

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

VALVE CLATTER

Here are six paintings from a larger show that were all painted by Terry Rheno from Connersville Indiana. Terry and his wife Judy are past members. These painting are done in acrylics and water colors.



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 19th at Hubler! Where are we going for lunch after the meeting? It's a surprise. Somewhere we haven't been yet this year and it's good!! JB



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

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

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

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On the Road with 389

Gloria and I planned our last Ultra Van trip of the 2022 season for a 10-day drive to Florida from Brownsburg, IN. to encourage some of our family and friends who were involved with the latest hurricane Ian. We departed on Friday 10-22-22 as excited and packed and prepared as could be. Some of our friends lost everything and some, Gloria's sister, fared much better in Cape Coral. Unfortunately, what we got was a ride back home with the wrecker and the 389 in tow on the second day due to a valve seat in cylinder #5 that decided to pop out.

Our coach has 175,000 miles and is on the 3rd engine as far as I know. This particular 110 hp engine has about 50,000 on it and was as strong and smooth as anything using about a quart of oil per 1000 miles. Our first and only night on the road was spent at Jellico Tn. in the Indian Springs State Park just off I 75 south about 360 miles from home. We had a great visit as usual with several curious campers and always learn about solar power and lithium Iron Phosphate batteries etc. from others much more knowledgeable than I. We recently purchase a Bondega 12/120 volt cooler and have been running it off our 110 Volt inverter along with our original Dometic refrigerator which seems to work well. Gloria likes to prepare almost all our meals, so we were well stocked. The factory refrigerator seems to work much better on 110 volts than on the propane.

It was a cool night and we vowed to use the electric blanket from now on. I could see steam from the exhaust as we left that morning and the engine warmed up. Within 10 minutes or so we were through the small town of Jellico and on I-75 south headed directly up "Smokey Mountain" as it was named, when we heard the "backfire/hiccup" sound that even from the front seat of an ultra van is unmistakably a bad sound. I noticed the jumping vacuum gage and knew we would need to stop asap. Unbelievably the Lord provided an area that was flat and level and about 1 acre where the highway dept. had stored millings from asphalt repair that was a perfect area to get off the interstate and allow the tow truck plenty of room to navigate and for him to connect his wheel lift to the rear of our coach.

We were more than halfway to the top of the mountain. It was a perfect day weather wise and the view from the top of the asphalt millings pile was full of fall color as we waited for the AAA driver. Gloria is like a lot of good wives who think their husbands can fix anything and when I explained what I thought the problem was she asked if I had an extra valve seat in my tool bag. While I appreciated her confidence, I certainly am no Paul Piche, the previous owner, who might well have lowered the engine, taken the head off, found a repair shop and gone on his way. (I think Paul actually did this behind a gas station our west). Our position along the interstate was on a curve and I am sure we looked like a giant billboard of some kind as people drove by. We did have one fellow, Larry who stopped just because he had once owned Ultra Van #503 and wanted to chat. He purchased his at a garage sale and sold it to a person in California soon after.

AAA asked for photos before they would contact a towing company, we do have RV + on our coverage. Cell reception was spotty, but we texted a few pictures, told them the weight and size. Soon after the towing company called for more pictures and said they looked Ultra Vans up on the net and took the job as a challenge. I asked for a medium duty flatbed, but the driver wisely brought a large truck that could reach the 6.5 feet to our rear tires from the trailer hitch with a wheel lift and drove back to Indiana at 70 mph with the front wheels on the ground with no damage to our coach.

We listened to stories about how the driver had been hit by cars while working on the roadside and has a total of 64 broken bones in his 18 years of towing. Most drivers did not stop when they hit him. Thirty hours from the time we left home we were back home with the 389 in the barn. PTL I have not accessed the engine damage yet but hope to be back on the road in the spring.

It was an interesting 2 days and disappointing of course but nun the less an adventure. One totally unrelated thing that I will never forget was driving down the interstate in Kentucky and being passed by a very young couple sitting side by side in a 70's Ford pick-up with a paper plate. It reminded me of Gloria and I some 55 years ago and why I still like living a little on the edge and carefree sometimes. At the age and stage of life many of us are I think it is a great time to go on an adventure with your cars and hobbies whatever they are.

Dave & Gloria Beck
Brownsburg, In.



2022 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

Club Activities

Saturday, November 19th	Regular meeting at Hubler Chevrolet, 10am Election of club officers
Saturday, December 3rd	Annual Christmas Party, Time changed to 12:30, time to start making your reservations, see the info on page 7 of this newsletter.

The Electrovair II

The Chevrolet Corvair, with its rear-engine lay-out, provided an ideal platform for experimenting with electric drive. It was a long hiatus, but by the 1960s, GM was looking seriously at electric cars again. Gas cost about 34 cents a gallon, or about \$2.00 in today's terms, but Americans were more concerned about air pollution, according to a GM overview on the Electrovair.

The Electrovair II, a show car unveiled in 1966 seen below, was an improved version of 1964's Electrovair I. Both were based on the rear-engine gas-powered Chevrolet Corvair, whose design provided a convenient location for the batteries. The large battery pack went under the hood, while the electric motor drove the wheels from the back of the car.

"The GM electric vehicle concept is based on the belief that an electric car should have performance compatible with modern expressway driving," press materials for the car said.

The Electrovair II used silver-zinc batteries because, GM said, they delivered high power. (These were the same batteries GM produced for use in intercontinental nuclear missiles, said GM engineer John Berisa.)

The downside was that they were expensive and wore out quickly, as the carmaker admitted at the time. Performance was similar to the gas-powered Corvair, but range was still a problem. The car needed recharging after 40 to 80 miles.

"The objective is to determine what is technically feasible," GM wrote of its work on cars like the Electrovair, "regardless of whether a project ever will become economically possible."

The Electrovair II never went to market, and it would still be a long time before a viable electric car would become economically possible for GM.



CCC Christmas Party

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

Time: December third, with dinner at 12:30 pm. Doors open at 12 noon

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

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!!

Preventative Maintenance Series

Brake Bleeding

By Mike Dawson

Bleeding a brake system at the wheels is necessary anytime you replace a component such as a steel line, hose, or wheel cylinder. In order for hydraulic brakes to work, only fluid can be present in the system; any air that is present will make the brakes unusable. DOT 3 & 4 fluids are not compressible (DOT 5 will be discussed later) while air will compress and not transfer the pedal pressure to the brake shoes. The shop manual states that you should bleed the farthest cylinder first and work back towards the master cylinder. I'm not sure what the reason for that was, since all other sources (and common sense) suggests starting with the wheel cylinder closest to the master cylinder and working away.

If you are only replacing the master cylinder, you can bench bleed it, install it, pump it twice and you are finished. Bench bleeding is accomplished by using the plastic plug and hose supplied with a new unit or simply use your finger(s) as a valve while you stroke it. Air will not get in to the system when you replace the master cylinder since it is at the high point.

I have used four different approaches to bleeding wheel cylinders; all get the job done with some easier and some more expensive. Keep in mind that DOT 3 & 4 brake fluids dissolve most paint, so cover the fender and trunk areas. (Editors note: it will mess up your nail polish too. -HM) Remember to keep all bleeder valves closed except the one you are working with.

1. You can purchase a high-dollar pressure bleeder from Snap On and others. A plate adapts to the top of either a single or dual master cylinder and is fitted with a hose that connects to a remote pressure tank that you fill with fluid. It works great, lets you quickly move from wheel to wheel without checking the master cylinder. With a \$400 price tag for both adapters and the unit, it is only practical for a high volume shop or to impress fellow club members with money you got from Nigeria.

2. Use an assistant to bleed brakes. This is a time tested method and work fine with no tool purchase. Have your assistant depress the pedal while the bleeder valve is closed, open the valve briefly and shut it before calling for the pedal to be released. Repeat this while watching for air bubbles to stop flowing out with the fluid.

Keep the master cylinder from going dry, and if you did not replace the master cylinder it would be wise to not let the pedal go completely to the floor while pumping; you could push the internal seals into some sludge in the bottom of the cylinder that could cause failure



3. Use of the one man system using a container and hose. Attach a clear plastic hose (fish tank hose) to the bleeder valve and immerse the other end of the hose in a small amount of brake fluid in a container. The object is to force the air out through the hose by pumping the brake pedal. With the hose end immersed in the fluid, the master cylinder will not be able to suck air back in the line when you release the pedal. Slowly pump the pedal with a stick while you lean down and watch the fluid come through the tube until the air bubbles stop. Watch the fluid level in the master cylinder.

4. You can use a hand powered vacuum pump to pull fluid through the lines from the master cylinder. In my experience, only the Mityvac brand pump will work properly and last through repeated use. It is sold in a kit containing numerous hoses and adapters. One tip: pump the master cylinder a couple of times with the farthest bleeder open before you start the vacuum process.

DOT 5 (Silicone) brake fluid has been available for hydraulic brake use for a long time, although it is not installed at the factory for any American cars (Harley Davidson does use it). The main advantage is not needing to periodically replace components or flush the system due to moisture; DOT 5 fluid will not absorb moisture. Silicone fluid will not damage paint which is another plus. On the down side, silicone fluid will absorb air and can require a substantial amount of bleeding if that happens. If you change to silicone fluid, you must replace every rubber item and thoroughly flush any lines you did not replace. I recently did this change over in an FC and I did have to do some additional bleeding and reduce the shoe to drum clearance in order to have a good pedal feel. The cost of DOT 5 fluid is \$26 a quart plus tax (2012).

Notes and news

Nominations and election of officers for 2023. I would like to encourage you to participate in the planning and running of the club.

Nominations can be made this month by attending a meeting or contacting a board member. The board members are listed at bottom of page 2 of this newsletter.

Elections will be held at the November regular meeting, Saturday Nov. 19th

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....

We are coming to the end of the year. That means Christmas Parties, starting winter projects, electing new Board members for the up coming year and planning our club trips for next year. Please read the notes below to find out what we are doing.

Planning club activities for next year.

The National Convention for 2023 will be held at the Wisconsin Dells, The DACC Homecoming will be in Ann Arbor Michigan. There are no details yet available for these two events.

At the club level, we are always looking for unique places to eat, visit or drive to. Let us know your ideas, thoughts and suggestions.

Circle City Corvair Club Meeting Minutes 10/15/2022

10:10am to 10:50am at Hubler

Jan Bradley presiding, John Shull recording minutes

Board Attendance: Jan Bradley, Carlton Smith, John Shull, Dale Smiley, Rod Lasley, Tom Miller, Dan Brizendine

Treasurer's report – \$8042.81 to \$8027.92

Newsletter Update – Tom

No new updates, keep sending in articles

Birthdays and anniversaries

Susan's birthday this month

Judy and Todd birthdays on Nov. 1st

Todd and Alice 37 year anniversary

Officer Nominations

President: Dave Beck

Vice President: Todd Stires

Secretary: John Shull

Treasurer: Rod Lasley

Directors: Ron Bunten, Carlton Smith, Dan Brizendine, Dale Smiley

Newsletter Director: Tom Miller

Activities:

Christmas Party 12/3, \$13 per person, 11:30 setup, 12:00 doors open, 12:30 meal served

SVRA at Indy in 2023 will feature the Corvair- Paul discussed

Dave's Tech Session at 1pm 10/16 – club providing pizza

Tech Talk

Tom had t-shirt designs for silhouettes and sign-up sheet

Going to Susan Daniels' house after lunch to see what she has to sell

Next year events: Convention at Wisconsin Dells, DACC, SVRA Indy, Somerset Cruise-in

Health update on Ron – had pneumonia, stayed in hospital for a few days, recovering at home

Meeting Adjourned



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