

Where Circle City Corvair Club meets
on the third Saturday of each month

VALVE CLATTER

PICNIC IN THE PARK



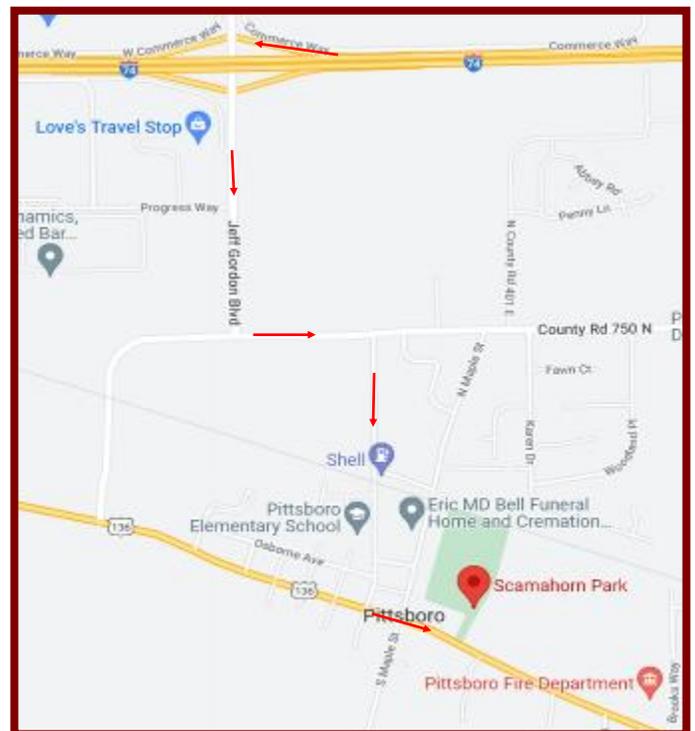
On Saturday, April 16th, Circle City Corvairs will host the first club event of the year.

We will meet at the Shelter house at Scamahorn Park in beautiful downtown Pittsboro. Activities start at 10 o'clock and setup starts at 9 o'clock

This is a pitch in dinner with the club providing the meats, drinks and tableware. Just bring your favorite pitch in dish or dessert. If the weather is good, drive your CORVAIR. We will usually have about ten to twenty Corvairs in attendance.

We will have a silent auction, so bring those items that other people will want. (No Junk Please) Items can be car related, personal, or household. If the item is a high dollar item a reserve can be set.

It's a great time to meet and talk with all our friends about our favorite car. The mighty Corvair



From the Boss

Hi all!

Finally spring is here! Well sort of. With gas prices where they are, be glad you are in the Corvair Club and not in the big block Chevy with dual quad's club! Or the Winnebago club! This month we kick off our season with the club meeting in Pittsboro Indiana. It is the annual CORSA birthday party pitch-in picnic. See specific information elsewhere in this newsletter. If you have any parts to donate to the club auction at this event please bring them. The auction is always a fun time and the food is great! It's a great chance to get your car out and shake it down for the first drive of the season that's not too far away. I think Dave Beck (your esteemed Vice President) and I will be auctioneering again this year, so be prepared! Bring cash! See you all there! JB



To our new members, welcome...

Saturday, April 16th, the club will be having it's first event of the year at Pittsboro. We will be having our Corsa Birthday party at Scamerhorn Park in Pittsboro Starting at 10am. It will have a car display, a pitch in dinner and an auction. This would be a great way for us all to get to know each other.

Give me a call if you have questions.
Tom Miller 317 504-4624

New Members:

Owen Sickels
Greenfield, IN 46140
317-699-9360
Corvair: 66 Monza Convertible

Steve & Lori McBride
Brownsburg, IN 46112
317-464-9286
Corvair: 60 700 Coupe; 61 Ramp-side

Thomas & Barbara Beeler
Indianapolis, IN 46228
Corvair: 61 Rampsides

Valve Clatter is the monthly newsletter of the Circle City Corvairs, a Chapter of the Corvair Society of America (CORSA). We welcome story ideas and articles for publication. Advertisements for cars and car parts, either wanted or for sale, are free. Send information to newsletter editor Tom Miller.

2022 Club Officers

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Visit our web site: <http://www.circlecitycorvairs.org>

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Ph: 317-862-3550
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Ph. 317-697-0318
Ph. 317-504-4624
Ph. 317-605-0724
Ph. 317 862-3550
Ph. 317-294-2871

"May I have your attention please. May I have your attention. We have just been informed that President John F. Kennedy has been shot and killed in Dallas, Texas. I repeat, the President has been shot and killed in Dallas, Texas." I remember those words as if they were yesterday. I was suffering through another of Miss Kinney's speech classes. There was a silence in our school building that was nearly as memorable as the announcement.

The assassination of President Kennedy was the top news story of the year. Many thought this act was the result of a Cuban plot or at least a plan put together by some communist organization to make a statement against the president and his stand during



the Cuban missile crisis. Lee Harvey Oswald was the accused triggerman and he did have some ties to communist ideals and to Cuba. But the world will never know if he was the real assassin or what the motive was because he was killed a couple of days later by Jack Ruby, a bar owner who had a questionable background himself. Now, nearly 50 years later, there is still much speculation as to the actual shooting and the motives behind it. The Warren Commission worked for several years to determine this and never came to a formal conclusion. This was no doubt one of the darkest times in the history of our country.

I was a sophomore in high school and very involved in sports, band, chorus, and almost every other extracurricular activity we had. In a small country school, that was not uncommon. With only 32 students in my class, we had lots of opportunities. We also were very good friends. I knew every kid in my class; where they lived, what their parents did, and often most of their extended families. It was a small farming community in west central Indiana where the school was the center of activity and sometimes the only activity we had. This was a particularly exciting time



for me because this was the year I got my driver's license and the limited freedom that went along with it. Of course, I had been driving tractors with plows and disks, farm trucks, combines, and my Cushman motor scooters, but now I could legally go places on my own.



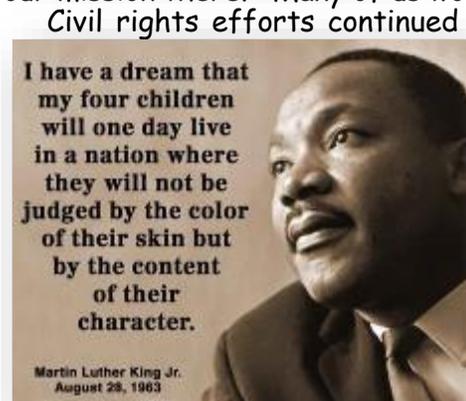
I would imagine most of you can remember that time as well. That freedom was often scrutinized though. Small communities are wonderful in some regards but one downfall is that everyone know what the others are doing. My parents never required me to tell them where I was going and what I would be doing because they trusted I would not be doing things I shouldn't. The only requirement was that I wake them up when I came in so they would know I was home safely. One evening I had a date and we decided last minute to go to Indianapolis to see "Gone with the Wind". When I returned I awakened them and the first thing they asked was "How was the movie?" Apparently, a neighbor had seen us in Indianapolis and could not wait to rush home and tell my parents where we were and what we were doing. Ahhh, small towns!





I had a group of best friends from school back then and have stayed in touch with some of them. As a matter of fact, a fellow came up to me while helping set up the show field for our Hoosier Auto Show just the other day. He was looking for me and after talking for a few minutes I realized he was one of those "best friends" from high school. He went to the Army right out of school and I had lost track of him. I was great to get to see him again after 45 years.

Troubles in Viet Nam were starting to take over some of the news headlines from the Cuban missile crisis. Where was Viet Nam? What was our mission there? Many of us would find out in just a few short years.



Civil rights efforts continued in the south with Dr. Martin Luther King in the lead. His "I had a dream last night" speech is still referred to as one of the most famous speeches in history. Despite his charge for a peaceful revolution, violent reactions to the civil rights movement took place in Mississippi, Alabama, and Virginia. It seemed as though every night on the news a new outbreak of rioting and violence was shown on TV.

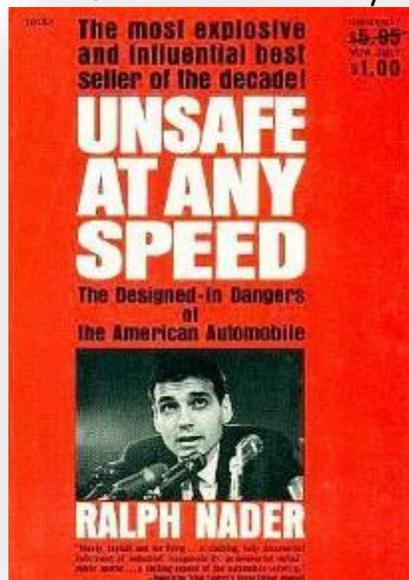
Elsewhere in news, the United States and the Soviet Union finally agree to set up a direct line of communication to aid in the prevention of a nuclear war. Neither side trusted the other but at least it was an attempt to avoid a catastrophic event that would benefit no one. Zip codes were implemented by the U.S. Postal Service who now charged as much as 4 cents for a postage stamp. The Beatles have skyrocketed to the top of the music charts.

"Please Please Me, I Want To Hold Your Hand, and I Saw Her Standing There" were all released in 1963. Beatlemania has begun!

Closer to home, a huge explosion rocked the Indiana State Fair Coliseum killing 74 people and injuring over 400 more. The large crowd had gathered to attend the "Holiday on Ice" show. A large propane gas tank exploded under one of the seating areas and changed the lives of many people forever.



Gasoline prices were stable at 29 cent per gallon and the average annual family income was \$5807. This was basically unchanged from the previous few years because the inflation rate was only around 1.24%.



The average cost of a new car had risen to \$3233 and a new home cost on the average around \$12,650. A pound of bacon still cost around 29 cents. Ummm, bacon!

1963 was a stable year for the Corvair. Sales were relatively good following a great year in 1962 and the entire model line was still available as introduced in years prior. GM was already planning changes for the 1964 model year that would carry over to the 2nd generation of the Corvair beginning in 1965. However, an unforeseen obstacle was coming as a certain young law student was working on his theses for graduation from law school. He has proclaimed himself to be a champion consumer advocate and has targeted the American auto industry in a book he was writing. The Corvair was heavily discussed in the first chapter of the book called "Unsafe At Any Speed". We will discuss that book and the ramifications it brought in future articles.

2020 Club Service Directory

Corvair Repair Work Carry-in component rebuildin. Some NOS and used parts.
 Dan Brizendine 317-862-3550 debrizo@comcast.net

Corvair Repair Work Mike McKeel 765-358-3930

Corvair Repair Work and Parts Paul Fox 317-605-0724

Printing Services, Embroidery, Screen Printing KC Designs Karl Clark
 812-876-4020

Club Activities

Saturday April 16th	No regular meeting at Hubler Chevrolet. Corsa Birthday Party, Pittsboro Indiana. Club pitch in dinner, car display and auction
Saturday May 21st	Regular meeting at Hubler Chevrolet
Saturday June 18th	A meet up with the Dayton Corvair Club and Cincy Corvair Club. This will be an all day trip to the Dayton area. Five clubs may be there.
Saturday July 16th	No regular meeting at Hubler Chevrolet. We will be meeting in Pendelton Indiana at the Annual Lions club Car Show located in Falls Park.
Thursday July 7- 10th	DACC Homecoming, Ann Arbor Michigan. Looking to make this a club event. Come join us for this four day event.
Tuesday July 12 - 16	National Convention, Peachtree City, Georgia
September 8 -10	Join us for a three day Corvair event at the Corvair Museum in Springfield Illinois. Also the 73rd Secretary of State Car show in downtown Springfield.



FOR SALE

I have 1963 Monza Spyder convertible for sale. I purchased this car from John Mavity B4 he died 20 some years ago . I think he was a past president of this club. Asking 19,900.00 OBO. This is a running, driving, car. Needs nothing to go cruising ! Car is Yellow, black top and boot , black original interior. I live on Southside of Indy and will show anytime. Car presents very well. Please call 317 372 9061 anytime B4 10:00 PM with questions

thanks Bill Patterson.

FOR SALE

1966 Monza, red/black- 2 door, 110, AT, 40,000 original miles, leather power front seats, Speed Hut gauges, 15" US mags/ Mich., kept garaged, runs well \$ 9,750.00 : Call 317-882-3691 (ask for Don)

PARTS CAR

1964 Monza 110 powerglide. Has many good parts on it. Good glass, non running engine, transmission, chrome.

Contact Dave Beck for more information at: 317-409-5682



**No window post.
No floor hump.
No radiator.
No power steering.
No power brakes.**

(Some of the things you don't get in a Corvair are among your best reasons for buying it.)



65 Corvair Monza Sport Sedan

Corvair by Chevrolet

The beauty of it, of course, goes deeper than the things you don't get. There's the other side of the coin—what you do get in their place.

Take the no window post, for example. What you do get is hardtop styling—with curved frameless side windows—in every Corvair closed model. Even the lowest priced coupe or sedan.

The transmission and driveline hump you don't get means more foot room for both front- and back-seat passengers. Thanks to Corvair's rear engine, the floor is practically flat.

No radiator—the engine's air-cooled—also means

no water, no antifreeze and no hose leaks to worry about. All of which show up in the price column in the form of repair and winterizing bills you don't pay.

Power steering? Power brakes? Corvair needs them like a centipede needs crutches. With most of the engine weight on the rear wheels, the front steers free to steer easily. And stops are quick and sure. Come down and discover the difference.



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Preventative Maintenance Series

By Mike Dawson

Corvair Vent Systems

All internal combustion engines require a vent system of some type to relieve the pressure buildup caused by leakage of cylinder gas past the piston rings and exhaust guides into the crankcase. As Corvair engines age, the amount of pressure buildup will naturally increase, necessitating regular maintenance of the vent system to minimize crankcase operating pressure. Too much pressure will cause oil to be forced out of the dipstick as well as out of any weak seals and gaskets. High crankcase pressure and blow-by through the vent system also causes engine ping-ing and poor performance.

There were two types of vent systems used on Corvairs over the years: 1960-1962 The first three model years were fitted with a road draft tube that simply allowed crankcase pressure to exit via a tube between the top cover and a hole in the lower right side bottom shroud. As the name suggests, airflow under the car helped the venting process. This tube has one 90-degree bend that will slowly plug up with sludge, thus requiring periodic cleaning. Use metered low pressure shop air (or a vacuum cleaner hose on the blow side) through the oil filler tube while you use a frayed speedometer cable to roto-rooter the tube. Nasty stuff comes out while you clean! 1963-1969 The second design was referred to as Positive Crankcase Ventilation (PCV). The PCV management burned the crankcase vapor instead of purging it to the atmosphere. Engine vacuum pulled crankcase vapor out of the crankcase and introduced it into the intake system via the carburetor balance tube on non-turbo cars and into the intake after the carburetor in turbo equipped vehicles. Excess pressure that was beyond the capacity of the valve or orifice was vented into the air cleaner system. This system was applied as follows:

1. Use of a spring-loaded PCV valve for both the '63 models and the '64 -'65 air-conditioned models. (See #3 below for turbo models.)
2. Use of a fixed orifice in the '64 -'65 non air conditioned models with a single air cleaner and on all later years.
3. Turbo cars from '63 to '66 used a larger fixed orifice system with the relief also vented into the air cleaner. (The '62 model had a road draft tube.)

The Corvair system is not the same system that is utilized by other cars of the period plus newer cars.

Non-Corvairs had a vent system that used engine vacuum under normal conditions to pull fresh air into the crankcase through a filtered opening and out again through a PCV valve; a flow-through system. Excessive blow-by on some cars from a worn engine or high RPM could reverse and vent to atmosphere through the fresh air inlet. There were several variations to the flow-through system adapted over the years as emission controls evolved, but the Corvair PCV system remained unchanged except for the substitution of the fixed orifice for the PCV valve. The second design ('63-'69) system requires more cleaning than the earlier road draft tube described above.

The upper tube system can be removed from the lower tube (which is under the top shroud) by simply pulling it out. The O-ring may harden and make removal difficult but it will come out with light lube and twisting. Follow the same procedure as mentioned above for cleaning the tube below the top shroud. It's a little messy but be creative with a towel and eye protection as the junk is blown out. You must also clean the upper tubes and either the PCV valve or the fixed orifice - whichever you are working with.



PCV valves for Corvairs were provided a special calibration because of the low vacuum at idle. Most original valves are bad and most replacements fit but are not calibrated correctly. This causes idle problems and possible ping-ing. To check for this problem, simply pull off the hose from the carburetor side of the PCV valve while the engine is at idle and put your finger over that end of the valve. If your idle smoothes out or changes significantly, you have the potential for improvement. One solution that I use is to take any steel PCV valve, cut it apart to remove the spring and valve, weld it back together and weld the small end shut so that it can be drilled to 0.062 and used as a fixed orifice type of system - and it looks original. I have seen tech articles about drilling and tapping the end after welding and inserting a carburetor metering jet so you can do a more precise orifice calibration but I have not personally used that method. If all your vent parts are clean, the metering of blow-by gas is correct, and you are still experiencing oil coming up the dipstick, then check for diluted oil (gasoline), worn out piston rings and worn out valve guides. Old cars get enough blame for air pollution so fix the problems and avoid criticism for the following "shade tree" fixes:

1. Welding an additional vent to the top of the oil filler cap and adding a hose to it.
 2. Removal of all of the upper venting and installation of a $\frac{3}{4}$ " heater hose to the vent outlet at the top shroud.
 3. Adding STP in large quantities.
 4. Removal of the oil pan and cutting off enough of the dipstick tube to raise it above the level of the oil. This stops the oil from being pushed out of the dipstick.
- Finally:

If you have an engine that runs perfectly and does not blow oil out of the dipstick but has oil showing up around the vent exit in the air cleaner, you probably have a borderline dirty vent system or borderline excessive blow-by (or both). In the case of our Corvairs, the blow-by will pull oil with it as the velocity at the exit increases (Bernoulli's Principle). Be sure you have the correct oil (not 5W30!) and clean vents; then try enlarging the fixed orifice. One of my own cars had oil in the air cleaner around the vent and after checking vent tubes for restriction I enlarged the fixed orifice to .068, which cured the problem.

2022 World of Wheels

After a two year hiatus, the club once again set up our club display with four cars at the annual "World of Wheels" car show which is now held in March instead of February. This year we won BEST club display and a check for \$400.00... EXCITING !!!!



Ron Bosarth won class award in the "Restored class 1958 to 1967"



Allen Toon won class in the "Custom Convertible" class



Susan Miller won 2nd place in the restored class 1958 to 1967



Richard Campi won 3rd place in "restored Class" 1958 to 1967

Notes and news

This summer's club activities are looking to be a busy time with a lot to do. There are four major Corvair events to participate in, just got to get in the car and drive it.

June 18th

First on the list is a 50 year celebration for the Dayton Corvair club. The activities will take place in the Caesar Creek Lake State Park between Cincinnati and Dayton. The drive from Indy is about two and a half hours on Corvair friendly Indiana route 44. This will be a pitch in occasion with the possibility of five clubs being in attendance.

More details will be coming later.
For more info contact
Tom Miller @ 317-504-4624 tomill@att.net

July 7th -10th

This event is the DACC homecoming is Ann Arbor Michigan, a very driveable distance of about 200 miles. This event has been going on for 42 years. It is laid back with something for everybody to do. If you have not been a participant and are a club member, this would be a great opportunity to partake of the collector car experience. We welcome all and will work to make you feel a part of the community.

More details will be coming later.
For more info contact
Tom Miller @ 317-504-4624 tomill@att.net

July 12th—16th

The National Convention this year will be held at the Crown Plaza in Peachtree City Georgia. This is the premiere event for Corvair World.. You must be a member of Corsa, the national organization to participate in the many events that take place in the five days. The many events include the autocross, rally, econorun, concours, valve cover races, indoor and outdoor swap meets, awards banquet, and much more.

There are special group rates for conventioners at the hotel.

More details will be coming later.
For more info contact
Tom Miller @ 317-504-4624
tomill@att.net
<https://www.corvair.org/index.php/corvair-society-of-america-2/2022-convention>

September 8 -10

Upcoming for the Corvair Museum is our annual museum event, this year being held on September 8,9,10. September 8 is arrival day and museum activities with dinner at the museum. We have made some changes so you will see a few new displays this year. On Friday, we're heading south on the famed Route 66 for a road tour, returning to the host hotel for the welcome party for the 73rd annual Illinois Secretary of State Auto Show, which this year the feature car is the Corvair.

More details will be coming later.
For more info contact
Tom Miller @ 317-504-4624 tomill@att.net



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