



CORVAN ANTICS

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RAMPSIDE/LOADSIDE



GREENBRIER SPORTSWAGON



CORVAN

Illustration Chevrolet Motor Division



CORVAN ANTICS

THE OFFICIAL BI-MONTHLY PUBLICATION OF CORVANATICS, A CHARTERED
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CORVANATICS - THE FORWARD CONTROL CORVAIR PEOPLE. DEDICATED TO PRESERVING, DRIVING AND ENJOYING CORVANS, GREENBRIERS, LOADSIDES AND RAMPSIDES.

On the Cover

From Bob Kirkman's family photo album comes this circa 1960's photo of one of many FC camping trips. This Greenbrier is set up with the complete camper package including the "Car-top Tent", which Bob will tell us about in this issue.

C-A Annual meeting update

We want you to come to our Annual Meeting but we can't say just where... The scheduled meeting time on Thursday evening conflicts with the big Stone Mountain bus tour and we feel attendance may suffer. At last communication with Clark, the powers that be in the Chapters putting on the CORSA Convention were unwilling to change our time. We may or may not meet at the specified time, but WE WILL MEET. Look for signs in the registration area once you arrive that may indicate day, time and place. If not, then we will stay with the assigned time of 7:30 to 8:30 PM on Thursday night.

Above all, PLEASE COME TO OUR ANNUAL MEETING! This is a very critical time in our Club's future and we need your input, ideas and support!!! We will have an election of officers and any member is welcome to run for any office. We need new blood and ideas to assure the future growth of our organization.

We do not have any set agenda as of yet. If we are forced to stay within the time slot selected for us we will only have one hour. Let's make the most of the time and set up a plan of action for the future of CORVANATICS. Together we WILL make that 20th Anniversary milestone!

Forward Controlling With the President



FIRST CLARK SENT THIS...

Today was a typical Sunday in the life of a Michigan car enthusiast. It was about 10 degrees outside at 8:00 AM. As I looked out the back window at two Greenbriers sitting in storage waiting for warmer weather and the tons of salt to be washed off our chuck-holed roads.

I grabbed a gulp of orange juice and hopped in my '92 Olds 88 Royale and headed out to the local Ford dealer for a swap meet. It was sponsored by a Model A Ford club and I knew I wouldn't find too many Chevy parts. I browsed for an hour and left to meet Pete Koehler and Pete Cimballa at the Big Boy Restaurant for breakfast.

We had the usual Sunday morning breakfast and chit-chat, then went across the street to the Buick dealer for another swap meet. I bought a spare taillight for my daughter's '88 Olds Ciera for a dollar! These things cost \$80.00 at the dealer! I bought a couple plastic models of Chevies to add to my growing collection. Pete Koehler bought some trim parts for a Buick Centery he is fixing up to sell. We haggled on some tires, but passed.

We said goodbye to Pete Cimballa and set out for a Chevy dealer who was having a Corvette swap meet. A waste of time there. I drove Pete to the GM Tech Center to pick up his Cavalier left there on a previous excursion. I got home about 12:30, having been out to breakfast and to three swap meets. This goes on almost every Sunday, which is why I never accomplish anything Corvairstyle anymore.

Last Sunday I spent the whole day in Toledo, Ohio at a toy show. I bought a nice tin KTS white Corvairstyle Rampside painted up as a 24 hour service rescue truck. It goes with my green Air Express Corvan, made in Japan by the same KTS company.

I found a guy with a Premier Rampside plastic kit half assembled and missing the grille. He wouldn't budge from his \$200 asking price. I told him I could buy a real Rampside for that money but he knew there may only be a handful of these models in existence. He'll probably have it at the next show!

Speaking of Corvairstyle trucks and vans, which is what I'm supposed to be doing, there is a chance we will have some steel patch panels for our beloved vehicles soon.

If you have noticed the latest ads from Clark's Corvairstyle Parts in your CORSA Communicate, he now has a multitude of panels for cars available. These steel panels are made by a member of the Detroit Area Corvairstyle Club. Now it just happens that this man has recently purchased Pete Koehler's beautiful Corvan and my recently repainted red and white Greenbrier. There are many truck enthusiasts in Michigan and we are certainly trying to convince him to repro the doglegs, rockers, floor panels, etc. for Corvairstyle 95's.

He has spent upwards of \$200,000 tooling up car panels and has an exclusive deal with Cal Clark for six months, so please buy these panels from Clark's so he can afford to make truck stuff! His main source of income is selling steel panels to GM. One of the special items he makes are the spoilers and fender flairs for the hot cyclone pickup.

When the deal with Cal Clark expires, look for our own vice-president Ken Hand to become a dealer for these patch panels.

I'm down to one Corvairstyle now! My daughter got hit in my '63 Monza Coupe, so it's parts and drivetrain are going into Pete Koehler's Lakewood. My '62 rare loadside was traded to Pete Koehler for the paint job on my '61 Greenbrier, which is now being sold to Ed Kriewall. The Loadside was traded in turn to Howard Lake for a Corsa Convertible! I have left a 1964 white Greenbrier with a red stripe. Got it? So, I can concentrate all my Corvairstyle time on one 1964 Greenbrier. I had it stripped and repainted last Fall so it needs just some detailing now. I had it repainted the brightest white we could find with the new "arrest me red" stripe. I think Chevy calls it "torch red". I now have to repaint my Nova Rally wheels to match the stripe. They are "local hardware store red" now.

I still have to decide what to do with my '34 Chevy sedan. It was going to be a street rod but I think I would like to sell it or trade it for a '37-'48 Chevy pickup. Anybody got one? My '34 sedan is in running condition and has an excellent body, good fenders, poor running boards and needs a new top and interior. I have a new grille and running board covers and even a louvered hood for it. Somebody should restore this vehicle but now that I have turned 50, I'm having a couch potato attack!

That's all for now folks. Please sit down and write something for Ken Krol so he doesn't lose interest and resign as Editor!

THEN, LATER, CLARK SENT THIS...

Greetings from your lazy President. I'm suffering from a case of winter blahs. I put my Greenbriers away for winter and totally ignored them and the Club until May.

Now that the weather is shaping up and "cruise nights" have started at all the local drive-ins, I have the urge to build or buy a street rod.

This August will be my 30th Anniversary of owning, driving, racing, building dune buggies, etc out of Corvairstyles or Corvairstyle power trains. About the only thing I haven't done is build a Corvairstyle powered

(Con'd page 5)

Paper FC's

No, this doesn't mean collecting "money" as a hobby! I just want to list the various items in paper-type collectibles on Forward Control vehicles.

First of all, the original GM postcards: 1961 Greenbrier, white with green stripe; 1961 trucks, Fleet-side and Rampside, red with white stripe; 1961 trucks, Chevy panel and Corvan, green with white stripe; 1962 Greenbrier, green with white stripe; 1962 trucks, Chevy panel and Corvan, green with white stripe; 1963 trucks, Chevy stepvan, panel and Corvan, blue with white stripes.

There was also a reproduction color card (roaring '20's Autos) of a 1963 Rampside painted solid blue. All postcards mentioned above are standard size of 3½ x 5½. Another series of postcards are "Street Scenes", which usually show an historic scene, monument, hotel, restaurant or some building/place of history or advertising, with a vehicle or vehicles in the picture/scene. I have over 70 of these "street scene" postcards in my collection and I will list a few of the better views of FC's on these cards: Boat docks on Bluestone Reservoir State Park, Hinton, WV shows a Greenbrier, blue with white stripe; Dunklin County Courthouse, Kennet, MO shows a Greenbrier, white with red stripe; Las Vegas Club, NV shows a Corvan in white; El Jardin Hotel, Brownsville, TX shows a Greenbrier, green with white stripe; Desert Caravan Inn, Spokane, WA shows a Greenbrier, white with red stripe; Clinch Mountain Lookout, Thorn Hills, TN shows a Greenbrier, green with white stripe; Minnesota state tree, Red Pine, shows a Greenbrier, red with white stripe.

There is also a "street scene" card which I think is very unusual as it pictures the Parkland Hospital with a Greenbrier in white. It has black lettering on the side doors reading "Wadley Research Institute & Blood Bank, Park Cities Rotary, Dallas, Texas". On the back it says "1964" and "No. 9 Blood Bank Unit at Parkland Hospital on fatal day, Dallas, Texas". Could it possibly be carrying blood for the John Kennedy assassination?

Another collectible is a bubble gum card from Flear Corp., 2½ x 3½, which shows a Corvan - Gary Watson's "Paddy Wagon wheelie van. It is shown in the "wheelie" position, orange with gold stripe. A 427 Chevy powered wheelie exhibition vehicle, this card is not dated but was in the early/mid sixties era.

A small business card photo, 2¼ x 3½ in color, shows a Corvan in white with lettering in blue and red of the business: Dexter Photo Service & Studio, Daytona Beach Florida. It has a roof rack/platform on top and a ladder on one side to take roof-top photos of weddings, events, etc.

One last item is an original match pack cover. The front shows three trucks: white box van, red Chevy pickup and a Corvan, green with white stripe. It says: 1961 Sturdi-bilt trucks. Rear cover has Fulmer Motor Company, Milton, PA as advertiser.

These are just a few items that can still be found at flea markets and larger auto meets like Carlisle, Hershey, Pomona, Iola etc. They are easily stores items and display set-up does not need much room. Money is paper, and collectible paper items are like "money". Happy collecting and keep your eyes open...

Joe Darinsig

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FOA 136 & RPO 650 ?

The following is reprinted from "Vair Views" and should be of great interest to an FC history buffs.

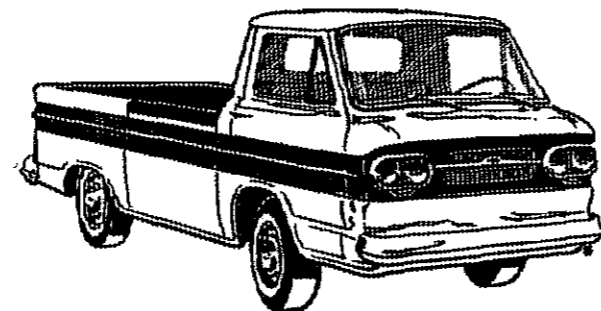
This article will cover some of the various and sundry items that never made it into production. First we will consider FOA 136.

I ran across FOA 136 while running through some microfilm records at the GM Tech Center. I found an early Engineering release for it dated September 21, 1961, dealing with the drain pipes for the rear evaporator on model R1206 for the 1962 model year. There it was in front of me - they were actually planning for production Greenbriers with air conditioning! The reference to a "rear" evaporator indicates there was also a front one, making two units in the system for maximum cooling. Engineering cancelled the parts I found reference to on 12-13-61, which indicates to me that this was to be a mid-year option for '62. Remember that since it was an FOA it could be factory or dealer installed just like the Corvair A/C. Bob Benzinger told me that the rear evaporator, to his best recollection, was roof mounted and the system was cancelled due to its inability to cool the tremendous volume of air inside the Greenbrier "box".

Did you ever wonder why the rear window in your Corvair pickup is so small, especially since larger windows were available in regular Chevy pickups? It originally wasn't planned to be that way, and you could have specified it as RPO 650, the "Panoramic Cab Back Window". Plaster casts of the RPO pieces were in the possession of Manufacturing as early as March 3, 1959, but the RPO was cancelled on September 8, 1959 "to eliminate excessive tooling cost". Thus there was no stock of the requires sheet metal.

Show Winning Rampside

I have enclosed an account of our trip to Indy last September. Many of you may have read the January 1991 Communique and know that my 1961 green and white Rampside won several awards at the Hoosier Auto Show in Indy this past September. It was the 25th Anniversary for this show. I received a silver bowl for 1st Place, a silver bowl for People's Choice, along with a trophy for Best of Show from Cotrofelds. This was a great ending to a weekend that started out bad...



As we left our motel on the morning of the show and headed toward our 1989 Chevy Sportside pickup, we noticed that the lock on our tailgate and the lock on our roll-top cover had been tampered with. A closer look revealed cuts in the vinyl and the lock was all messed up. So we had to wait for the police and fill out a report of damages.

It's a good thing there are metal slats under the vinyl roll-top cover, because this is what kept out the intruders. Nothing was stolen since they could not get into the bed of the truck; only Corvair parts in there anyway from the Swap Meet on Friday. But what a way to start the day!

Richard & Ruth Boxdorfer
Bethalto, Illinois

Rampside Fix

As we all know, there are only two kinds of Corvair Rampside Pickup Trucks; those which have experience Inadvertent-Ramp-Deployment while in motion (the dreaded "IRD"), and those which are going to. The experience itself is terrifying, and not particularly educational.

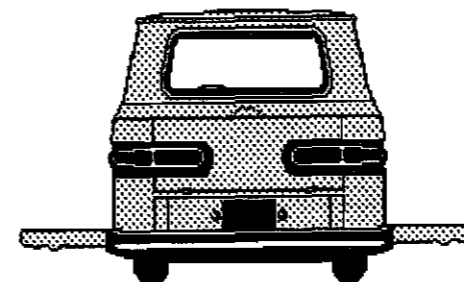
Problem is, no one has yet come up with a good "fix". This failing may be due to a profound lack of understanding of the little truck's nature. If such is true, we have been approaching the thing from a wrong, and possibly obtuse, angle. Perhaps it's time to "join 'em", rather than fight.

Consider the following:

- 1) Rampside seem to suffer "IRD" with monotonous regularity, instantaneously, and without warning.
- 2) No known "fix" has produce any reliably repeatable results.
- 3) Most of the thrill of an IRD usually results not so much from the ramp's initial deployment, but more from the "wing dragging" or "ground looping" effect which inevitably follows. Burdened with asymmetrical drag, a violent right-yaw/left-roll moment rapidly develops, with the ultimate loss of directional control.

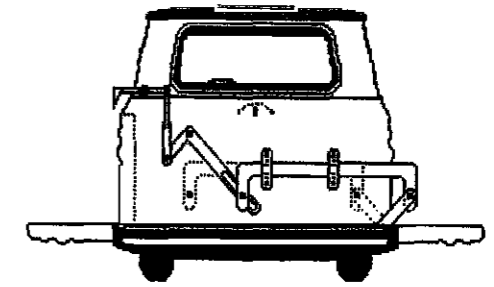
Now, as any multi-engine aviator knows, if the excessive drag on the right could be balanced on the left side of the vehicle by an "equal-and-opposite" force (or airfoil), no such yawing or rolling tendencies could develop. Many experienced pilots apply this principle by shutting down one or more engines on the opposing wing when power plant failure occurs. Granted that forward thrust and airspeed fall rapidly to zero, on the plus side is that one is permitted to crash straight ahead - a tidy arrangement which tends to centralize the wreckage.

The trick with the Rampside would be to install a "mirror image" ramp on the left, and provide for it to deploy itself simultaneously with a failure of the right-hand latch. With the correct "angle of incidence", both ramps would remain airborne, and the speed of the vehicle could then be carefully reduced down through V_{ERG} (the "Velocity of Expected Road-Gouging"). Upon reaching V_{ERG},



DOUBLE RAMPSIDE MODIFICATION

the operator might then A) simply steer toward the road shoulder, and coast safely to a stop, or B) continue on course, reverting to standard "wide load" rules of the road.



FAIL-SAFE SYMMETRICAL RAMP
ANTI-DRAW DEPLOYMENT DEVICE

Above is one possible mechanical arrangement; an "inextensible, translational, triple counter-poised, overcenter feedback linkage".

One other system has been proposed which embraces the "if you can't live with it, get rid of it" philosophy; i.e., an "explosive-bolt jettison device". Some details remain to be worked out with the latter scheme, particularly the liability which might result from the ramp-gate impaling the side of any conveyance in the adjacent lane. (Simple denial of ownership in such case may not prove to be a viable defense, as the ramps themselves are rarely found very far from a "host vehicle"). Accordingly, our current recommendation is the symmetrical-deployment solution; which should restore faith and tranquility to Rampside owners throughout the realm.

Larry Scrivener, Rampologist

PREZ (con'd)

airplane. That would be interesting but I doubt I'd get much use out of it working six days a week and living in the city.

Ken Krol complains nobody but Bob Kirkman is sending him anything for the newsletter. Bob complains nobody ever send him any tech tips and I'm complaining I've lost interest in Corvairs. So, the only logical thing for the rest of the members to do is elect someone else for president at our National Meeting July 30th in Atlanta, Georgia.

Speaking of the CORSA Convention, I've written to Ed Mackey asking him to move our Annual Meeting to the middle of the day instead of conflicting with the Stone Mountain Tour. I don't know if he can but we will hold our meeting somewhere around 2:00 PM on Thursday. You'll be looking for a cool place after walking the Concours area and swap meet.

Looking for a nice Greenbrier? Check out Walt Kostelnik's ad in the May Communique. I've never seen a nicer '64 'Brier anywhere.

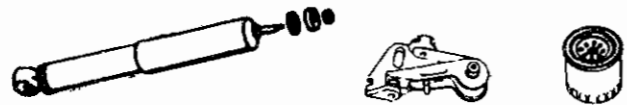
Any of you Southern or Western members know of a 1946-48 Chevy pickup in nice shape? I'd like to buy one or trade my '34 Chevy or even my '64 'Brier for it. It doesn't have to run but I'm looking for a nice solid body and bed."

I've asked Caroline Silvey to put out a new membership roster. All these additions and deletions have made my book look like a nursery school cut and paste project.

That's all for now - see you in Atlanta.

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Tech Topics



Through the past several years much of the FC specific designs and features have been presented. It's getting tough to find a topic to bring to you, but here's one more at least.

The Greenbrier and Corvan side doors leaked where the two doors came together at the very top. One culprit was the rearward door weatherstrip tail end. You know the weatherstrip ends in a wedge shape. The forward door weatherstrip has to overlap it to seal. Well there was always a crack (opening) because the tail was not made to feather out to a point.

The assembly plant water-tested vehicles and they leaked, and the plant complained to Engineering (rightfully so) that it was an Engineering design problem. The plant might put some dum-dum up there to get the vehicle through the water test, but that was by no way a fix.

Les Goeman was the weatherstrip engineer. He had lots of other design areas also; not just weatherstrips. It was a long process to make a wood model of a proposed tail end and get it into foam rubber for a weatherstrip, and run enough of a vehicle trial to see if it was a solution. When that area was finally fixed, a number of doors still leaked, but now from halfway down. The torrent of water from above had disguised a mid-door leak. Hey, everything is smooth there, so what was wrong?

The weatherstrip is an extruded section with a hollow portion to make it soft. Cement it in place along a straight section of the door and it will have the same dimension everywhere. Cement it to a concave section and it will bunch up a bit and get fatter. Cement it to a convex section and it will thin out. That was what was happening just below the beltline. The weatherstrip thinned out and didn't properly contact the rearward door. Hence, a water leak. We lobbied for a "design guide" for the future that 10% less space be designed in the metal parts to compensate for this normal thinning out. I don't remember if the suggestion was adopted or not.

New subject. Someone asked about the front grille close-off door on 1964-65 models, and a gas heater. They don't go together. If a gas heater was ordered you didn't get the close-off door. The inside handle was deleted and a couple holes in the panel were plugged.

Maybe I covered this some earlier year. Right now I'm too comfortable to get out all the issue and look. The front ceiling trim pad, or panel, was glued into the roof panel at the Indianapolis fab plant. When the bodies were finally put together at Flint and St. Louis and painted, they went through paint drying ovens. The heat either made the ceiling trim panel glue let go, or it boiled off vapor in the glue. In either case the ceiling trim panel would mostly fall down. Sort of like wall paper peeling off a wall. The assembly plant had to get it stuck back up there (neatly, I hope) before the vehicle could be shipped. Indianapolis tried various cements and the trim panels were perforated. The problem did get worked out.

Well folks, the info system is running dry. Would be

nice indeed if a few of our members had something they wanted discussed. If I can't help, we'll sure send out an SOS to the membership at large.

GENERAL COMMENTS

Maybe Prez Hartzell and I are the only ones who do this. Maybe not. Whenever an FC article or photo appear in the CORSA Communique, we look up the owner/author in our roster to see if they already belong to CORVANATICS. Some do and some don't. Those that don't just might receive some CORVANATICS information. For some reason our members send articles/photos to the Communique, but not to CORVANATICS! Must be a prestige thing. Might I suggest this approach. Go ahead and send material to the Communique, but send a more detailed bit of material to Editor Ken Krol. I expect CORVANATICS members would be much more interested in details concerning your FC vehicle/project than the majority of CORSA members. CORVANATICS members will profit due to that expanded information.

SOUNDING OFF ABOUT SHOCK ABSORBERS

I am amazed how many people think that shock absorbers help hold up an automobile. The comments are generally "your car is low in the rear. You need new shocks". At travel trailer shops the personnel will tell you that new shocks will help hold up the rear of your tow vehicle with the trailer attached. I always try to explain that shock absorbers are not active at all while the vehicle is at rest. I suggest they take a shock and pull the rod out to a variety of positions. Does it stay in that position? Certainly. Then how could it exert a force to effect the height of the vehicle? Usually they will then agree with you, but maybe down in their hearts some still believe the old myth.

Front strut units (not used on Corvair nor FC, of course) are a bit different. With some of them, the big rod will fall back into the tube when released. The big rod is heavy enough to overcome internal friction and fluid restriction and will slowly go back to the closed position when released.

Gas charged (so called gas shocks) shock absorbers or front struts are also a bit different. They have a very slight effect on vehicle height as long as the gas charge pressure remains. If the pressure eventually leaks off, you are back to a regular unit. A gas charged unit will have the rod in an extended position when you hold the unit in your hand. You can push the rod back into the tube by hand. When released the rod comes back out again. Push it about halfway in. Whatever force you use by hand is essentially the force the shock/strut will exert and try and lift (or raise) the vehicle. It's a relatively few pounds. Probably would produce a lift of $\frac{1}{4}$ inch or less. Big deal! Why have gas charged units? A bit about that later.

Shock absorbers are active only when they are being stroked. They try to resist suspension motion in both directions; wheels being pushed upward by the road irregularities (jounce) or wheel dropping

(con'd on page 7)

Tech Topics (con'd)

(rebound). Interesting to non-engineers would be that shocks generally produce more resistance in rebound than they do in jounce (there may be some European examples the other way around). This resistance to motion is not a constant; it depends on the speed of the stroking, from slow boulevard undulations to rapid washboard bumps. Internal valving takes care of that. I feel certain you cannot evaluate between what you call stiff valved and loose valved shocks by moving the rod in and out by hand.

By the way, the shock that really tamed the FC front end ride was the factory RPO heavy duty 1 3/8 inch diameter (piston size) shock. Part #5527167. The drawing specified that for a four inch stroke, the nominal load would be:

CYCLES/MINUTE	LOAD IN POUNDS*	
	REBOUND	JOUNCE
100	430	402
200	590	515

*There was a tolerance given for these load values

These shocks are no longer available, and I would appreciate CORVANATICS members' comments on what they have found to effectively control FC front end swing or bounce. I would try to summarize the information in a later CORVANATICS article.

Back to why bother with gas charging. To some extent the gas charged craze is just PR stuff. Always have to have something new to sell. On the positive side, shocks will begin to aerate when worked really hard. With bubbles in the fluid, the shock loses effectiveness and cannot maintain load control over the suspension. Hit chatter bumps in a corner and you dance right off the road. Engineers have to tighten up on valving to effect suspension control; below that leads to aeration. If the shock is pressurized, this pressure on the fluid will tend to prevent aeration. This then allows the original valving to be loosened up a bit for a softer ride. Auto manufacturers could certainly like both PR and ride effects.

What about gas charged shocks on Corvair or FC? Do you think any supplier makes units with other than cookbook valving for these units? Honestly most anything will work. Whether it's the best it can be is another matter. Many Corvair owners are extremely pleased with gas charged shocks. You can't beat satisfaction. Sometimes it is a result of personal preference. Sometimes it's like a new muffler: almost anything is great after that one with the big hole in it.

There. I've sounded off.

Bob Kirkman

Cover Story

The roof-mounted tent was an FC accessory available at your Chevy dealer. It was perhaps 6 foot, 8 inch long, so a six footer had no problem sleeping up there. It was wide enough for two adults and came with a two-section ladder so you could climb up into it.

The canvas tent never leaked, but the fabric would seemingly continue to shrink. The fabric was supported by rods inside with bent ends that fit into other rod loops. When the fabric would shrink, you had a rough time trying to get the rods together. I must

have shortened them three times in the years we used the tent.

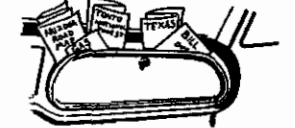
You could leave the air mattress blown up and the sleeping bags up there and fold the tent down over them. A canvas cover tied over all while traveling. Heading west into the mountains, we had to let air out of the mattresses every night. Heading back east we had to add air every night. Caused by altitude change of course.

The base of the tent was a hardboard material with rails, suction cups and drip-rail tie-down straps. The roof rack was originally mounted to the Greenbrier in such a position that the front bar could be removed and the tent moved forward, overlapping the front half of the rack. This left the rear half of the rack available for carrying other stuff. The tent was a delight to have and use and was used on a succession of Greenbriers. In about 1970-71, when the last Greenbrier had left our stable, the tent was still in very good condition and was sold at the roadside for perhaps \$15. Oh, to have it back again! Wonder how many are still owned by our members?

Bob Kirkman

From The Editor's

Glovebox



Hello CORVANATICS!

At long last we have another issue for you. As you know it's been a rather long time. The following letter is typical of the small amount of correspondence we receive:

Mr. Krol,

My name is Bruno Parks. I live in Milford, IA and we own a 1962 8-door Corvan. Jim Patterson of Gatesville, Texas got me interested in joining your Club back in 1991 when we met at a KOA Campground in Albuquerque, NM.

We joined in November 1991 and have only received two newsletters - one in November and one in January. Nothing since. Sent a letter to Caroline Silvey in May and still no newsletter yet. Is there still a CORVANATICS Club?

Thank you,
Bruno

I don't know, Bruno. How about it? Is there still a CORVANATICS? Do you realize that this September will mark our Club's 20th anniversary? I would really like to have a special issue to celebrate this great milestone, but at the rate the material is rolling in it may not come out until our 22nd anniversary. This organization fulfills a very special need of a select group of people that like the most versatile of Corvairs, and in the past we have had a wealth of technical, historical and just plain fun articles. I would really hate to see it all end at this point because of a lack of member support, but the newsletter doesn't write itself.

Maybe with a little new blood in the Club and a general raising of the enthusiasm level, we can get the Club back on it's feet. So PLEASE, if you are within travelling distance of our Annual Meeting at the CORSA National, come and let us know what you think and show your support! I am willing to stay on as your Editor if you want me - that is if there is anything to edit...

*Gene Brier
&
his buddy "FC"*

**BEST
OF**



HAPPINESS IS FINDING A CASE OF NEW REAR
WHEEL BEARING FOR FCs ...AT A GARAGE SALE!

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FIRST CLASS



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