

RAMPSIDE



CORVAN



LOADSIDE



GREENBRIER



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CORVAN ANTIQUES

TY OF AMERICA

OF CORSA, CORVAIR SOCIETY

A CHARTERED CHAPTER



DAVE MUNACO'S RAMPSIDE

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CORVANANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (CORSA). Established September, 1972, Corvanatics is dedicated to preserving and enjoying America's original and most innovative small vans and light trucks, the Chevrolet Corvair 95 Series.

Corvanatics is open to any CORSAs member with an interest in Forward Control Corvairs. Membership applications are available from the **Secretary/Treasurer, Larry Schmuhl 4563 Deep Grove Ct Jacksonville, FL 32224**

Dues are \$10.00 per year and must be sent to the Secretary/Treasurer. Sending them to any other address will only slow your renewal and possibly cause you to miss an issue.

Stories, articles, photos, memorabilia, or any other item for publication should be sent to the **Editor: Mike Moyer 2736 Sherwood Dr Navarre, FL 32566**. All of these can also be sent by e-mail to: **corvanantic@gmail.com**. Technical material should be sent to the Technical Editor for review.

Classified ads are free to Corvanatics members and should be sent to the editor. 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; Please submit print-ready or typed copy and pre-payment to the editor. Photos for ads are \$6.00 each and can be color or black/white. Authorization and payment must be received for each issue. Deadline for publication is the 15th of February, April, June, August, October, or December.

Web Page Address: www.corvair.org/chapters/corvanatics/



FROM THE EDITOR

I apologize for the late issue . It was all me. Very busy with work and home projects. Unfortunately I have nothing exciting to fill this issues pages with as I have not gotten anything new from the readers to put in print.

Mike Moyer Editor



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Riding With The President

I have been very busy during the past couple of months on many different projects, not the least of which is the "restart" of my preparation of the 8-door for the trip to Denver in three weeks. The frame straightening went very well on the 3rd of May, the process removed the majority of the bends in the fenders and roof, and has realigned the rear suspension to be true again. The interior has been repainted, seats are nearly done, engine repaired and new bumpers are on hand for installation. I have not been able to locate any bumperguards to replace the bent ones, so I may leave them off for now. If you have 4 good ones, please bring them with you to Denver and I'll buy them. Paint and bodywork are next, but I don't know how much will get done.. might be pretty ugly still when I get there ! I am looking forward to seeing you all at the convention and hope that all has gone well in your preparation and travels to Denver. I will be departing Asheville, NC on Thursday the 21st and plan on taking 5 days to make the trip, averaging 350 miles per day. My route will be following I-40, I-24, I-57, I-64 and I-70, so if you see my Blue and White 64-8-Door please wave!



Just a reminder that the Conventions meeting is on Wednesday night July 27th from 9:00 PM to 10:30 PM and that we will be holding elections during that time. Please come with your questions, ideas and maybe even be willing to volunteer to become part of the board and executive committee. We will have door prizes and hopefully coffee and soft drinks to keep you all awake.

See you in Denver!

John Nickel

President

Dave Munaco's Rampside.

It had recently finished a 5 year rotisserie restoration



From the Secretary

Welcome new members

Tom Simmel – Milford CT 61 Rampsides
Bruce Alexander – Loomis, SD 61 Rampsides
Alan Clark La Mesa CA 61 Greenbrier

Congrats – Tim Palmer was first to use PayPal, Dave Ziegler second. Use Corvanatics@Gmail.com for any mail related to address, phone changes or patch/decal orders or anything else for me.

Last Chance list

This list is folks who are more than a year overdue. If you are on it, this is your last newsletter unless you pay your dues. There is no penalty. Please pay up so this list goes away.

Chuck Hanson	7/2010	Walter Huntoon	10/2010
Larry Hickerson	7/2010	Joe Nelson	10/2010
Chuck Hoppe	7/2010	Vic Howard	11/2010
Gordon Hunter	7/2010	James Reinhart	11/2010
Norbert Laubach	7/2010	Billy Bruce	10/2010
John Mason	7/2010	Wade Slusher	9/2010
JR Read	7/2010	Vance Piper	9/2010
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Laura Wilshire	7/2010	Don Filkins	9/2010
Stephen Brown	8/2010	Corbin Tayloe	8/2010
Robert Crawford	8/2010		
Paul Leimer	8/2010		
Ray Paul	8/2010		

Due Now

These folks are now a overdue. Please don't make me drop you. The rest of us would be very sad to miss your smiling faces.

Jean Allen	12/2010	Red Badgett	3/2010
Paul Campbell	3/2010	Brently Cooper	6/2010
Terry Dumerauf	12/2010	Rich Greene	12/2010
Frank Justavick	12/2010	Rick Rhodes	8/2010
Kevin Thompson	9/2010		

Hope to see you in Denver

Larry Schmul

An Excellent Point!

by Fran Schmit

You may think I am settling an argument with that statement but the point is not so much an idea but a fitting on the late model. It is convenient, sensitive, extremely functional and yet barely visible. There's one on the FC as well, it's the smaller gauge black wire from the battery to the BATT terminal on the voltage regulator. I will include a photo from a late model and most of you will not recognize it, yet it is right in front of you whenever you open up the engine cover. The reason I am talking to you about it is this. The other day I was cleaning up my battery compartment and saw that the fusible link's battery connection needed work. There was no connector on its battery end as the wire was just stuck into the battery post clamp. Let's stop here for a moment and examine that fusible link. Not a lot of ink has been spilled over that baby. I remember the first time I heard that term and simply ignored it - another one of the General's mistakes I thought. Who needs a fuse that is a foot long piece of #12 wire? How in the blazes is that ever going to protect anything?

Well, the idea is to put a piece of wire ahead of another piece of wire such that a massive dump of current down those two wires will burn off the littler one in favor of smoking up everybody else - essentially a fuse. But, this one is right on the positive battery terminal. Everything that comes off the battery has to go through that one single big wire. How can that be a fuse? As it turns out, our favorite car/truck has an umbilical cable about 15 feet long with a #10 wire to carry all the power needed up front. This wire has two plug-in bronze connectors, one on each end of the car that are subject to wear and tear and age-related corrosion so they get a lot of words thrown at them. I'm not certain that I've thrown enough yet, but I have tried, right? That wire runs through the length of the vehicle and powers - or burns, as the case may be - everything that can be ignited in the whole vehicle, front or back! That big red wire needs to be protected because if you ask for full power, it will deliver, just like Scotty on Star Trek used to do. That little piece of smaller gauge wire that connects the big red wire to the battery can save the day. I recently had a chance to test it and it delivered, with a cloud of stench, burned plastic and then a separated link. Then everything went dead and cold and there was no fire. This simple little wire, that most people think is just any old wire, saved my car. Thanks to the General and what he wisely called a "fusible link."

What is the fusible link connected to on its other end? It's connected at an EXCELLENT POINT!

There's a small plastic block on the late model. (In Clark's they call it C6802 and describe it as "goes on the frame near the Battery - always broken," sells for \$3.) That block holds a screw that goes through the end of the fusible link and the end of the big red #10 wire that feeds - everybody. If it is a new/clean block, it is red. The one in my photo is somewhat red with a lot of undercoat on it. I cleaned it a bit so you could see it better. On Earlies and FCs the big red #10 wire comes off the regulator.



My Rampside uses a generator with an internal Voltage regulator so I have to pay attention to that same screw and block as there is a little red wire coming from the generator. The Late's alternator has a wire connected to the Tell-Tale light up front. On the FC it comes from the middle terminal on the regulator. The generator also has a sensor wire that tells the Voltage regulator what to do. The generator can put out any voltage it wants - easily to 100 Volts - but it is designed to put out just enough so that the headlights, a long ways away, have their calibrated 12 Volts for good brightness and long life. This voltage is, of course, dependent on what else you have turned on in your system. The heater fan, wipers, and stereo are some biggies that can affect the safety of your nighttime lighting. The design is to sense the voltage at this "excellent point" and regulate accordingly. The little red wire taped on to the big red wire, in the photo, is this sensor wire for the generator.

If/when you are thinking of messing with the wiring at this "excellent point" consider how important a connection it really is and wire according to this well thought out design.

Hey General, good idea! Fran Schmit



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The Preventive Maintenance Series

Mike Dawson

Things that need double (or regular) checking:

Oil Filter Bolts: Some of the fiber washers used under the head of the oil filter bolt will crush just enough under heat cycles and vibration to cause the torque (20 ft lbs) to vanish. Almost all of the various filters in use have the problem to a certain extent. I reviewed all of my cars recently and found two of the bolts one half turn loose. One car I know of began to leak oil on the highway from that exact problem. Best defense would be to check the bolts, including the right angle adapter, on a regular basis until you are sure the torque has stabilized.

Belts: Most new belts will need to be adjusted at least once after a break in period. If you install a new belt, be sure to recheck the tension after a period of time. A brand new belt would be particularly susceptible to loosening up after high speed driving. As was mentioned above, check until you are sure the belt has stabilized. If you have belt guides, adjust the clearance to 1/16th inch.

Carburetor Inlet Nuts: These also loosen up from heat cycles and vibration, however, when you tighten the steel line nut, you should make sure that the spring action of the line is not trying to unscrew the inlet nut. Gently bend the line once you have tightened the flare nut so that the line is at least neutral and possibly even trying to tighten the nut. Gaskets, if needed, are available in an inexpensive plastic pack on O'reilly's shelf.

Gas Filler Pipe Pocket: The early model cars have a drain and a plastic insert with a rubber hose leading down the back of the wheel well. If that small hole in the bottom of the filler pocket gets plugged with debris, collected water could rise above the fuel pipe if any of the following occur: the hoses connecting the pipe to the tank have been replaced and are a little shorter, the gasket under the cap has shrunk or the vent opening may be on the low side of the cap. Late models have a bigger drain and the filler pipe is higher.

Battery Cable Ends: These should be removed from the battery about every six months and you should clean both the inside of the clamp and the battery post. They may appear clean on the outside but that is only for show ó the real issue is the mating surfaces. Not attending to this item causes all electrical operations to cease, usually at the time you turn the key to start.

Oil Pan Bolts: If you have a cork or rubber pan gasket there is the potential for leaks as the gaskets experience hot and cold cycles along with vibration and oil sitting on the gasket at all times. A regular check of the bolts may be necessary. My favorite method for the pan is to use a late design pan that you have carefully straightened, a hard paper gasket (allows use of a torque wrench), high temp RTV on both sides of the gasket, use of ¼-20 grade 8 bolts by ¾ inch length with lock and flat washers. Torque to 10 ft lbs.

Fuel Pump Mounting Bolt: Check your pump simply by grabbing the top towards the front of the car and attempt to move it ó any movement or clicking sound needs to be corrected by loosening the lock nut and tightening the mounting bolt, then tighten the locknut. The mounting bolt should have an "L" stamped on the head ó if not, shorten the point slightly as it may try to punch through the pump casting when you tighten it properly. (See Vaircor 09/09)

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For Sale: 1964 Rampside Deluxe 4-spd. First of only 94 known, 4R124S100130. Eagle Alloys 17x8 with 245/45/17. Grant steering wheel, Spyder dash. Bucket seats. Chrome bumpers. Good glass. Smooth running 180 engine w/2 new carbs, internal alternator, fuel pump, plugs. Rust areas. Cruised I-10 from Jacksonville to Santa Monica, 2400 miles in 72 hours, 24 mpg without incident. \$5,000 before e-bay. Photos. Jack Pinard, corvairjack@yahoo.com, 805 340-6533.



WANTED: A good-conditioned "C-H-E-V-R-O-L-E-T" script trim piece that is located on the rear door of the Rampside, Loadside, or Vans that he would sale to me? Someone had stolen mine of my 1962Rampside. The chrome piece was in excellent condition. Thanks,

Darrell I . Wooler Nixa, Mi woofcorvair@aol.com

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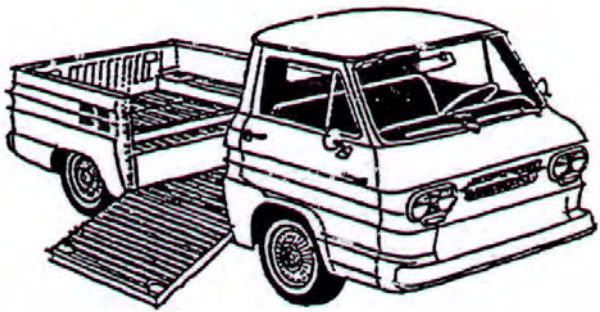
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FIRST CLASS

An Excellent Point!

by Fran Schmit

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