take several pages to report the entire conversation that ensued after I asked her if she had jumper cables in her car and, if so, would she help me get my truck started. The conversation was one of the very few things that could make me smile at that moment. She opened the trunk of her car and, voila, jumper cables. She hadn't the slightest idea of how to use them, fortunately I knew how. After

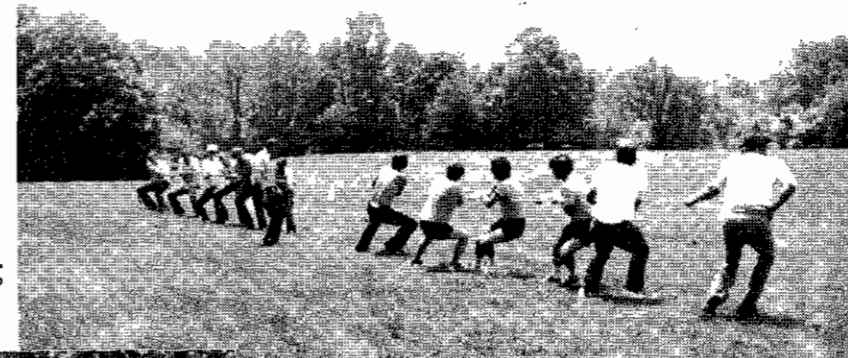
Corvanatics Drive In

Club participation at our CORVANATICS Spring Drive-In on Saturday, June 2 at Sharon Woods Park in conjunction with the Revival X was sorta sparse. President Tom Silvey and Sect/Tres Caroline Silvey were unable to join us. The Henrich family from Ohio drove three FC's down to Cincy for the meet. Bill joined our Forward Control Club at the meet. John Bennetto had his Greenbrier



loaded with parts for sale. Mike and Patty Demeter had their pretty white with red stripe Greenbrier there. Ed and I drove our 1963 gray Corvan from Indy. Russ Brandenburg, Larry Thomas and Dave Anderson were there also representing both Clubs. Mike has a lot of faith in CORVAN-

ATICS. He signed up for five years at this meet. All in all, the event was a fine day of relaxing under the trees of beautiful Sharon Woods Park, of a lot of good food courtesy of the many cooks of the potluck dinner, talking Forward Control Corvairs, and



having fun with good friends. As shown by the snapshots, a full slate of activities like a tug of war, a creeper race and a rolling pin toss helped break up the monotony of too much relaxation! A good time was had by all who attended. -Betty Gridley

Photo Credit - Betty Gridley

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"ANTICS SPECIAL"

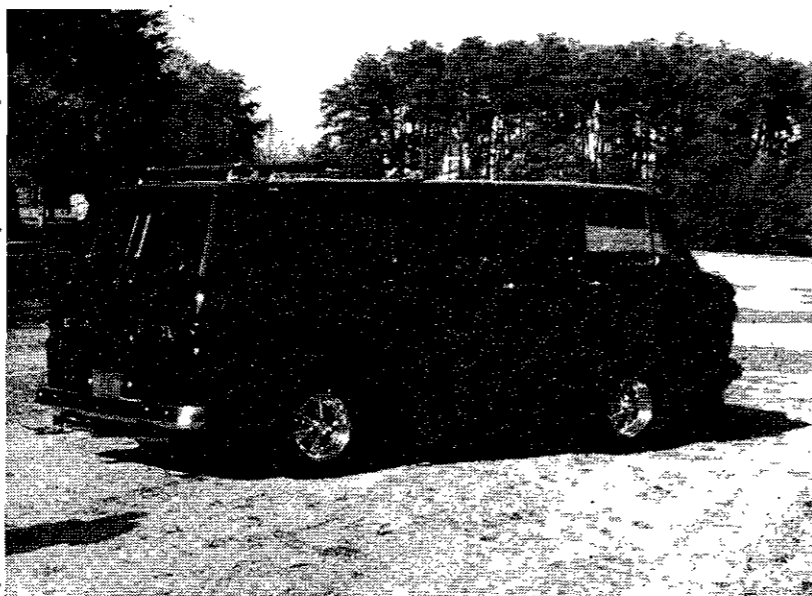
Greenbrier

This 1963 Greenbrier is my son's van (I still have a ratty 1962 Corvan) and was virtually rescued from the junkyard. Son Randy and I did a lot of the work, but some was farmed out. It was mildly customized with all chrome name plates removed and the tail lights replaced with accessory units. The grille was made from an old Buick "bullet", two reflector rims and two 1954 Pontiac stars. The glass is deep-



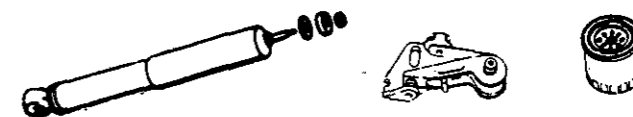
ly tinted on all rearward windows, and the Greenbrier's looks are further enhanced by a front spoiler and a luggage rack. The original painted bumpers were chrome plated and mag wheels by Cragar and over-size radial tires were added. Paint is hand rubbed acrylic enamel in gloss black, sprayed over the totally paint-stripped body. The van has a completely rebuilt 1965 110HP engine, balanced and blueprinted, with a H.P. camshaft, forged pistons and Porsche mufflers. A late model Saginaw 4-speed 3.55 transaxle, a

heavy-duty Spyder clutch, and H.P. flywheel complete the power train. The interior features a bed that utilizes a floor panel over two giant stereo speakers that lifts up to form a huge 7 foot bed. Also inside are 2 cabinets for storage. One serves as a table for a Color TV and the other will have a bar top with a small sink and water supply. All lights, the TV, a rotating fan, etc, work from a ceiling console switch panel over the bed and/or from the front console over the windshield. The console also hous-



(Continued page 27)

Tech Topics



TRAILER TOWING:

Henry Peabody wrote to say that he had a 1962 Greenbrier with a 110 HP engine, auto trans, axle ratio (?) and wanted to haul a trailer. He asked:

- What type of hitch should be used?
- How should it be attached?
- What is the maximum load that can be pulled?
- What is the maximum tongue weight that could be used?

I need some information from the membership as a help for Henry. If you send info to me, I will coordinate it and advise Henry. If you send direct to him (3913 Wisteria Dr., Memphis, Tenn., 38116) please give me a copy to complete my records.

In my research at Chevrolet Engineering, I find nothing prepared by Chevrolet for the F.C. The Big Passenger Car Chevrolet at that time had an accessory bumper hitch and was listed as #1500 max trailer. That would have allowed about 150# tongue weight. The early model Corvair had a Chevrolet bumper hitch accessory unit, and permitted 100# tongue weight.

From other trailering I have done, I would estimate that 1000# trailer and 100# tongue load on a bumper hitch would be about it for an F.C. Construction of a load distributing platform would be pretty low to the ground and I would say the vehicle could not handle trailer weights usually associated with that kind of hitch. Of course, if you go slow enough for a short distance, almost anything is possible.

REPAIR PARTS:

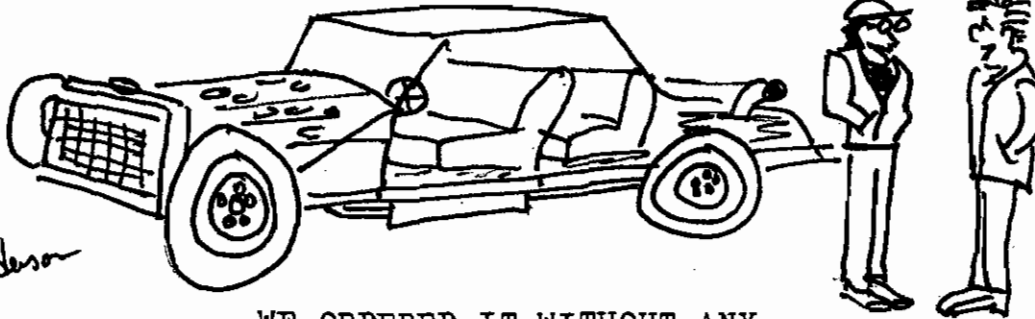
While working at Chevrolet Engineering, people seem to find me and want F.C. repair part information. In large, they are not members of CORVAN-ATICS or CORSA. They are always surprised when I tell them to visit their local parts store if Chevrolet does not have the parts any longer. The outside world still has ball joints and tie rods and bushings and brake hoses and drums and U-joints and on and on. My advice to all Club members is never to overlook their auto parts store as a possible source of F.C. repair parts. Many of these parts came from larger production volume Chevrolet cars and trucks and, therefore, continue to be available.

AND FINALLY:

Additional sections of the F.C. presentation to the S.A.E. will be in future issues of CORVAN ANTICS. Nico DeJong prepared these in the past and is working on completing the series now.

R. A. Kirkman
R. A. KIRKMAN

Gene Brier
his buddy "FC"



D. Anderson

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OPTIONS

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