

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

VALVE CLATTER

CCC Christmas Party

*Plainfield Christian Church
800 Dan Jones Road
Plainfield, Indiana*

Time: December fourth, with dinner at 6 pm

*Dinner: This is a catered dinner by
The Mayberry Café and the cost is
\$13.00 per person.*

To make reservations send your check to:

*Circle City Corvairs
P.O. Box 17325
Indianapolis. IN
46217-0325*

*Gift exchange: Please bring a gift from \$10.00 to \$15.00
If you're a guy bring a
guy gift or a gal, bring a gal gift or one that would be
desired by both.*

This is a lot of fun!!

From the Boss

Greetings Corvair friends,

I am writing this column at the last minute. The 11th hour. Our esteemed newsletter editor Tom, is standing outside my house peeking in my kitchen window looking at his watch and demanding my column. I hope everyone is doing well and by now hopefully have your car ready for winter! Boo. Personally I'm not ready. I want to encourage everyone to make it to the November meeting as this is an important one. We will be voting on next year's board members. If you haven't nominated someone you can do it at the meeting before we vote. If you'd like to run for an office now is the time! If not, that's ok too. Just come to the meeting maybe you will win the 50-50 drawing! See you on the 20th at Hubler! Where are we going for lunch after the meeting? It's a surprise. And mostly because we haven't decided yet...



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.

2021 Club Officers

President:	Jan Bradley
Vice President:	Dave Beck
Secretary:	John Shull
Treasurer:	Rod Lasley
Activity Coordinator:	
Directors:	Dan Brizendine
	Ron Buntin
	Carlton Smith
Newsletter:	Tom Miller
Technical Advisors:	Paul Fox
	Dan Brizendine
Web Master:	Rod Lasley

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

Ph.	317-409-6036
Ph.	317-409-5682
Ph.	765-620-4615
Ph.	317-294-2871
Ph.	
Ph:	317-862-3550
Ph.	317-590-2056
Ph.	317-697-0318
Ph.	317-504-4624
Ph.	317-605-0724
Ph.	317 862-3550
Ph.	

On the Road Again

The end of the 2021 travel season in the #389 Ultra Van was the 1st week of November and spent in the southern Missouri Ozark area. Traveling from Brownsburg In. our major stops were the Baker Creek Heirloom Seed farm and Laura Ingalls Wilder Historic Home both near Mansfield MO. and lastly the Branson area itself.



Our first stop though was in small town St. James MO. where Gloria spotted a local barber shop that was perfect for me to get a hair cut and learn all about the local area. The barber, Dusty Snelson, was a young farmer, high school football legend, avid deer hunter and gave up a nursing career to open his own barber shop. He said prices of land were escalating and now over \$2500 per acre (I didn't discuss prices in our area). Interestingly his father worked for Chrysler in St. Louis but was laid off and commuted weekly to the Kokomo IN. plant for his last 3 years just across SR 31 where I was working at the GM Delco Electronics plant. One fellow waiting for a haircut remembered driving his Corvair in the winter and how well it went in the snow until it slid like a sled up on top of a deep drift and got stuck.

If you are a gardener the Baker Creek Seed Farm is for you with thousands of heirloom seeds for flowers and vegetables from all over the world and a small town like setting with acres of plants and displays all around so you can see what you are buying after the seeds grow. Just 5 miles from there is the Laura Ingalls Wilder homestead and museum. This very worthy stop tells her life's story. She of course wrote many books including the one that the "Little House on the Prairie" tv series was based on.



Just outside of Branson is Johnny Morris's "Top of the Rock", 2600 acre mountain and resort area. Johnny is founder and CEO of 4 golf courses, Bass Pro Shops, Cabela's among several other things and is an advocate for conservation of all things. A well preserved cave, waterfall and wildlife area can be viewed from an hour long golf cart ride that zig zags past waterfalls through caves and around the mountain. A 40,000 SF basement museum displays native Indian artifacts and prehistoric animal skeletons from the area along with weapons from the past. Recently a sink hole in one of the golf course sand traps turned into a huge 400' deep sink hole that is being excavated and soon to be opened for tourist. Like a cave with the roof removed they have removed 1.5 million tons of dirt to expose the treasure of what lies beneath.

We camped just south of Branson in a county that was known to have a large population of wild horses and they did visit about 2 A.M. rubbing up against tents and turning over a few things in the camp sites. They are born a dark brown and turn a majestic white color when mature and were quite a site against the clear black night sky and bright stars.



Branson was just 90 miles farther and we soon realized it has grown a lot since we were there some 25 years ago. It was veterans celebration week and we saw a Vietnam era helicopter in front of the VA Museum that a friend of ours said he likely flew as it was from his unit. Of the 12000 choppers that were involved during the war this one survived and no one was reported killed in it although our friend did lose a leg.

The Ultra Van did a great job navigating the roads and the 50* daytime temps helped keep the 110 cool as we climbed several grades in low gear at 3000- rpm and 30 MPH. It gave us another 1300 trouble free miles in the 6 days on the road. We only saw three other Corvair's that were in a front yard in very poor condition and after turning around and talking to the owner there just didn't seem to be any treasure there so we moved on and came home.



Dave & Gloria Beck

Below is a copy of Dale DeWald's president's message in Corvanantics.

It is getting to that time of the year for those of us that live in the snow belt, to begin preparing our Corvairs and FCs for storage. Here in the Upper Peninsula of Michigan we have been enjoying an extended period of very mild, almost Indian Summer type weather, though technically it's not as we still haven't had a hard frost.

This summer I had pulled out and drove our all original two-tone 1967 500 4-door (22k miles) far enough to use up a tank of fuel (from 2017!). Last weekend I filled it up with ethanol-free premium with a good dose of fuel stabilizer. After a thorough wash and a coat of wax it was time to tuck it away until hopefully only next May.

I have a little bit more to do yet with our 1965 Greenbrier. I parked the truck in storage in mid-summer 2018 and took off my custom front anti-roll bar for a client of Ken Hand. I have wanted to upgrade it to a better design anyway. The intention was to construct a new front bar over the winter of 2018-19, but I got several new assignments and an advancement at work and was simply too busy. Then COVID-19 hit, and I was considered an "essential" employee with even more responsibility. Being more comfortably settled in my new job, it was time to bring the Greenbrier out of storage this summer.

But not so fast. The neighbor's garage where I had the Greenbrier stored got invaded by chipmunks. This was obvious by the massive number of acorns stashed all over the place. At least it seemed they were repelled from the interior and presumably the engine compartment by the dozen+ bars of Irish Spring soap I had distributed about, as I didn't see any visible stashes of acorns in either place. I have found that Irish Spring Original has so far been effective also in keeping the mice out.

A minute or so after starting the engine, thick white smoke began pouring from the rear. I shut it off immediately and ran for a fire extinguisher. Returning some 15 seconds later I could not figure out where the smoke was coming from but at least it had subsided. I figured the worst, in that either the chipmunks, or perhaps mice had built a nest on the cylinder head or in the lower shroud next to the exhaust manifold. I really couldn't see well enough through the rear damper doors and there was only a limited view of the cylinder head with the spark plug boots off. I needed to move the van soon because the neighbor was selling the house, but I didn't really want to spend hours removing the top shroud to find nothing there.

My rescue came from one of the graduate students I work with. He had just bought a miniature endoscope/inspection camera off Amazon. The unit has only a 5mm diameter head and a 1.5m semi-rigid cable. It uses Wi-Fi to connect to your cell phone, which is used as the display. He generously let me borrow it so that I could do a thorough under shroud inspection, top and bottom. Apparently Irish Spring did repel the critters because there was nary an acorn or slightest shred of nesting material anywhere under the shrouds. Since there was no apparent danger of fire inside the engine, I decided to use hyper-mileage type driving to make the almost 1 mile to my house, just in case. It went well, except that while the engine started and idled well, it would not rev over 1500 RPM and had no power. Suspicious, I put the camera up the muffler—it was packed with acorns! I put the truck up on stands, removed the right rear wheel and tried to remove the muffler.

It wouldn't come off the crossover, so I pulled both off as a unit. The crossover was completely packed with acorns too! I started the engine again and blew out more acorns from the manifold logs. At least this turned out to be a fairly simple problem to solve but I had to get a new muffler as no amount of shaking, tapping or jiggling would get them out.

What is your story of critter problems, lack thereof, or effective measures to keep them away? ed—I have a good friend who is a licensed wildlife rehabilitator and she had this to say, "I always suggest people use original scent Irish Springs soap (or unused fabric softener sheets) when closing up a car, boat, cottage, etc. You can buy little muslin drawstring bags at feed stores (about a quarter a piece) and put a chunk in it. For something like a muffler it would be much easier to remove and the muslin protects a bit against soap getting on things.

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 A-OK PRINTING Ken Clark 812-935-7100

Club Activities

Saturday November 20th	Regular club meeting at Hubler Chevrolet, election of officers
Saturday December 4th	Club Christmas Party and gift exchange. This will be a catered dinner.
Saturday January 15th	First regular meeting of the new year

Circle City Corvair Club Board Meeting Minutes 11/2/2021

6:00pm to 7:00pm

Jan Bradley presiding, John Shull recording minutes

Attendance: Jan Bradley, John Shull, Rod Lasley, Ron Bunten, Jean Allan, Dan Brizendine, Dale Smiley

Treasurer's report –Ended the month at \$8720.18

Newsletter Update – Tom

Tom not present

Jan spoke with Paul Fox, no new updates currently

Next general meeting will be voting in board members

If there are no contested seats, then we will motion to accept candidates without voting

Proposed to add tech question link on website, would send email to Dan and anybody else who is willing to participate

Rod will look into adding this function to the website

World of Wheels will be on March 25-27 this year

Dave is waiting on information from the event coordinator

Need to find people who want to show their cars, will bring up at next meeting

Christmas Dinner discussion

Ron went over the menu that will be catered

There will not be any pitch-in, club will provide hors d'oeuvres and dessert items

Board members to arrive at 5pm to help set up

Gift exchange will be limited to \$20 per person this year

Next meeting discussion items:

Nominations

World of Wheels

Christmas Dinner

Meeting Adjourned



FOR SALE

1968 Convertible Boot, Good Condition with Bag; Medium Blue, Correct color for year.
\$25.00; 765-644-0244

Mike Jones



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.

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Preventative Maintenance Series

By Mike Dawson

Tales From The Dark Side - Or Things That Make Diagnosis Difficult

A HACO member bought a rust free Greenbrier back east based on pictures and testimony of the owner, a fairly well known name around the CORSA circuit. It was described as being in perfect mechanical condition, with a rebuilt engine that you could drive anywhere, and the new owner drove it back to KC without incident. It was a '64 110 four speed but the new owner complained about low power and poor gas mileage. After he did carburetor re-work and tuning he brought it to me for a second opinion. After a compression check showed low compression on all six, we explored valve adjustment, and then cam timing and cylinder leakdown. Nothing showed up. The head numbers were correct and all I could think of was either re-worked heads or too many stacked gaskets to lower compression. As soon as one head came off you could see a much larger than normal deposit area at the top of the cylinder. No stacked gaskets or re-worked head, this was a complete '64 110 engine that had been rebuilt with an early model short stroke crankshaft. The low compression was the result of the pistons reaching the top of their travel far earlier than if the correct late model crankshaft had been used. The needed compressed area in the '64 head was significantly less. Now we know, it can be done and it will run, but not well!



A late model coupe that I had installed cruise control on several years ago developed a problem with the cruise; it would cut off for no apparent reason. After a while the owner connected the problem with use of the headlights, and after spending some time in my garage with test lights and multi meters we finally traced the problem to an 1157 bulb in the right rear. The Chinese manufacturer had constructed the filaments so close together that when they heated up they bent and touched. Turning on the headlights made the cruise controller think the brake had been applied and shut itself off.

One of the items on a list of repairs to be performed on a restored '60 four door was a transmission fluid leak that appeared after the car was parked for a period of time. After fixing the usual leak where the cable was separating from the mounting bracket I noticed that both tunnel pans looked wet, more fluid than could have run up the cable. When I pulled the pans and tried to inspect the cable, I found it had been wire welded to the floor in numerous places when the floors had been repaired. It still worked, but the plastic casing was melted away in some areas.

One of our members who had a '69 coupe complained of gas smells every time he filled up, so I explained about replacing the inlet hoses and he dropped it by for the repair. A quick glance at the bottom of the tank showed gas stains on the bottom and around the inlet hoses, so I proceeded to jack it up, removed the sway bar and tank strap so I could wiggle the tank while changing hoses. The tank would not move and I thought it had stuck to the little pads above it. Gently prying on it did nothing. Finally I opened the trunk and there was a brand new state of the art CD changer firmly screwed down to the shelf area (and into the top of the tank in several places).

When I started to replace pushrod tube seals on an early model, I found that whoever had been there before me had forgotten to install the air deflectors that fit up against the cylinders when they installed the push rod tubes. When they found the extra parts, they cut them in small pieces and carefully pounded them up against the heads, not the cylinders. That explained why the seals were leaking again.

A '64 convertible had been to the local Chevrolet dealership for some unknown repair and had immediately developed a small oil leak. Not enough to make an issue of but still a nuisance. Two years later I attempted to diagnose the leak and found it coming from a cylinder base gasket. Thinking there may be a loose head, I re-torqued the head but still it leaked. I did notice that the head had been off recently; new head nuts, clean tubes etc. That was a new one, so I was interested in finding the cause. After pulling the head and removing the cylinder I found the base gasket was cut in two. The dealership had apparently replaced the cylinder (probably a badly blown head gasket burned a notch) and had forgotten the gasket. Instead of pulling the cylinder to install it, the mechanic simply moved the cylinder out, cut the gasket, sprung it enough to fit over the cylinder and put it all back together. It might not have been quite so bad but the cut was on the bottom.



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

