



CORVAN ANTICS

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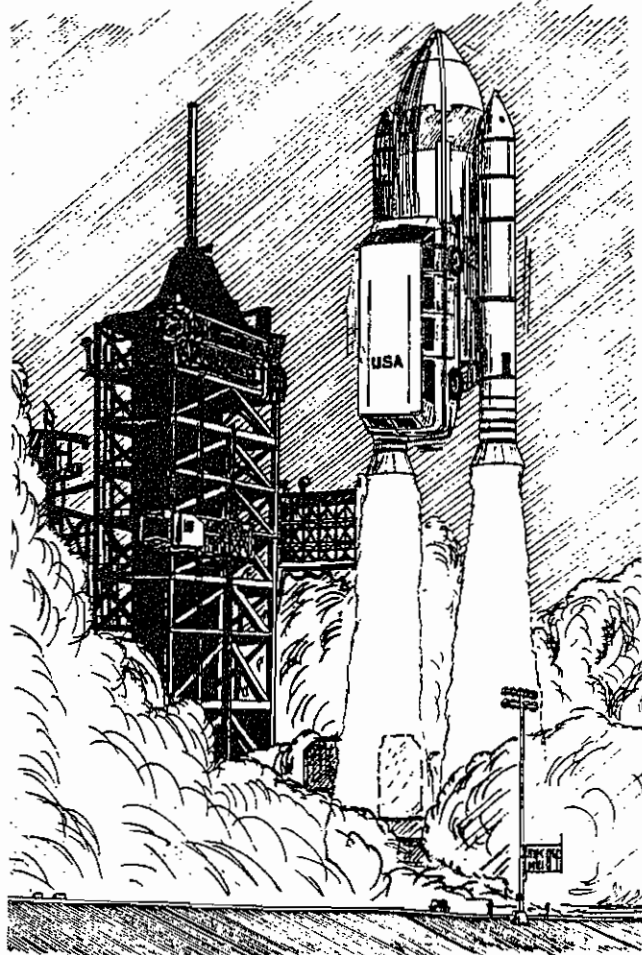


GREENBRIER SPORTSWAGON



CORVAN

Illustration: Chevrolet Motor Division



GOVERNMENT SECRET REVEALED!?!

Lompoc California to be the location of the first Greenbrier Space Launch. Base personnel have been lead to believe that the Space Shuttle will be launched from Vandenberg AFB in 1986, but due to reported design problems and delays in production, NASA has fallen back on an old reliable... "The Greenbrier Space Van".

A NASA spokesman recently announced, "The choice was obvious, the 95 proved to be durable and reliable and it can carry up to 9 Space Cadets per mission."

There are some modifications made on the 95 orbiter making it different from the stock version seen driving around.

- Asbestos tires for re-entry
- Sterno stove for food preparation
- Porta Potti for porting potties
- And a trailer hitch for future tandem launches.

"We know we can get it up there" we were told, "but re-entry might be a problem, Greenbriers don't have wings. That's why we have requested building a 364.924 square mile bulls eye in the Nevada desert as a touchdown zone. On board brakes should be adequate to stop the orbiter if they are used after touchdown, but a 25 pound boat anchor has been added for a back-up, along with 50 feet of twine. But the twine won't be available for several launches yet."

Who will be first to pilot this historic vehicle?

So far no one has stumbled forward, but if there are no volunteers we have heard rumors that a Mr. Nader might go for a spin to test for safeness at any speed. He should see how fast it stops!

REMEMBER YOU READ IT HERE FIRST!?!?

Artwork by Mark Morgan

Secret revealed by Dave Palmer

CORVAN ANTIGS

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

Membership **325**

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.

Changes of address should be sent to Caroline Silvey as soon as possible.

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On The Cover

Thanks to Dave Palmer of Lompoc, California for this month's great cover!

Forward Controlling With The President



As usual, winter months result in little FC activity, and this winter is no exception. There have been almost no communications except letters with dues. The snow, ice, salt and cold weather do discourage outdoor projects in the snow belt. However here in Phoenix (Gilbert) we have found the weather to be just great for outdoor projects, but the problem is that the Corvairs are all 2000 miles from here, except of course for the one we're driving, and we hope it does not become any sort of project here or on the road. Naturally there are inside projects when the weather is bad and mine was building a structure inside the garage so three Corvairs can be stored above three cars. This will give me more room to get some FC's inside. However this project was interrupted just short of the end by my son graduating from engineering school and his taking a job in Phoenix. Caroline and I decided to help him move those things that he did not trust to the movers, thus giving us a good chance to get away from the snow and cold.

After deciding to tow one vehicle it was decided to tow our '67 Corvair with Tom II's Chevrolet pickup truck. The Corvair that any of us may drive on short local trips may never reveal its defects that could show up on long trips. I knew some of these weaknesses and set about correcting them. I replaced the torque convertor (tech tip on this in a later issue), installed a new lower control arm bushing, adjusted the steering box with my new low inch-pound torque wrench, new speedometer cable, greased the front wheel bearings, installed new radial tires on the front and had the front end aligned. After all this I could not believe how great a Corvair could drive.

We left home on December 31, 1985. In south central Illinois the snow disappeared and the weather got noticeably warmer as we went on south. The southern route to Phoenix was all good Interstate Freeway. The trip was without serious event except when an overtaking car was passing us while Caroline was driving. Apparently the driver went to sleep and sideswiped both the truck and the Corvair. Fortunately only the paint was damaged and after a cash settlement for the paint damage we moved on.

One other thing did concern me. I had left the rear wheel covers off so that I could check the rear wheel bearing temperature by feeling the axle end when we stopped for fuel or a rest stop. The left axle end ran just slightly warm after hundreds of miles while the right axle end ran completely cool. However, when we got in west Texas where the heavy trucks had made deep depressions in the right lane blacktop the Corvair did not track as well as we would like when my son drove sixty MPH or above. He moved to the left lane and drove faster in order not to detain anyone. After many miles of left lane driving we stopped for fuel and found the left rear axle end was hot end was hot enough that I could uncomfortably keep my finger on it while the right axle end was completely cool. We pulled the brake drum and found the outer bearing housing completely cool. Under this condition I knew the bearing was not in danger of failing but could probably use some lubrication. Then I found that I could not get my grease gun on the fitting without removing the brake shoe hold-down pins and springs. So I decided to travel on and check the bearings more often. In a short time the road surface improved and we returned to driving in the right lane. At the next stop I was surprised to find the left bearing running only slightly warmer than the cool right bearing. Apparently what happened was that the left lane sloped to the left, thus causing a thrust load on the left rear wheel bearing.

Now surely some reader will say "What does this incident have to do with Forward Controls?" Well, it really applies to the rear wheel bearings of an FC just as much as it applies to any other vehicle. From now on, anytime I start on a trip of any length with a Corvair of any type I will leave the wheel covers off and check those axle ends if I have any doubt about the amount of lube in the rear wheel bearings. This would also apply to front wheel bearings. Almost any bearing can run at temperatures of up to 300 degrees, but you can not check temperatures that high very accurately with your finger tips. However, from experience most of us know you can't hold a finger in 150 plus degree water over a second or two. So when you can't hold your finger on the axle end near the center you can bet that the bearing temperature is at least 150 degrees at the inner race. Of course when running in the hot summer days temperatures are going to be higher, but at least the method described above might let you know that it is prudent to add some lube rather than get stuck out where there is no help or bearings available.

After arriving in the Phoenix area and getting settled we decided to get in touch with some of the Corvair Club members to see when the local Club had their meetings. We could find no one at home except Bob Benzinger (the

OUR MEMBERS WRITE...

HAPPY NEW YEAR from New York state! Rosa and I wanted to take a moment to thank you and your crew for the great effort with the Club and the newsletter. Enclosed is a not-so-hot shot of our '61 Brier on its last boat tow at Candlewood Lake in Connecticut. The Starcraft 21 foot cruiser with trailer and gear goes well over 5000 pounds, and that's just a bit much for a 130HP, 3:89 automatic. We decided after the return trip not to further abuse a beautiful custom vehicle. So - we traded in the boat for a 24 foot motor home! Now we use the 'Brier as it was intended, and it is holding up fine so far.

Of course we never allow salt to see it, so a barn keeps the beauty asleep from November thru May. But I miss it, and find a renewed interest each Spring that might not be there if I drove it every day.

We have downsized our inventory of vehicles in 1985 and it's just our '66 Sedan and the 'Brier that are left now. For you serious collectors, take heart, as we were able to pull \$10,000 trade in for our yellow 1965 Corsa when we purchased our motor home. This was, of course, a rare and original piece that took first in its class in Syracuse 1983, and only had 16,000 miles on it.

It looks as if we will be closing shop on 'Vairs next year, and I know I will miss them. But, like everything else, time marches on, and I must plan for when someone else has to clean up this terrible mess of some 40 vehicles and a barn stuffed with dismembered junk and parts accumulated in 15 years of collecting.

Rosa and I will wear out the Sedan and 'Brier and then rely on memory and old slide shots to remind us that the Corvair is indeed a super vehicle and that the FC was a very useful and fun to drive vehicle. It's really a sad ending to a fun hobby. I wish my son had stayed close enough to be interested and involved. Then it might have been quite a different tale!

Don and Rosa Terwilleger
Walden, NY

Editor:

As a response in the great rear wheel bearing controversy I decided to send in my opinion. I am guilty of not sending in my survey card referring to the rear wheel bearing for FC's. I thought about those bearings for about a month. I decided that after thinking about \$120 bearings and seven spare FC's in my back yard for spare parts, I didn't need a \$120 bearing right now. I did misplace the survey card and gave the matter no more thought. I presently own a 1964 Greenbrier Deluxe that I am rebuilding. I pulled the axles, pulled them apart, cleaned, inspected, regreased and installed them. Now this van has 98,000 miles on it and the bearings looked, felt and rolled good. I might get 50 miles out of them or another 98,000 miles. I have spare used bearings and I have new bearings that I have acquired. I probably have enough bearings to keep me going a long time.

Now for my positive vote in reproducing these bearings. I feel that what I would like to see in a reproduced bearing is this: reproduce only the bearings and races and seals needed to take apart an old bearing and rebuild it. Not the whole housing. I bet there may even be some identical bearings already in other uses that could be used and even further lower the price of the new bearing "rebuild kit".

Many of us know how to take apart our bearings to repack them with grease. So let's go just a little bit farther and replace them like we do our front wheel bearings! Will it work? I personally have not tried it, but after taking apart old bearings to regrease them it seems that it could work. My thought is - someone built them the first time, I should be able to rebuild it. As I said, I have not tried this, but if it worked it seems that it would be a cheaper means of repair.

So I submit to you this idea. Perhaps Clark's or someone else that was interested in reproducing these bearings might get a better response from this idea. I know that I would be interested in it, as I do have some bearings that the races and bearings are bad, but the housings are still usable.

Donald Richmond
Pensacola, FL

Ed. note:

Thanks for writing - we always value your opinion! I have communicated with Cal Clark somewhat on this issue and found that your idea of reproducing only the bearing "innards" is precisely what they are intending to do. I think it has been pushed back slightly onto the back burner for now (1 to 2 years), but he still intends to go through with it. To the best of my knowledge, the early Corvair rear wheel bearing in its entirety, including the inner bearing assembly, IS unique to the Corvair and the FC bearing assembly is unique to the FC. The only possibility would be to find two bearing and race units (inner and outer) with the correct ID and OD and machine a spacer for between the two. The problem would be finding a bearing with the correct amount of give or pivot. A standard roller type front wheel bearing would NOT provide this needed movement. OH WELL, guess we'll have to leave it to the engineers to figure out! What would seem to be a high priority to me would be the grease seals. I don't know how many bearings I've worked on that had shrunk or damaged seals, causing grease to be thrown out onto the brake linings! GM never supplied these seperately - but then GM never intended these "greased for life" bearings to be taken apart and repacked. Come to think of it, I don't think GM ever intended the FC to be kept in service for 25 years either...

ed.

Club Boutique

CORVANATICS merchandise available through Caroline Silvey: Window decals - \$1.00 each. Jacket patches - \$2.15 each. Club stationary and envelopes - \$.05 each. Back issues of CORVAN ANTICS - fifty-eight - all volumes up to and including vol. 2 #3 are 60¢ each (nine issues). Vol. 2 #4 thru present issue are \$1.00 each. Complete set is only \$50.00.

FC Paint Mfg. codes, Paint combinations, prices and options (21 pp.) is \$4.50.

Binders with index dividers - 1972-80 - \$8.50. 1981-90 - \$9.50. Without index dividers - \$8.00.

CORVAN ANTICS Technical Index - Complete listing of technical material published between 1972 and 1984. 8½ x 11 bound - \$1.50 ppd.

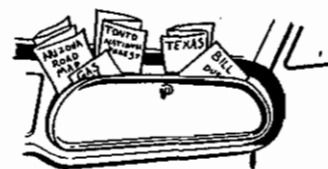
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Corvair engine designer). Bob told us that the reason that we could not find anyone at home was that all of them were probably at the club meeting, which we found later was not very far from where we were staying. So we will try to attend the next month's meeting.

We had a little trouble getting in touch with Ken Krol so we took a map and started to his house to leave him a note. We found his home with a minimum of difficulty, and when we got there we were pretty sure we were at the right place since there was a Corvair in the driveway. Ken called us later and we made arrangements for a visit. During our visit we completed our CORVANATICS business and talked a lot about Corvairs. Ken tells us that he is not getting very much from the members to help him fill the pages of the newsletter with interesting articles. Don't leave it all up to Ken, give him some help with your experiences, articles of interest and information that you find that we would like to know. And don't forget those technical questions for our technical editor Bob Kirkman - he gets lonely not hearing from you in the winter time.

Tom Silvey

From The Editor's Glovebox



Hello Corvanatics! This issue marks my second anniversary of being your editor - wow, two years - sure doesn't seem like it! I've really enjoyed doing our newsletters except for one thing - the constant fight to get enough material from YOU - yes you. That's the reason this issue is so late, I just couldn't scrape together enough material to fill the pages. Sure, it's nice to get your newsletter every other month, but how about participating a little? We are the largest chapter in CORSA and I think we have one of the nicest newsletters. We have an incredibly diverse group of people in our ranks - from all over the country and even Canada and Alaska - with incredibly diverse interests and experiences. So why can't we fill the newsletter??? You don't have to be a great writer - just jot down your ideas - that's what the editor is for. We would all love to read about your FC experiences, whether they're about your show 'Brier or the Loadside you use to haul manure at your big ranch just outside of Moosebreath, Montana. So please, for the sake of our Chapter and the other 324 members, sit down tonight - before you forget - and write up that article you've been putting off writing for so long.

Ideas: How you fixed up your FC from a rust bucket into a Concours van; The day you dropped the nut down the left carb, broke off the bleeder valve, burn your hand on the hot muffler while adjusting the valves, then ran out of gas on the way to the Corvair Club meeting; Your vacation trip to ???; How to do ??? to your FC in ten easy steps; The one that got away (might as well make it REALLY good); Your faithful 200,000 mile Greenbrier that's been in your family for 25 years and will probably be for 25 more (at least).

Enough editorializing - I hope you get the idea - either we pull together as a Club or your mailbox may be empty next time.

I had a nice visit from Tom and Caroline recently while they were in town on a little "snowbird" vacation. We got to discuss some Club stuff and of course Corvairs. If any of our members are ever in Phoenix you're more than welcome to stop in for a visit. If you will be in Phoenix for our 1986 Biennial Convention in April be sure to stop by and say HI!

Ken Krol

Tech Topics



Vacation time, and I swapped Greenbriers at the Engineering Center to get a red one for our travels. Left work early on Friday and loaded all our camping gear for a trip through Canada, above and around Lake Superior, and return through Minnesota, Wisconsin and upper Michigan. Wife and two boys were aboard as we started in the early evening. Planned to cross the Blue Water Bridge into Canada and continue toward Tobermory. Late night would find us putting up a tent in a provincial park.

Two miles from home the engine quit when we stopped for a traffic signal. Restarted OK, but some hint that it wasn't real happy to do so. Maybe bad gas? Happened a few more times before we were "on the road" but not to worry, it's running OK now at speed. Maybe down a bit on power, but we're carrying everything including the sink. Not to worry.

Engine held idle OK at the toll bridge gate. Over the bridge and through the woods without incident to the park entrance. I would have to go inside to register. No need to shut the engine off as it quit all by itself as we rolled to a stop. Not to worry - I've started lots of balky engines. Registration business done and back into the driver's seat. Lots of starter spinning and pistons going up and down (I mean back and forth) but no real life back there at all. I try the cure for flooded. Then the cure for not enough gas. Then the cure for a hot starter (periods of rest). An occasional weak cough. Cylinders are running but not enough oomph to run. Cranking a bit slower now, then the engine is running at starter speed, then it's running without the starter! Whew! Praise the Lord. We go weakly to the campsite and park.

I have everyone stay in the Greenbrier while trying to think our trouble out. That engine needs air, fuel and spark - that's all. I stuck my head out of the window and inhaled. Plenty of good air out there! Fuel gauge said we have fuel. The mileage driven said we should have fuel. Engine runs at speed so it's not a weak fuel pump. Spark: I went out back with a flashlight and my wife's pocket mirror. With distributor cap off saw no point movement at all. I reset them by eye (actually used a screw driver) and lubed the point cam with Vaseline out of the first aid box. A turn of the key and VROOM, VROOM. All was well now. Tent was pitched and vacation continued to a happy conclusion without further vehicle incident.

And now, so you will know "the rest of the story", Chevrolet added a dust shield inside of the distributor, that black plastic piece you put in before assembling the rotor. It wasn't added because of MY point block wear down problem, but because of a number of such cases experienced with that distributor design.

That was 23 years ago. I have no proof that the 1962 model started without a shield, but I seem to recall that addition of a shield was a topic of conversation around Engineering, and this vehicle did not have one.

FC Classified Ads

R.A. Kirkman

New York state, Newburgh area - fellow member on limited budget needs rust-free late sedan (1965-67) shell or unit. \$3000 investment totalled in accident. Must not exceed \$1000. Ad originator will volunteer time/shop to put this close friend back into a Corvair. D.W. Terwilleger, 218 E. Main St., Walden, NY 12586. (914)778-1023, 10AM to 1PM EST.

Gene Brier
his buddy "FC"



Gee, I know, I had a '64 Spyder.

C.A. - Denver

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