

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

VALVE CLATTER

This is a story of the Clark family

by Ken Clark

Starting back in the year I was born in Sturgis, MI. which was 1938. My mother Winifred and Warren Clark lived in a small house near Scott, IN. which is only a few miles North of Shipshewana, IN. They graduated from Scott, HS in 1936 and got married shortly after. Warren was from Butler, IN. where his folks were from. His mother died from TB when he was only 2 yrs old. He somehow made it to the Scott area where he did his last 2 years of HS and met up with my mother. They weren't able to make a go of their marriage as they got divorced after three years.

My mother and brother Jon and I lived in a house that was in very poor condition for 2-1/2 years until she went to a farm to take care of a baby named Larry Gadson. His mother died when he was born in Dec 1941. This is in January 1942 and we all lived there (on the farm). My mother married Larry's dad after a couple years and had a baby girl in 1945.

I went into the Air Force in 1956.. I enjoyed the Air Force as a Weatherman for 4 years and returned home in June 1960. I was looking for a job in Middlebury and after 3 days at home got a job in the Weyerhaeuser Co. The first person I saw as receptionist was a girl named Alvera and to make a long story short we went together and over a year later got married in Aug. 1961. (still married)

The next part of life was different as we worked for the company until 1974 when the company closed up, we then moved to Ft. Wayne for a new job...

Corvairs were part of our life 6 months after we got married when we bought a new 1962 Corvair coupe. I then bought a new red 1966 Corsa convertible. In later years we got acquainted with Corsa and did many shows and went as far as California and Florida. I did 2 national shows in Florida and many more in other states. I really enjoyed the autocross and did it every year. I helped get the Corvair club started in Ft. Wayne which is no longer there now. We moved to Bloomington, Indiana in 2000. I'm down to 1 currently. Over the years I counted 27 that I have owned and have pictures of most of them. The one I have now is a 1965 Corsa convertible. Very similar to the one I bought new in 1966. Still in Bloomington and enjoying the time with the Circle City Corvair Club that I've been a member of since I moved here. I hope to see more stories of our Corvair people.

Ken Clark,



From the Boss

Thankyou everyone

for another well attended February meeting and keeping our club viable & strong. All members are key to making us what we are today. I remember not too many years ago being new to the Corvair experience and all the knowledge I gained through our membership. Just know that you are missed when you are absent, our diversity brings us closer together. We had another great lunch following the February meeting at the nearby Friends Diner with good food and conversation. Our waitress, Amber, was one of the best servers a large group like ours could have asked for.

I will be distributing registration forms for the Detroit area Corvair Club "DACC", at our next meeting for any interested people wanting to attend. This event is July 13-16 also read your VP Todd Stires report for other upcoming events. Fingers crossed for continued warm / dry weather we will soon be getting some miles on our Corvair's actually going somewhere more than a day here and there for a "test" run or just to charge the battery.



See you all at Gateway Classic Cars, 4400 W 96th st. for our next meeting (3-18-23) instead of Hubler Chevy.

Drive safely and watch the other guy!

Dave Beck



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.

2023 Club Officers

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

Ph. 317-409-5682
Ph. 317-205-5900
Ph. 765-620-4615
Ph. 317-294-2871
Ph. 317-590-2056
Ph: 317-862-3550
Ph. 317-742-7643
Ph. 317-697-0318
Ph. 317-504-4624
Ph. 317-605-0724
Ph. 317 862-3550
Ph. 317-294-2871

OUR 50TH ANNIV - 2023

Thanks to the support of 1,000's of Corvair owners over the last 50 years we continue to grow and reproduce more parts every year. Have a great year and enjoy our monthly sales and specials all year-Joan & Cal Clark

SPECIAL SALES EVERY MONTH- each month we'll send an email (if you have signed up) and list in a sale section on our Home page www.corvair.com

FREE 50th MEMENTO gifts with your first order in 2023

LIST YOUR CORVAIR FOR SALE- NO CHARGE- sell your Corvair or a spare you just don't have time for! For all of 2023 we will list it on our website at **NO CHARGE-** check website (Corvairs For Sale)

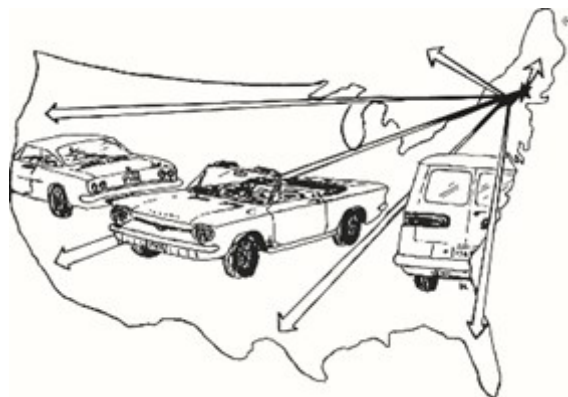
2023 SUPPLEMENT- On our website or as a hard copy -many new repros & updates.

INTERNATIONAL CORSA CONVENTION -Wisconsin- We will be there Tues, Wed & Thurs with lots of recent repros on display. Stop by and say hello. Convention dates June 19 - June 24

CATALOG- over 450 pages, free with an order, \$8 postpaid in USA

Clark's Corvair Parts 413-625-9776
www.corvair.com

400 Mohawk Trail
Shelburne Falls, MA 01370



From your Vee Pea.....by Todd Stires

March is looking to be an exciting time for Corvair and car enthusiasts! First on the calendar is our March 18th Member Meeting to be held at Gateway Classic Car's - 4400 W. 96th St starting at 10 am. There will be plenty of time to tour their indoor showroom of nearly 100 consigned classic cars. Great opportunity to see a wide variety of nice cars!

Take a few days to recover from that then plan to attend the World of Wheels Show March 24-26th at the Indiana State Fairgrounds. Our club will be well represented in a booth with a members Ramopside, another members Stinger & an EM Convertible. Also on display in our booth will be a dissected Corvair engine display! We are sure to get many visitors and may be win a show award!



Did you know.....

The first Concept Corvair debuted at the 1954 GM Autorama.

The Corvair was MotorTrend Car of The Year in 1960.

The '65 Corvair was called the "sexiest looking American car" by Car and Driver.

Milestone Corvair Production Dates

October 2,1959 May14,1969

Happy Corvairing---See everyone at Gateway on the 18th

For Sale Tires & Wheels

Set of 4 Wheels
13", 5-lug wheels
some scratches from previous wheel covers
(See photos)

Set of 4 White-Wall Tires
13" Maxxis MA-1
P185/80R13 90 S
2020 DOT Code
Excellent remaining tread
(See photos)

Price: \$250 for wheels & tires, obo.

Contact Rod Lasley at 317-294-2871 or rodlasley@gmail.com



2023 Club Service Directory

Corvair Repair Work Carry-in component rebuilding. 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 317-847-7913

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

Club Activities

Saturday March 18th	Regular meeting will be held at "Gateway Classic Cars at 10 am. The Address is 4400 West 96th street on west side of town. Lunch will bw at Bubs Burgers in Zionsvile <u>Will not be at Hubler this month</u>
Friday March 24th- 26th	Indianapolis World of Wheels, Indiana State Fairgrounds
Saturday April 15th	Corsa Birthday party and pitch in at Plainfield Baptist Church, 1575 Reeves Road. Starts at 10 am. <u>This is a new location</u>
Saturday May 20th	Regular meeting at Hubler Chevrolet
Saturday June 17th	Regular meeting at Hubler Chevrolet
June 19th thru June 24th	National Convention to be held at Chula Vista Resort in the Wisconsin Dells
Saturday July 15th	Regular meeting at Hubler Chevrolet
July 13th thru July 16th	43 Annual DACC Homecoming to be held in Ann Arbor Michigan, at the Wyndam Garden Hotel
Saturday August 19th	Regular meeting at Hubler Chevrolet
Monday September 4th	Labor Day Picnic at Southeastway Park

Preventative Maintenance Series

By Mike Dawson

Engine cooling tips

Keeping our air cooled engines operating at peak performance includes, getting the engine up to operating temperature as quickly as possible and also keeping the temperature in the operating range sometimes dictated by fuel quality and ambient temperatures. This article addresses the items that we can control or improve on. Some items require major engine work and would be on a list of things to do when that occurs; others are easily completed any time. Previous owners may have done strange things so be thorough. The more you can accomplish the better the engine will perform and the longer it will last. Turbo engines differ only in carburetion approach.

First, simply make sure your engine cooling system is functioning properly in its stock condition. Check for proper belt tension, lower shroud exhaust air doors working properly, all engine sheet metal in place, all engine to body seals are in place, proper spark plug boots installed, dipstick grommet in place, all crankcase vent tubes cleaned out, correct weight of clean oil in the crankcase, air baffles in place under the cylinders, heat shields installed between all mufflers and valve covers, oil cooler cover in place over the (clean) cooler, and recirculation plate installed for summer (if applicable or block the recirculation holes). The fresh air hose at the front of the engine needs to be in place and for automatics, the access cover on the converter needs to be installed. Bent exhaust pipes or loose baffles in mufflers that restrict exhaust are rare but possible. Check the air inlets from the outside on Greenbriers for loose insulation.

Carburetor work. The carburetors must be balanced off idle to insure that one carburetor does not lead the other when accelerating or cruising. Out of balance carburetors will cause pinging, overheating and poor mileage. Correcting this may include replacing or repairing the cross shaft, down links, and throttle shaft holes. Also look for loose throttle shaft ends where they are peened. Check that there are no vacuum leaks to include base gaskets, balance tube hoses, vacuum advance ports, vacuum modulator hoses, choke pull-offs and PCV hoses. You must have the correct PCV valve or proper size of fixed orifice or the engine will run lean (and hot). Disassemble carburetors to match venturi clusters and re-jet carburetors to 0.052-0.055 depending on your preference. Be sure all parts match between both carburetors and specs match. If you have hot idle valves be sure they are open at idle and closed off idle.

Distributor work. Look for a worn distributor shaft inside the distributor cam (where you are supposed to place grease). Check the pivots, weights and springs for wear and lube everything that moves. If you have a point system check the breaker plate pivot for wear; a common cause of pinging and loss of power. All of the distributor curves are published in pamphlets and you can use a tachometer and timing light to check your distributor performance. Distributors can be a significant cause of overheating if they do not function properly for your engine.

Oil coolers. Installing a 12 plate cooler on an 80-110 HP engine would be a good upgrade. It does require sheet metal modification (cutting on late models and some welding on early models) and the 12 plate cooler uses a longer bolt, bigger cover, and end plates that keep the air directed out of the engine compartment. If you already have a 12 plate, be sure you have the end plates installed.



Head work. De-flashing the heads is the big item. This can be done by removing the top cover and lower shrouds, putting a light on the floor and using a long 1/8 drill bit, key hole saw and other tools to remove dirt and aluminum flashing from the finned head areas. In particular check the holes next to the spark plugs. If you have the heads off, you can remove the valves and clean up the runners in both intake and exhaust areas with rotary burrs. If you are rebuilding the engine and using oversize pistons, you may want to consider using cylinder spacers to bring the compression back to original.

Additional cooling items.

- I checked engine temperature on a two way highway run with heater shrouds on and shrouds off. My temperature gauge showed a 45 degree difference. The initial warm up time is longer but in the heat of the summer I would think the gain in lower operating temperature would easily be worth the tradeoff. Be sure your choke coils are tight after you remove the shrouds.
- I also like to avoid extended tip spark plugs because they start the flame front closer to the piston. I would think the engineers would have used an extended tip if they thought it was a good idea—which they never did. If you have an air conditioned car, be sure and clean the condenser. I have a '66 style condenser so I extended the air cleaner intake with a hose to pick up air from in front of the condenser. This puts cooler air into the carburetors and adds available air for cooling that is not being sucked in the air cleaner. Might be hard to prove that last one. Avoid ethanol contaminated gasoline if possible. As noted above, when using ethanol gasoline richer jetting does help.
- Be sure the inlet fuel line on the left side of the engine is not touching the head; the additional heat added to the fuel can cause vapor lock in the fuel pump.
- For those not familiar, air cooled engines run hottest under a load in high gear on the highway and coolest while driving slow or idling (they do not overheat in a parade!

Notes and news

Here is one of the clothing items that can be purchased with club logo for \$45.00

This is a lined zip up jacket that is great for those cool evenings Colors are black , blue. Either of the logos shown below are approved.

You can add your name, have a large logo on the back, your choice, call for pricing. Zip up hoodies are also available.

Contact Ken Clark at 812-320-7615



For Sale:

66 coupe rear glass (clear and in good condition)- \$25

61 coupe EZ eye (factory tinted glass) good condition- \$150 includes all glass except the windshield. One bumper mount trailer hitch for sale \$25

Dave Beck 317-409-5682

Information on those winter projects

Keep in mind that the club has resources both in tools, parts and expertise to answer your questions.

In exchange, I would like the club to share your projects by allowing the newsletter to follow you on your journey this winter....

Wanted:

65-69 Windshield

As I was too late to catch Roger Parker's deal in February's issue, I want to ask if anyone else has a new condition tinted 1965-1969 Windshield available at a good price. I need one for my Fitch Sprint. Please contact Thomas at 765-506-7479 or thomasmratliff@gmail.com.

For Sale:

Rebuilt Corvair fuel pumps - \$60 with exchange pump . Dan Brizendine, debrizo@comcast.net 317-615-9237

Questions regarding membership, a change of address, or a change of email address; contact the club at valveclatter@yahoo.com or contact Dave Beck – Club President at 317-409-5682; or Rod Lasley – Club Treasurer at 317-294-2871.

Members who have not yet renewed their membership

Thomas Beeler

Cathy Clark

George Corbin

Logan Ellingson

Drew Hohe

Tony Hurt

Dan Kinnaman

Mike McKeel

Gary Meltzer

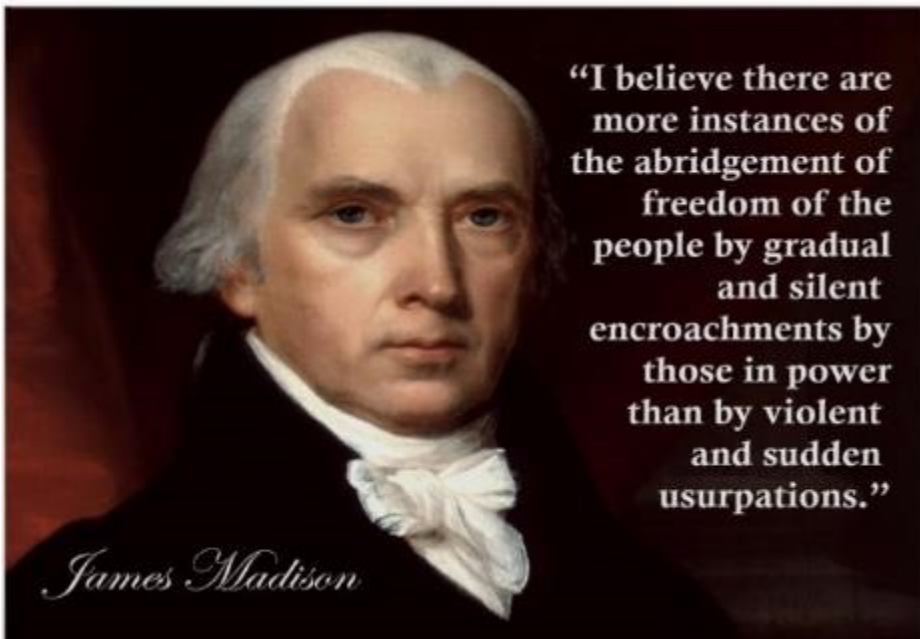
Steve Poe

Tony Rivera

Dan Scherer



P.O. Box 17325 Indianapolis, IN 46217-0325



“I believe there are more instances of the abridgement of freedom of the people by gradual and silent encroachments by those in power than by violent and sudden usurpations.”

James Madison