



CORVAN ANTICS

VOLUME 12

NUMBER 5

SEPT & OCT 1984



RAMPSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

Illustration: Chevrolet Motor Division



**Autocross
Antics**

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.

FOUNDER	Ken Wilhite	3025 N. Meridan #503	Indianapolis, IN 46208
PRESIDENT	Tom Silvey	Box 68	McCordsville, IN 46055
VICE-PREZ	Mike Gaynor	11016 Little Ave. S.	Minneapolis, MN 55437
CONVENTION			
VICE-PREZ	Ed Gridley	Box 158	Franklin, IN 46131
SECT/TRES	Caroline Silvey	Box 68	McCordsville, IN 46055
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AT LARGE	Cecil Miller	2034 Storm Canyon Rd.	Winston-Salem NC 27106
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TECH. ED.	Robert Kirkman	1820 Moffat Dr.	Leonard, MI 48038
HUMOR ED.	Dave Anderson	423 David Ln.	Mason, OH 45040

On The Cover

On this issue's cover we salute all of the avid slalomists (or autocrossers) who successfully campaign FC's on the course, proving to the masses that these unique little boxes do indeed handle very well. Proving this point is John Lee of Phoenix, Arizona. Although definitely not in his best form in the cover photo, John frequently managed to turn better times in his 'Brier than some of the sedan classes, and to the delight of the crowd, occasionally lifted a tire off of the ground in the process.

At right: Warren Apper, also of Phoenix, putting his FC through its paces. Both John and Warren, once bitten by the bug, moved on to late model 'Vairs. The class structure being what it is does not allow FC's to be at all competitive - a common complaint of Corvair "Racer Types" since the first '60 model set it's 2-ply nylons to asphalt.



Forward Controlling With The President



THE NATIONAL CONVENTION REPORT

Three couples - Ed and Betty Gridley, Ruby and Phil Riddle (non-CA members) and Caroline and Tom Silvey convoyed to the National Convention in our 3 motor-homes. We spent Monday and Tuesday at Atlantic City visiting all the casinos and did some sightseeing. On Wednesday we motored to the Convention site.

Since we were not allowed to park in the motel parking lot over night we stayed in the nearest campground. What a campground! With a chainsaw, a bulldozer, backhoe, electrification and a plumber it could be made into a good campground. I won't elaborate since it would use too much print area. One good thing though, the price was reasonable.

There were many Convention attendees and Corvairs in the campground. Please don't call motorhomes campers, they are not, they are just motels on wheels. The real campers are those in tents, as evidenced by the father and son team next to us that arrived late in the evening in a nice 1964 Corvair, then pitched their tent in a low spot next to us. You guessed right - it rained all night. The next morning two Corvairites emerged with very small but obvious dry spots on them. They moved to high ground after the rain.

The Convention was a good one, even better than I anticipated. There were many parts vendors outside with mostly used parts. Inside the motel were many new parts vendors. There was no doubt that this convention had more parts for sale than any previous convention. We did not attend the Rally nor Autocross events. There never seems to be enough time. I must say that those people that compete for the Ed Cole Award are busy people who deserve a lot of credit for their efforts.

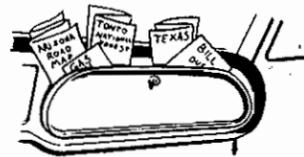
The Concours featured 75 cars and a special "For Show Only" group featuring 52 cars. Ed Gridley (ex-prez), Phil Riddle and I judged cars - Ed judged FC's. While I didn't get to closely scrutinize all of the show cars, I must say there were some very nice ones. However I noticed that many were fighting the battle of salt rust and old age. Engine compartments of those I judged just weren't up to the normal CORSA standards in most cases.

FC's were well represented at the Convention. We didn't get photos of them all but some are included in this report.

As usual, the same problems come up at each convention - do we open engine compartments on FC's for Concours? I didn't even get into the discussion, and let Corvanatics members showing their FC's get it settled. (Engine covers were left on.) However, I wish this issue didn't have to be raised each year to cause the Concours Chairman and his assistants to have to waste time on the issue. An FC, or any other Corvair, should not have to be disassembled for judging. In all my years of attending car shows, I have never seen anyone have to remove screw fasteners from any cover so a judge can see what's inside. If all FC's engine compartments are judged from the rear door opening, then all are treated alike. If the engine compartment top cover must come off, then what does the FC owner with a stock installed camper do - rip out the bed or cabinets to satisfy some judge that isn't acquainted with all the models?

Tom Silvey

From The Editor's Glovebox



Hello Corvanatics! You may have noticed this issue is a little late. Things are always a little hectic this time of year in the real world, and we just couldn't get everything together any sooner. But never fear, by the next issue we should be back on schedule. Speaking of the next issue - it should be a good one. This will be our vacation issue, even though I haven't received a lot of vacation material. If you would like to send in a photo and/or a short synopsis of your vacation in your FC PLEASE DO, but get it in to me within a week or so. Nico DeJong's serialization of the Corvair SAE Papers pertaining to the FC will resume after a long absence, and much more! We may even add an extra page.

Jumping back to this issue we have a report on FC action at the CORSA National from our Prez, Bob Kirkman stumbles onto a baffling chunk of plaster, and photos from New Jersey.

Ken Krol

1983-84 FINANCIAL STATEMENT

Balance as of June 30, 1983	\$1884.42		
Receipts		Disbursements	
Dues		Newsletter & Stamps	\$1605.20
Decals, Patches, Stationary		PIP	379.89
Newsletters		Patches	19.82
Misc.	\$2103.25	Photo & Sound	50.00
		Back dues returned	3.00
			\$2057.91
		Balance as of June 30, 1984	\$1929.76

Caroline M. Silvey
Sec./Tres. CORVANATICS

Convention FC Concours Results

- 1st - Tom Seversin - 1961 Greenbrier
- 2nd - Louis Bauer - 1961 Rampside
- 3rd - James Darby, Sr. - 1961 Rampside
- 4th - John Wigglesworth - 1963 Corvan

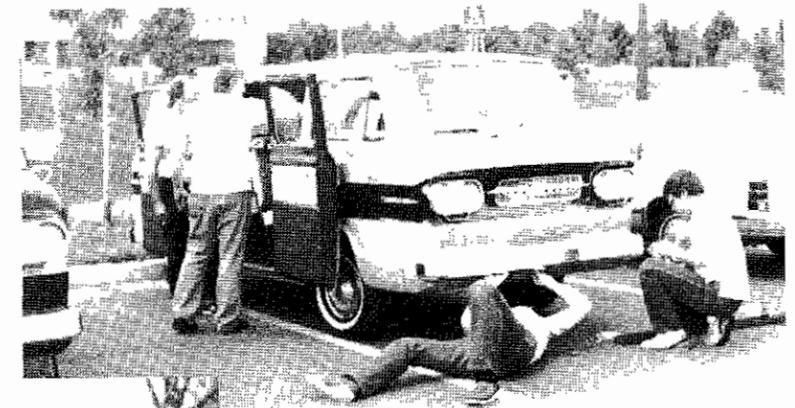
SENIOR DIVISION

- Stock Forward Control Class - Senior
- 1st - Edwin Hallick - 1964 Greenbrier*
- Modified Forward Control Class - Senior
- 1st - Walt Matenkosky - 1962 Greenbrier

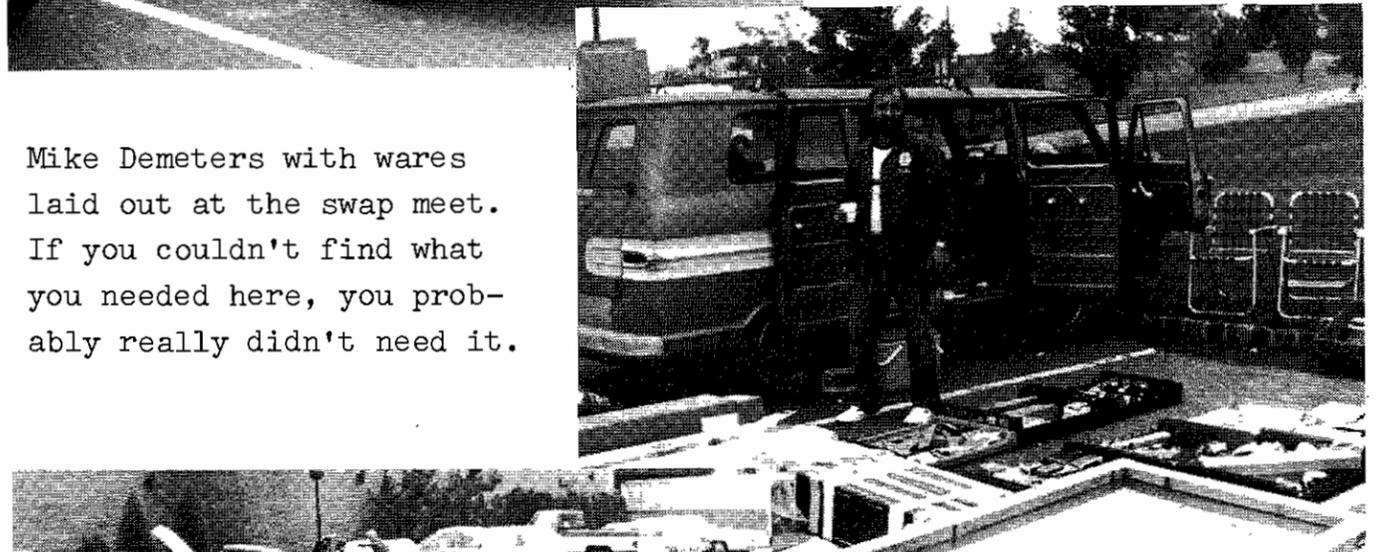
*High point FC trophy

At The National...

Walt Matenkosky's Greenbrier held up very well indeed under close judicial scrutiny. A Senior class winner.



Jim Darby's spotless 1961 Rampside pickup awaiting the white gloves and fine toothed combs of the crack CORSA judging team.



Mike Demeters with wares laid out at the swap meet. If you couldn't find what you needed here, you probably really didn't need it.



Tom Seversin getting his FC all cleaned up for the judges. For his efforts Tom's sharp 1961 Greenbrier took a first place trophy.

RUST??

Corvair passenger car suspension crossmembers have been collapsing from rust for years, especially in the "snow belt" states. Now the heavier F.C. crossmembers are starting to go, too. And frequently, F.C. crossmembers rust where you can't see - up where they bolt to the chassis, and under the upper control arms.

Well, you can eliminate this problem forever, even if you drive your F.C. all winter, by installing a galvanized F.C. crossmember.

I've given good, solid crossmembers the patented Redi-Strip treatment (which makes them look like brand new steel), then had them hot-dip galvanized for the ultimate in corrosion protection. Unlike crossmembers galvanized from the rusty originals, these Redi-Strippped pieces ensure exceptionally good bonding of the galvanizing, inside and out. They will outlive the rest of your F.C.

Front F.C. crossmember, 1961-63: \$160
Front F.C. crossmember, 1963-65: \$160
Rear F.C. crossmember, all years: \$130

Buy one front and one rear for \$250, a \$40 savings!

Bob Marlow
161 Hill Street
Midland Park, NJ 07432
(201) 444-1859 home
(201) 445-6900 office

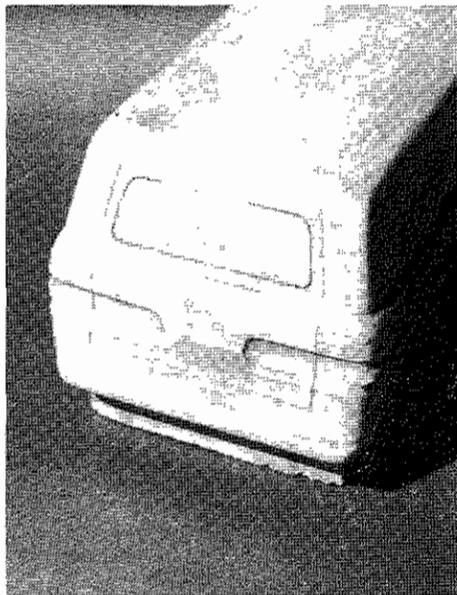
Tech Topics



MYSTERY IN PLASTER

In 1978, a plaster model surfaced at Chevrolet after X-years of being shuttled between cabinets, under desks and behind doors with no real interest of what it was and where it came from. As soon as I saw it, I started asking questions of those that had worked on the Greenbrier body and were still working at Chevrolet and calling some that had retired. Here's what we have, and the bottom line is that it's a mystery.

The model is about 17 inches long, made of plaster and sisal over a wood frame. It is a dual model representation in that the RH side is a van and the LH side has windows and doors. The rear end door is one piece similar to the 1964 VW. Roof drip rail area, rocker configuration and miscellaneous corners and edges are not quite like the production vehicle. Obvious question is whether this is an early styling concept or whether it represents a second generation styling. No one that had worked on the Greenbrier body or styling liaison that I talked to had any knowledge of any second generation Greenbrier work. Replacement vehicle for the Greenbrier (FC series) was designated G-10, and I know of the styling concepts for that vehicle right from the start. This plaster model is in no way representative of any early G-10 work.

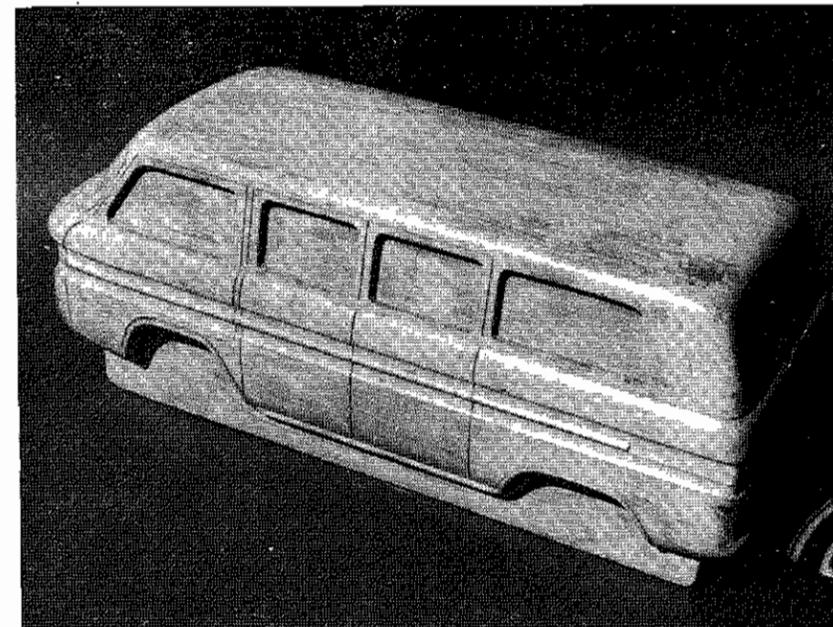


If the model is not of a second generation design, then I conclude it is early styling, before the Greenbrier design solidified. Significant is that the rear end would indicate an area for an engine access door (rear engine), but there is no intake grille on the side. Much work was done early in the Greenbrier program concerning where the intakes should be placed for minimum dust entry. VW's were used for pre-test vehicles and had air intake areas all up and down them for test purposes. Therefore, early in the program, it was not known at Styling where the intake would be. That being the case, the model would date from perhaps 1958; being 20 years old when it surfaced. No one associated with the Greenbrier (FC) project that I have talked with has any knowledge of when the model was

made and absolutely no story concerning it.

The model was on display at the 1979 Detroit Convention and remains in my possession until CORSA has a museum.

R.A. Kirkman



Ed. Note: I have found evidence to indicate the model may actually be even older than 1958. There is a GM Design Staff photo appearing in the article "Corvaire Styling Evolution", Special Interest Autos, May-June '74 that may shed a little light on the time frame in question. It shows an early prototype sedan, but in the background can clearly be seen a FULL-SIZE clay mock-up of a Greenbrier, complete with side scoops located just a little bit back from the final production location. The photo is dated December 1957. Apparently then, this could place the UNlouvered model well back into 1957. Incidentally, this photo also shows, once and for all, which U.S. auto manufacturer designed their van line FIRST!

Classified Ads

FOR SALE - 1963 Corvan. 102 HP, 86,000 original miles. Repainted by original owner 12 years ago and only recently brought out of storage. Good condition. Must see. Jerry Banker (513) 777-6744.

1965 Van, 3 speed, good shape. 1965 Convertible, automatic and auto top. Best offer, picture by request. Robert Witchey, 410 Glenn Oaks, 445-30, Muskegon, Mich., 49442.

FOR SALE - 1963 Rampside Garage Queen. Rare 5 cyl. version, body not too bad, needs a good home and TLC. Best reasonable offer. S. McCawley, 1105 Mazon St., Coal City, IL 60416 (815) 634-8644.

Tech Info Packet Available

Bob Kirkman reports that Dave Newell has assembled a packet of his most requested technical information, and has made it available to CORVANATICS members for the costs of printing and postage. For the price of \$2.40 postpaid you will receive the following 18 pages of information pertaining to the 1961-65 F.C.: Paint Mfg Codes (5 pages), Prices and options (8 pages), Paint Combinations (5 pages). Order your copy now through Caroline Silvey.

Gene Brier
his buddy "FC"

When you get done,
Dad, can I borrow it?

D. Anderson



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FIRST CLASS



CORVANATICS

THE FORWARD CONTROL CORVAIR PEOPLE