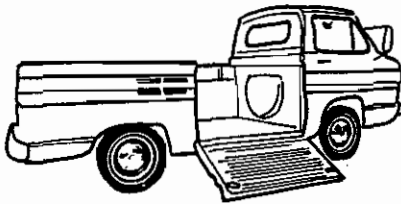




Vol. 23, No. 3 November-December, 1995



**Pickups**

Rampside - Loadside



**Sportwagon**

Greenbrier



**Van**

Corvan

**From Behind the Wheel . . .**

Since the last newsletter Carol and I have been on the road from east to west and south to north. I will not go into great detail about the convention activities because someone else was to send in that article. Next we traveled, in a Greenbrier, up to the Delaware show. This show only had three FCs entered; not a good showing for a Corvanatics drive-in. We always enjoy the show and the people in Delaware. If you have the chance to attend next year I'm sure you will enjoy yourself and want to return again the following year. Next we drove out to Portland for the Mini-Convention--not in a Corvair this trip--and saw some really nice FCs at the show. Then it was on to Maryland in time to work two days before leaving for Vermont for the Cotrofeld tour, which is lead by a Corvan. Well, 10,000 miles and we still have the North Carolina show in October. This one should be attended in the 8-door Greenbrier, if all goes as planned. This is the last drive-in scheduled for the year and I hope to see a good number of FCs there.

On the east coast time is running out on the good weather and we will soon be driving our winter cars to protect our Corvairs from the winter salt. I encourage you to get that FC out this Fall and take a drive, or caravan, and enjoy the Fall colors.

Anyone got an unusual FC out there that you would like to tell us about in a feature article? I know I would like to read about it and I'm sure I'm not alone. Maybe an article on installing shoulder belts or restoring a camper van or where you found your FC would be a good article. I would like to ask each of the regional directors to write an article for the newsletter and to encourage local members to do the same. The job of the editor is to put out the newsletter and it is a lot easier if we all contribute. This is your club and it takes all of us to keep it going.

*Ward Bourgoingdien, President*

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## WHO IS THE NEW EDITOR?

Just who is this guy who has assumed the editorship of our CorvanAntics Newsletter? Let me introduce myself. I'm David Hartmann. (No, not Dave.) I'm not a prude; I just don't like the moniker, Dave. I have owned at least one Corvair since 1970, currently a '63 Rampside and a '68 Monza. (Sometime I'll tell how and where I got the Ramp.) I'm married to a lovely lady named Bonnie (23 years next May). Our kids are all married or gone from the nest. I'm a graduate of Valparaiso University with a major in business and minor in psychology ('60). I owned a printing business from 1962-89. I am currently the Print Shop Operator at St. Nicholas Hospital in Sheboygan (Yes, Sheboygan is a real place.) I am a Christian, teach a Bible class and read my Bible daily. My hobbies are: restoration of Corvairs (almost exclusively body work and paint; not so much mechanical),

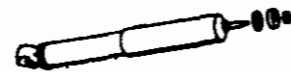


David Hartmann's '63 Rampside.

bowling (185-90 ave.), fishing (tho I'd starve if I had to live on what I catch), and some wood working. I was raised in Southern Illinois, but have been in Plymouth, Wisconsin since 1962. I am politically conservative.

But what about this newsletter? Well, I like to write, although I've never really had anything published. I think I can handle the English language pretty well and am confident of my spelling and sentence structure. Whether these qualify me to edit a newsletter I'm afraid you'll have to judge. I'm kind of a fussy fellow when it comes to printing and I like to have things done right even if it does take a little longer. One of my pet peeves is incompetency in people. I would like to continue the 11 x 17 format and hopefully eight pages per issue. I would like to have some pictures, but they will be half-tones not computer scans (quality again). These two latter conditions will depend entirely upon you--if you send me enough copy we will have it, if not we won't. The editorship is a job of gathering, editing, correcting, embellishing, laying out and printing--not doing all the writing. I probably will, from time to time, write some things that I either feel strongly about, have an opinion upon or am knowledgeable about. But basically you will be doing the writing. I would certainly like to be receiving articles, tech topics, pictures of your activities (black and white will reproduce best) and of course classified ads or other

## TECH TOPICS

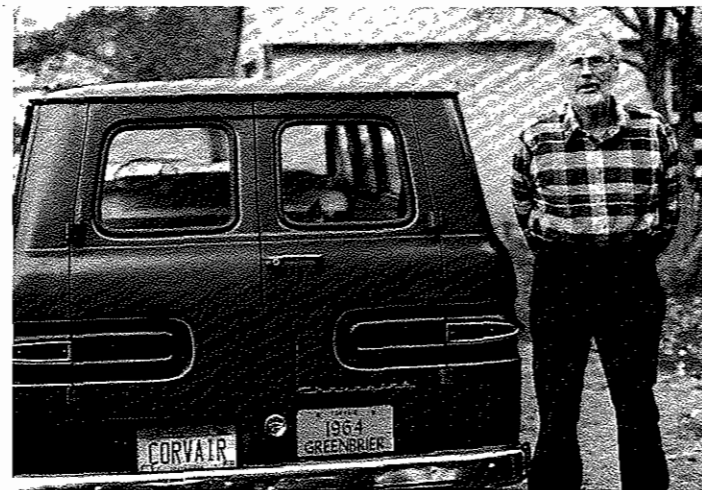


### CLUTCH CHATTER, POSSIBILITY

In the design of a cable assembly there is no such thing as "push"; you can only "pull" on a cable. If the cable needs to pull something that is on a suspended assembly, then that assembly must first be pulled to its limit before "whatever" can be pulled. That's not what you want so you put a sheath around the cable which theoretically gives the end of the end of the sheath the appearance of "ground zero" to the cable, by "pushing" on the trans crossmember at exactly the same time as the cable does it pulling. This appearance of "ground" should then transfer the pivot point of the clutch pedal assembly to the trans crossmember--as a hydraulic master/slave would do.

In the case of our beloved FCs we have a small conundrum; the sheath is no longer fresh/virgin/new/tight and some of its wrapped wires have been pushing for years and have loosened up just a bit. These are very stiff wires and will spring back to full length when the load of the clutch is released. Unfortunately what I have just described is a movement of that "ground zero" position from load to no-load and it moves the engine against its mounts before the sheath tightens up to its loaded zero position. If your engine has moved forward during clutch release, then as you let out the clutch, the engine torque turns the axle to move the FC forward; the axle pushes rearward on the differential--opposing the sheath-supplied tension. These two actions can alternate a couple of times a second and give you the most horrendous "clutch" chatter that you'll never want to hear/feel. This is, of course, not the fault of the clutch at all, but is "an uncontrolled motion between the cable and the outer sheath" and has the same effect as the stuff we usually call chatter.

*Fran Schmit*



Fran Schmit and his '64 Greenbrier.

### WORN OUT THROTTLE LINKAGE

For years I have listened to people complain about this "problem". I have also seen many "fixes" advertised--several of them mentioned on page 47 Vol. 21, No. 6. It is my observation that there is no problem and therefore no need to fix it. The linkage is worn because it has not been lubed. That's for sure. But if you notice, all the holes are worn in one direction, creating egg-shaped holes.

Continued on Page 3.

## TECH TOPICS from Page 2.

Close examination of these holes will show that they have not worn while returning to idle position--they have only been worn while pushing down of the pedal (opening the throttle). The linkage on the left carb, that pushed down, is worn on the top of the hole and other side has its hole worn on the bottom. These contact points are always in the same wear posture. Even on de-acceleration the carb's spring pushes the rod links back against the linkage to get the carb back down to idle, but still wears a little bit on the same side of the hole.

Some people, who have poorly setup carbs use the throttle pedal return spring to close their carbs at idle position. This is, of course, a NO-NO in CORVAIR setups, but would certainly lead to thinking that you need those tight holes. The spring that returns the carb to idle is in the carb--its the one under the accelerator pump. This design was not well thought out and worked okay up to 1964 before the hot-soak-vent came into vogue. With the added load of that vent came a lot of throttles that did not always want to drop back to the preset idle. Any drag on the cross shaft or binding in the accelerator pump linkage, or even a little hang-up on the throttle shaft can all add to the "bad hole syndrome".

There is certainly no harm in rebuilding your egg-shaped linkage, but remember that if you need round holes to push your carbs to idle, then your CARBS are having a problem, not your linkage. Just fix the carbs and lube your linkage.

*Fran Schmit*

### The "Scarce" 4.26 Ratio 4-Speed Transmission

A Rampside owner (not a member, yet) called me concerning identification of the early '61 FC transmission with 4.26 first gear ratio (later production was 3.65 ratio). I had nothing in my blueprint file, so I contacted the gentleman of all Corvair knowledge to obtain a part number for the trans. Dave Newell said it was #3785452 as shown in the first P & A Catalog. I obtained that blueprint, and it led to an even earlier 4.26 trans #3772149.

### 4.26 From the Outside

Neither of these 4.26 trans were machined to accept a back-up lamp switch. Of course, the FC never had a factory back-up lamp installation. When the 3.65 trans entered production, the FC had a Welsh plug (type of freeze plug) installed to block and seal where a switch could go. So, if you look at a trans and it has no machining for a plug nor switch, you should be looking at a 4.26 ratio trans.

Were any 3.65 transmissions made without a switch hole? Anything was possible, so the ultimate identification would be to put a long drive shaft in it, shift to first gear, and count drive shaft turns to get exactly one turn of the output shaft/tube/mainshaft (whatever you want to call it).

### 4.26 On the Outside

Trans # 3772149 did not have a snap ring (and groove) in the clutch gear to keep the drive shaft from moving forward. I did not study further to determine how it worked. The clutch gear internal splines and hole through the mainshaft indicate a smaller diameter long input shaft was used; smaller than we are acquainted with for 1961-63 models. The drawing dates back to 1959, and it's possible that this trans was never really used in production.

Transmission # 3785452 did have the clutch gear snap ring and internal splines that we would recognize.

The 4.26 ratio trans gets the first gear ratio via specific clutch and countergear tooth count.

### FIRST GEAR RATIOS

Gear & Tooth	4.26	3.65	3.20 (Corvair)
Clutch (4th)	16 (1.00)	17 (1.00)	17 (1.00)
Counter	33	30	30
	27	27	27
	21	21	21
	14	14	14
	15	15	16
Third	22 (1.68)	22 (1.44)	22 (1.44)
Second	26 (2.55)	28 (2.35)	26 (2.18)
First	31 (4.26)	31 (3.65)	29 (3.20)
Reverse	29 (4.27)	29 (3.65)	29 (3.65)

*Bob Kirkman*

### Transmission Gear Displacement

I, too, had one of those vehicles with the TGD device on the crossmember. It had two bolts that could be moved closer to the transmission crossmember to limit its relative fore-aft movement. It could easily have been to prevent "gear displacement" as mentioned in Vol. 21, No. 6, P. 47 of CorvanAntics. However, the author of the article goes on to say that it had nothing to do with clutch chatter since "the clutch cable sheath is attached to the trans crossmember . . ." The author goes on to list several very good reasons for chatter with which I most heartily agree. I respectfully submit that the cable sheath attached to the trans crossmember can contribute to chatter as well. Here's how--and I wouldn't have believed it either until I actually saw it happen.

## FINANCIAL STATEMENT

July 1, 1994 to June 30, 1995

Balance, July 1, 1994 \$3,286.94

### Receipts:

Dues, decals & patches \$1,084.76

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\$4,371.70

### Disbursements:

Postage \$164.40  
 PIP Printing 4.54  
 Bob Marlow 38.56  
 Bob Kirkman 2.41

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\$ 209.91

Balance, June 30, 1995 \$4,161.79

*Caroline Silvey*

Caroline M. Silvey  
 Sec./Treas., CORVANATICS

Classified Classified Classified Classified Classified  
**CLASSIFIED ADS**  
 Classified Classified Classified Classified Classified

**Retiring, Selling Out: 34 Corvairs**, from parts cars to drivable. 2-drs., 4-drs., conv., ramps, vans, 'briers. 1960 to 1966. Make offer, one or all. Fred Johnston, Box 323, Temple, PA 19560. 610-926-2485

'63 **Rampside**, red with gold pin stripe. Interior is light metallic gold with light gold velour seat cover with matching skirt covering spare tire, black carpet, theft-proof pull-out stereo with 4 speakers. Has '78 Olds rallye wheels, painted to match truck with trim rings and center caps, 110 engine, 4-speed, black, custom-made tonneau cover. Looks and runs great.

Also '63 **Corvan**, white, carpeted and paneled, but is dirty, 95 engine, with Clark's rebuilt carbs, new clutch, pressure plate and release bearing. Runs and drives well, has good tires. Asking \$5,000 for Ramp; \$2750 for Van; both negotiable. Bob Ayers, 4 River Ridge Lane, Fredericksburg, VA 22406, 540-752-9313.

**For Sale. '62 Rampside** with camper top and side door. Automatic with tired car motor. Body is straight and solid, rear floor is also straight and solid. \$1800. Ward Bourgondien, 301-474-4333. Rampside is in Washington D.C. area.

**For Sale. '62 Loadside Pickup**, not many of these left, 110/PG, new interior, new window seals, very good condition, runs great, red with white stripe. \$3,000 OBO. Howard Lake, MI 810-233-7777 or 810-743-8530 and leave message.

## EDITOR from Page 2.

display ads as they may come up. There doesn't appear to be a policy with regard to charges for ads, so I will probably set some policy for that until I have some direction from the officers. (See the back page.) If you want to have a picture in your classified ad that will be permitted-at an extra charge of \$12 ea. I would also encourage "Letters to the Editor". If you have a gripe, saw something that you question or think incorrect, have a comment on some article or tech topic, or maybe have something constructive to add to someone's article or topic please, by all means, do write to the editor. It would be good to be able to have a regular column of Letters. I would also like to state right up front the importance of dating anything you send in and please put your name and address on everything. This is the only way I can keep track of things and keep correspondence in order. There is currently a lot of things that came to me from Ward Bourgondien that have been sent to the editor in the past that have neither date nor name and are impossible to identify or date. Some things don't matter and are "current" at any time; other items are more time-related. You will notice that there is a page of photos in this issue that were taken at the 1994 Great Western Fan Belt Toss. I decided to print them even though quite outdated because there may be some who are pictured who will be interested to see themselves in print. Pictures also create interest and help increase membership "ownership" of their club. There are also some things that have postmarks (the only way I could date them) going back to 1991 and even earlier. These will probably not see print-unless you fail to send me current things, and then who knows, maybe.

If you know of some person who has been in the club for years and dies, please send in that information also as completely as possible. If you have a picture of the person, send that also. "In Memoriams" are not happy, but useful.

If you have something of a technical nature please send it to Technical Editor Bob Kirkman. He can judge its authenticity and correct any errors. Wouldn't you rather have the correct information before you tackle that project than find out after you have done it that your information was flawed? I realize that this is often amateur information and don't want to discourage it, but I feel that all published tech information should be as accurate as possible. Bob's address is: 1820 Moffat Road, Leonard, MI 48367.

I guess I have spouted off enough about my ideas and plans, but I think it is important for everyone to be on the same page and know what is expected. So now let's get on with the publishing of a good "NEWSletter" that we can be proud of and can be useful to us all as members.

**Parts for sale:** Hubcaps for '64 & '65 Monza, front suspensions for '65 car, '63 & '64 FC; two '65 transaxles 3.27:1 with 4-spd; four engines needing overhauls (1 80 hp, 2 102 hp for FC, also '64 95 hp engine - all manual; '63 FC transaxle (4-spd with 3.89:1), '64 axle 3.55:1 manual and '64 car axle 3.55:1 automatic. '65 & '66 heads - 110 & 95 hp; 2 '65 blue Corsa doors w/ blue glass; '65 & '66-'69 window glasses, door handles. All glass for 2- or 4-dr '65-'66 FC and car. Craig Wilson, 2105 Fairview Dr., Cedar Falls, IA 50613. Must clean out rented garage; if parts not sold, will junk.



Photos submitted by Christy Barden of Boulder, Co.

Various pictures gleaned from the 1994 Great Western Fan Belt Toss. Just look at all those FCs at work.

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for 1994 - 1995**

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CORVANANTICS is the bi-monthly publication of Corvanatics, a Chartered Chapter of the Corvaair 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 Corvaair 95 Series.

Membership in Corvanatics is open to any CORSA member with an interest in Forward Control Corvaairs. Membership applications are available from the Secretary/Treasurer, Caroline Silvey, P.O. Box 68, McCordsville, IN 46055.

Dues are \$6.00 per year and must be sent to Caroline Silvey. Sending them to another address will only slow your renewal and possibly cause you to miss an issue. Club Window StickerS are \$1.00 each and Jacket Patches are \$2.15. Club Stationery is 5¢ each sheet. These are available from Caroline Silvey only.

Stories, articles, photos or anything of interest to Corvanatics Members should be sent to the editor, David A. Hartmann, 111 E. Riverbend Drive, Plymouth, WI 53073-2219. Technical material should be sent to the Technical Editor, Bob Kirkman at 1820 Moffat, Leonard, MI 48038.

Classified ads are free to Corvanatics members and should be sent to the Editor. Display advertising is also available. Please inquire of the editor. Deadline for publication is the 15th of February, April, June, August, October or December.

**CORVANANTICS**  
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Plymouth, WI 53073-2219



**FIRST CLASS**

7-9¢



**CORVANATICS**

**THE FORWARD CONTROL CORVAIR PEOPLE**