



RAMPSIDE



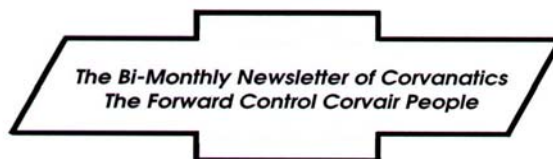
CORVAN



LOADSIDE



GREENBRIER



**Nov/Dec 2005**

**VOL. 34, NO6**



# CORVAN ANTICS

#A CHARTERED CHAPTER OF COSA, CORVAIR SOCIETY OF AMERICA

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FOR 2005-2006

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CORVANANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvair Society of America (COSA). 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.

Membership in Corvanatics is open to any COSA member with an interest in Forward Control Corvairs. Membership applications are available from the Secretary/Treasurer, Larry Schumhl 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: [Vairvert67@yahoo.com](mailto:Vairvert67@yahoo.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/](http://www.corvair.org/chapters/corvanatics/)



## FROM THE EDITOR

Wow! Time sure flies I cant believe it is time for the next issue already. My first year as your editor went extremely fast. Thank you to all that contributed to the newsletter this year!!!

I have received many positive emails and letters since I took over this position and thank you for that but It is your pictures, articles and even for sale / want ads that will continue making this a successful newsletter. Please keep them coming.

The new (full Color) E-letter version distribution list continues to grow & I am still working on distributing CorvanAntics via email to all Corsa Chapters in an attempt to gain more attention to our club.

Mike Moyer Editor

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## From the Secretary's Desk

Dear Corvanatics members,

As I was wondering who was going to be the next Secretary.- Treasurer, at the Corvanatics meeting in July a very nice man walked up to me and said” has anyone said they would be the next Secretary-Treasurer?” I said” no not to my knowledge”, and he said he would do it, His name is Larry Schmuhl, he lives in Jacksonville ,FL.

I hope you will be as helpful with Larry as you have been with me.

It has been a good 10 years if not more, since I tried to step into Caroline Silvey’s shoes,

That is something that can’t be done, no one can step into another’s shoes. I hope I succeeded in being half the treasurer and Secretary for Corvanatics she was.

Thank you all, for being so much a part of my family, I feel as if I know you all personally, and even though some I have never had the pleasure of meeting face to face, I feel as if I know you.

So it with a great deal of regrets I say Adieu to you all and I look forward to next year as just a member of the “congregation” at the CORSA convention in Sterling Heights , MI.

See you there,

As ever,

*Diane Galli*



## Saved another Brier

I sold my 63 brier earlier this year to help finance a new 5 acre property we purchased. So when I ran into a gentleman at the local salvage yard who happen to have 2 1964 Greenbriers in his back yard. I had to go take a look!!!! One is very rough outside but had a pretty nice deluxe interior the other not to bad outside but interior was nothing to speak of. I should easily be able to build a nice brier out of the pair.

Just what I needed another project! But as it goes I can’t turn a Corvair down just ask my wife.

Besides this is a Greenbrier from my birth year 1964. What better excuse could I have to bring another one home with all the house plans & projects going on and besides the new property has a nice barn to store a few more treasures so even that aspect was covered.

Here we go again. I have been very tided up time wise with all the projects but have managed to hang a temporary known good 140 hp car engine till I get the original FC engine resealed and I started working on brakes. I really need to be able to start it and drive it in and out of the Barn when needed till rebuild time comes.

I will have to give occasional updates on progress. Unfortunately other priorities come fist so the may be some time in between.

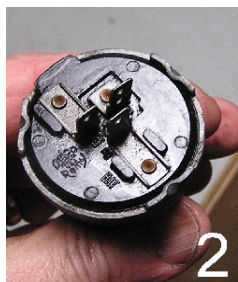
Mike Moyer



# Early Ignition Switch with ACC terminal

There was/is an Early Ignition switch that has an Accessory terminal. See Photo #1.

The Early switch wires were only Ign, Batt and Start...or as you can see in Photo #2 this one only says "Bat"!

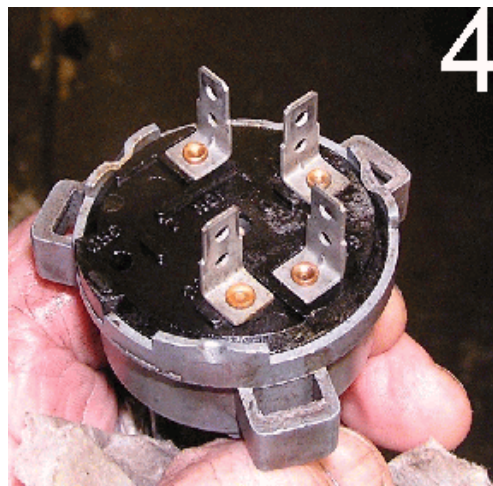


One of the big reasons to have an ACC terminal was that you put your radio on that terminal so that when it was ON it got full battery voltage. Some equipment doesn't like it when you give them almost enough power - like during 'crank' when the BAT voltage drops to 9-10Volts. At below regulation voltages part of a circuit might light up and another part doesn't quite make it - then the internal circuits start to talk to each other and sometimes things "go south". Evidently in the later years of the Early production there was a need for an ACC circuit, but the key side of the switch (Driver's view) stayed EARLY..... Lock, Off, Ign Start. The ACC terminal was only hot in the IGN position as it was switched off in the Start position. giving the ACCs 12V or 14V but never 10V. It's conceivable that the Factory felt some ACCs drew too much power so they didn't want them being ON during crank - to save on starting current - - that seems a bit far fetched to me, but it is an argument for an ACC terminal. It could also be that there is a lot of Electrical noise on the BAT during 'crank' and some circuits (like radios) wouldn't like that either. When the Late Generator came on board in '65 there was a need for an ACC terminal to provide current to get that new Generator started, and maybe all GM switches went that way so CORVAIR got one, as well. The Late's ACC term also opens during 'crank'.

The wiring harness for the Early dash includes a three point connector with some barbed arms to catch on the switch's housing....possibly for guaranteeing the connector didn't fall off and kill your engine, when you were 4-wheelin' - - or possibly as a theft deterrent. Life was sure a lot simpler in those days as far as burglar proofing goes. The three wire- two pronged part of the harness can be seen in Photo #3. The ACC terminal's lug is just standing alone and gets its own single lug to slip on that separate terminal.

A different approach can be seen on the Late Ignition switch which of course has the now required four terminals, but look at their placement on the back of the switch. Photo #4 shows a completely different setup from the harness of the Early years. If you would want to use a Late switch (in your Early) you would need to modify your connector harness considerably. You can also see three large castings on the outside of the late switch (again, theft deterrents I suppose) that make the Late switch larger and therefore harder to install behind the Early dash panel. When I used a Late switch in the dash of my Rampside I had to saw off two of those lumps...to get it in.

Fran Schmit



## THE ADAPTERS THREE: Delcotron- Smog and Source

The other day I decided to get an oil filter **adapter** and mount it on my Rampside using an A/C - smog/ pump 90° **adapter**. This 90° angled device and the normal oil filter are both mounted on what is called the "Delcotron **adapter**". That is why I titled this note "three adapters".

Last summer we were talking about the availability of PF-4 oil filters and there was a lot of discussion about their price and availability, etc. Years ago I had put one of those spin-on adapters on my convert and have found it to be a good modification. It's not worth the price if you don't plan to keep the car for several more oil changes.....since I've had my convert for over 25 years I guess I can count on changing the oil several more times after today, so it made sense for me to buy the adapter. I'm getting older by the minute so it makes less sense today than it did years ago but I like the idea of spinning on a LARGE filter and using the 90° adapter.

I had a nice clean A/C adapter in my garage so I got a BIG oil filter and went to town. I'm in the process of changing over my oil pressure gauge to a mechanical unit so I had some plumbing to do on top of the Delcotron adapter anyway. All went well with the installation except for the fact that I also have my oil pressure switch (for the Tell-Tale lite) mounted in that plumbing on a Smart-Bolt. The Oil Pressure Sending Unit decided to spring a leak during this phase so that had to be replaced in the middle of my testing. System is up and running and working just fine.

I then saw an additional 90° adapter sitting on the shelf in my garage and thought I might just as well mount that one as well. When I was washing it off I happened to notice there is a gasket in that A/C adapter that I had not looked for when I mounted my assembly on the Rampside. This gasket duplicates the function of the inner gasket on the PF-4 oil filter. It's the one I pick out of the my used PF-4 (as it heads for the garbage can) to hang on the wall as a spare gasket for my air-cleaner to Carburetor joints. The picture with the #1 in it, shows the 90° unit as I picked it up off the shelf. A cross-section of the gasket in the middle shows that it had been mashed into the shape of a triangle during its years of service. I figured the square cut one from the filter would eventually turn triangular as well, but not for a long time.....so that's what I put into the A/C adapter that I will paint red for going in my RED car. Picture labeled #2 shows the spare O-ring from a PF-4 being installed in my 90° adapter.

A bottom view of the mating surface between the PF-4 and the Delcotron adapter (photo #3) shows the big outer ring where the PF-4's outer gasket seats and the cone shaped section that wedges into the filter's smaller inner gasket (the same gasket as in the discussion above). In case you were wondering -- the photo #3 shows holes through which the oil leaves the engine and then, once filtered, returns to the engine.....the oil returns to the engine through the inner hole.

Back to adapting.....had I thought much about what I was doing when I looked at the Spin-On adapter from the SOURCE I should have noted the large red o-ring stuck neatly into the "correct" position...but I didn't. It was only in hindsight that I had the "light-bulb" moment when I saw the other A/C adapter. The SOURCE adapter has this o-ring installed

and they provide a large flat gasket to fill in the groove where the outer seal of the PF-4 filter usually sits. Photo #4 shows how this gasket appears in the bottom of the Delcotron adapter.....or the female end of the 90° adapter ready for the SOURCE adapter. Photo #5 shows the engine side of the SOURCE adapter --oil exiting the engine goes through the eight outer holes and returns around/through the special slotted nut in the center of the adapter.

An interesting sidenote.....one of the salient features of the CORVAIR design was the vertically mounted oil filter that allowed changing the filter with a minimum of spillage. When it became necessary to add the 90° adapter you either had to remove the 90° assembly to reduce spillage or remove the spilling filter - sideways. The spilling mode turned out to be the preferred mode as the 90° adapter was mounted with a paper gasket up inside the Delcotron adapter and the 90° unit did not always re-seat in the same groove.....changing the paper gasket was an horrendous task. So changing the filter on the A/C'd CORVAIR became a more tedious chore than the ads had told us about.

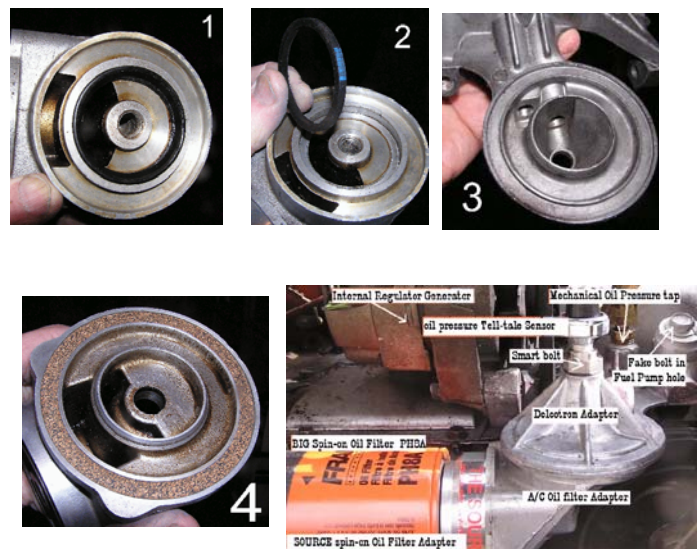
Back to my saga about the 'missing?' gasket. After cleaning up a second 90° adapter for installing in the 'red' mode, I had to remove the Rampside's unit to see if I had put it in without a gasket.....correct - no gasket! It was an easy fix to drop in an old PF-4 square o-ring and re-screw the smart-bolt. The oil filter I chose to SPIN\_ON is called a PH8A and is at least six inches long and four inches in diameter - - it's a BIG filter.

The advantage of a spin-on filter is that you don't need to wrench it on or off. 'Yes' you need a bread-bag to put around the filter while you are 'spinning' - to catch the slop - and 'yes' you need to pay attention to the fact that you may be changing the oil of a recently run engine which has HOT oil in it and your bread-bag is NOT insulated!!!

The other supposed advantage is that you can buy the spin-on filters anywhere anytime and even (probably) match up with the filters you use on your water pumper(s) You can use AC PF2, PF20, PF35, PF56, PF1232 Fram- PH2895, PH3682, PH8A, PH13, PH43, PH3980....Purolator - Per1A, Per40, Per81, Per138, Per4011.....etc.

The last photo shows the labeled assembly, in my Rampside.

### Filtration Fran Schmit







**For Sale: 1961 Rampside**, Original motor, 3 spd Needs restoration, body work, Seat upholstery, some welding underneath. Currently licensed and occasionally driven. Good project Candidate Free Camper & amenities \$2500 Gary 716-439-5194

**For Sale: 164 CI 110 HP Car engine.** Engine Code RF 65-67 Air conditioned Turns over freely. Was installed in 64 van when purchased. Last owner says in ran till parked. Asking \$350 Mike Moyer 850-261-1709 vairvert67@yahoo.com

**For Sale: "Corvair By Chevrolet" Neon Sign** Excellent condition. Currently Mounted on blue Plexiglas background, but may easily be mounted any way one desires. Email for pictures toleary@bak.rr.com . Located 20 miles S W of Bakersfield CA. Really do not want responsibility of shipping anywhere, so if interested, plan on picking it up or arranging your own shipping. I bought and paid for this sign 11 years ago and waited 2 years to pick it up when traveling through rural Colorado. \$700 firm **Tom O'Leary 1-800-488-2105**

**Any interest in 2 sets FC Bucket Seats ?**  
Randy Kelly 801-485-1472 rkqvair@yahoo.com

**For Sale: 64 700 4 door**, 110 hp, white with blue interior, 21,000 miles, de-flashed, new seals everywhere, new gas tank, new gas tank gauge, new rear shocks, new Firestone 440 white wall tires, interior good, good glass, new weather-strip, new billet idler pulley, remanufactured pressure plate (bolted) and clutch (all balanced), new disc and release bearing and pilot bearing and release shaft, new plugs, points, condenser, cap, rotor, brakes rebuilt, bearings greased, new pitman arm bushing, nearly new battery. Original spare tire still holding air Gonna take a bit of a loss on it at \$4000 Merv Krull Salmon Arm, BC krupross@sunwave.net

**For Sale: FC Radio box & mounting bracket** (red) good condition \$15 plus shipping to your location Mike Moyer vairvert67@yahoo.com 850-936-7164

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## **Corvair Truck Article**

Bill Vance, the author, has actually stayed at my Mom's B&B in Kingston Ontario. And she has informed him of her son's love of all things Corvair.

He also has a good article on Ramp-sides on his site.

[http://www.canadiandriver.com/articles/bv/corvair\\_pickup.htm](http://www.canadiandriver.com/articles/bv/corvair_pickup.htm)

And another on Corvair's in general:

<http://www.canadiandriver.com/articles/bv/corvair.htm>

As Bill works out of Ontario, I wonder if any of the CORSA Ontario members

recognize the vehicles pictured in the articles?

Joel

## **FC REGISTRY**

Merv Krull of Salmon Arm, BC, Canada has graciously volunteered to start a registry of all known Corvair FC models. E-mail Merv at [krupross@sunwave.net](mailto:krupross@sunwave.net) and supply the following information:

**Make:** Greenbrier, Rampside, Loadside, Corvan

**Year:**

**Model:**

**Vin Number:**

**Features:**

**Location:**

**E-mail or phone number:**

**Status:** Running, under restoration, parts, junked

I'm sure any interesting short notes would be appreciated by Merv. He says you can send up to 3 jpeg pictures with the information. Thanks from all of us for taking on such a large task Merv.







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