

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

VALVE CLATTER

CCC Christmas Party

*Plainfield Baptist Church
1575 Reeves Road*

*Time: December 2nd with dinner at 12 pm, h'orderves
At 11:00 am*

*Dinner: This is a catered dinner by the The Mayberry
Café and is subsidized by the club, the cost is
\$15.00 per person.*

To make reservations send your check to:

*Circle City Corvairs
P.O. Box 17325
Indianapolis. IN*

*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 Comrades,

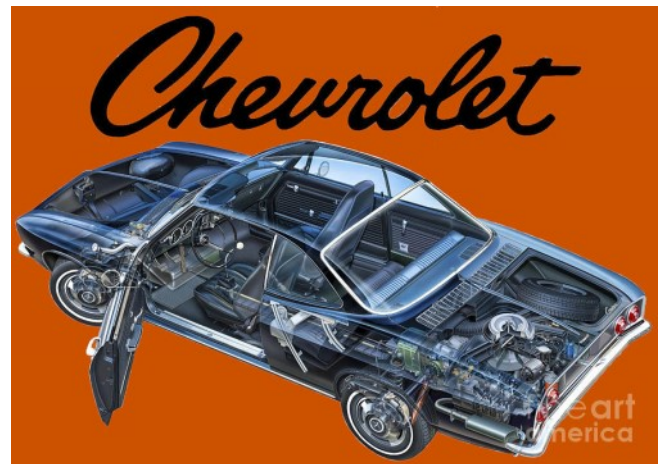
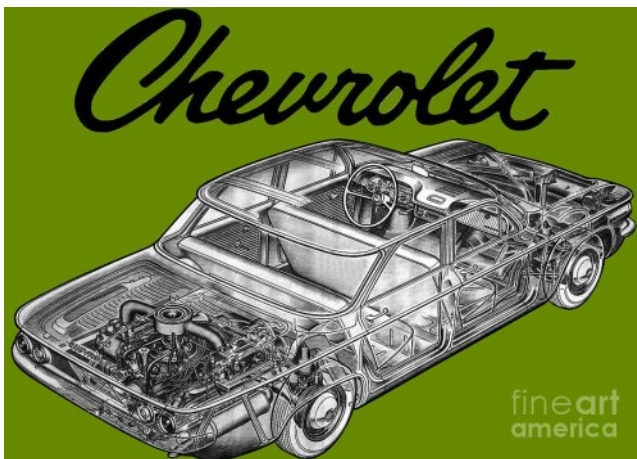
Comrades: "a companion who shares one's activities or is a fellow member of an organization".

Yep, that is us. So, I am asking everyone to consider a position within our club to help organize and manage our activities. This could be a leap to the president position, newsletter editor, activities, board member etc. All positions are available, and you wouldn't make any enemies by putting your name in the running.

Our election is to be held on Saturday 11-18-23 when we meet at Ray Skillman's Museum just down from Hubler's for our regular meeting. After that we will tour the museum thanks to member Eddy Pryor who works there followed by lunch nearby.



Please don't forget our Christmas party complete with gift exchange, if you care to participate, you may also just watch as the trades take place. The cost is \$15 per person which includes lots of all you can eat food and deserts. This year we will serve lunch at noon so all



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
Vice President:	Todd Stires
Secretary:	John Shull
Treasurer:	Rod Lasley
Activity Coordinator:	Ron and Anita Bunten
Directors:	Dan Brizendine Dale Smiley Carlton Smith
Newsletter:	Tom Miller
Technical Advisors:	Paul Fox Dan Brizendine
Web Master:	Rod Lasley

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

Ph. 317-409-5682
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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

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

Circle City Corvair Club Meeting Minutes 10/21/2023

10:00am to 11:10am at Hubler

Dave Beck presiding, John Shull recording minutes

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

Treasurer's report – Month of September \$6269.88 to 6284.34

CD interest, Labor Day picnic, misc expenses

No newsletter update – keep sending articles

Member Welfare updates

Birthdays and Anniversaries

Susan Miller birthday

Todd and Alice anniversary

New members from Linton

Dues renewal reminders will be emailed this year

Volkswagen event on November 1st, Dave will attend with Ultravan, will discuss future event collaborations

Nominations

President: Dave Beck

Vice President – Todd Stires

Secretary – John Shull

Treasurer – Rod Lasley

Newsletter Editor – Tom Miller

Activities Director – None

Board directors (3 positions) – Dale Smiley, Carlton Smith, Dan Brizendine

Activities

November meeting will be at Skillman Classic Cars @ 10am

Election day, tour of facility, Jockamo Pizza for lunch

Christmas Party December 2nd at Plainfield Baptist church

\$15 per person, opens 11am with snacks and meal at noon

World of Wheels March 22-24, need to plan ASAP

DACC in June

Tech Talk

Meeting Adjourned – Lunch at Gray Brothers Cafeteria

Letters to the editor

We are CORSA by Richard Campi

I exemplify the life of someone or something that continues to exude the actions or process in running indefinitely.

When I acquired my 65 Corvair Corsa all those years ago, I had been looking for a way to move along in a more efficient and really smart exuberant manner I was actually looking down the long road ahead and we've achieved so in so many ways.

My gem of a conveyance has traversed over a half a million miles (greatly with the services of Dan Brizendine) Dan, I've had the greatest of fortune to have been privileged to acquaint myself and my "Magic carpet Corsa" with you for half a century.

When I first began running in late "78", I've competed in a great number of different types of races. In "79" I ran my first of many marathons including the Boston Marathon.

My Corsa has always competed well in it's class and has strived through all these years and miles to move like a "spring chicken", my being in ever increasing age groups (every five years) I've attained a long list of awards.

Corsa and I (85+ years) strive on together. I have attained the "moniker" of "Ambassador of Fitness and Sport for Team USA"

I'm a multi-sport champion including city, state, national, and world champion in my age groups, "Sprint Duathlete" (2014) at age 76. To Run and Race has been the lifestyle for me and my car.

A 1962 Factory Fuel Injected engine on display at the Don Garlitts Museum in Ocala Florida. Pictures courtesy of Bill Clark



Preventive Maintenance Series

Vapor Lock Diagnosis and Cure

by Mike Dawson

The re-formulation of gasoline to suit new computer controlled systems has helped our Corvairs (ethanol excepted) as we all have noticed that running on regular in most engines is possible. New cars also benefit from electric pumps that are located in cool fuel tanks and always push gas, as opposed to our cars which have pumps heated by the engine and which have to create vacuum all the way from the tank to the engine when the lines are empty.

A vapor lock occurs when the fuel in the inlet line to the pump (or in the pump) is heated to the point that the fuel vaporizes in the line and forces the fuel back towards the tank. A diaphragm/valve design pump like ours will not pump efficiently enough to evacuate an actual pressurized area and then create a vacuum which would allow the atmospheric pressure in the tank to force fuel to the carburetors. For this same reason it is not a good idea to put a fuel filter between the tank and the pump - the pump is much more efficient at pushing than it is at pulling, and there is a pickup filter in the tank. And don't forget you must have a vented gas cap.

Key items leading to vapor lock would be very hot ambient temperature, a hotter than normal running engine, large dose of ethanol which has a lower vapor point, and a steel inlet line to the pump which is touching the head. Then the driver shuts down the engine which heat soaks the fuel pump when the fan stops. Startup later would exhaust the fuel in the carburetor bowls with out the pump being able to create a vacuum and find liquid gasoline, resulting in the engine shutting down after a block or two of driving.

Factors that could mimic (or influence) vapor lock would be a marginal fuel pump, plugged tank pickup filter and getting a tank full of winter blend gasoline in the early summer. If you are pretty sure you have encountered a vapor lock situation, my suggestion would be to unhook the steel inlet line at the pump to allow any pressure out, reattach the line, remove the bolt that secures the pump, bump the engine over slightly until the fuel pump push rod is up (the pump pops up), and then use the palm of your hand to stroke the pump up and down.

You can do that faster than cranking the engine and it will save the battery. Usually 5 to 10 seconds will be all that it takes. You could loosen a carburetor inlet line to verify fuel delivery. Once fuel is present, reattach the pump correctly.

Another suggestion I have heard is to pour cold water on the pump, causing the vapor to condense back to liquid.

I have used a piece of rubber hose stuck in the filler pipe with a rag packed around it to blow in the tank and force fuel through the line. As I found out recently, this only works when you have a full tank of gas with the weight of the gas added to less space plus your inflation effort.

As I mentioned above, vapor lock is not as common now as it used to be (again, ethanol exception because of a lower vapor point), so if you suspect it happening, you might want to consider the following: check the tank filter by pulling the rubber hose off of the fuel tank outlet and observe the flow, check the condition of both rubber fuel line connectors, do a cranking check of your pump (1 pint in 30 seconds according to the book), and I like to carefully check the suction side of the pump with a finger while cranking with a remote starter.

For this check the outlet line has to be open somewhere or the carburetors empty; you get no suction if there is no place to put the fuel. Also check that the steel inlet line to the pump is not touching metal on the engine. And if you have an engine that runs hot all the time (see last month's article) you are going to get a lot of heat soak when you shut the car off.



From Your Vee Pea.....by Todd Stires

Enter to Win a Classic Corvair or \$25,000
Ok comrades, now that I have your undivided attention -

Please join our CCC community on Saturday November 18th, 10am at Skillman Classic Car's for a private tour of over 200 collector cars. Located at 1280 US 31 South in Greenwood, this will be our third gathering this year to enjoy a large collection of "auto-memorabilia"!

Early this year we gathered at Gateway Classic Cars in Carmel and a few months ago we traveled to a private collection in Orleans, IN.

We will not meet at Hubler Chevrolet.... please come directly to the Skillman location as this will allow ample time to conduct club business and then tour the facility. Club member and Skillman employee, Eddie Pryor has graciously arranged this activity for us and is a rare opportunity to review the 35 year collection of the Indianapolis area successful car dealer, Ray Skillman.

Mr. Skillman, originally from Owensboro, KY caught the car bug at an early age and once was the crew chief for NASCAR legend Darrell Waltrip (also of Owensboro).

An employee describes Mr. Skillman on a recent YouTube post as "ridiculously cool, neat and the ultimate car guy" - "Ray is a purist at heart that is preserving history one car at a time". The collection contains five cars that each have less than 30 miles on the odometer!

Also, a great chance to see a rare carousel once owned by Tony Hulman and fully restored by the Skillman staff along with many classic Corvette's, muscle cars, dragster's, open wheel race cars, bicycles, signage etc.

Yes Jan Bradley, at last check there was a '61 Chevy Biscayne in the inventory! So come one, come all-if you have been unable to attend a recent CCC meeting this is the one to attend! This collection is no longer open to the public and contains many rare, one of a kind vehicles. Free admission!!

We will be going to Arni's for lunch located on 135 in Greenwood after our meeting at Skillmans



Notes and news

Saturday November 18th	Regular meeting at Ray Skillman,s Classic Car Dealership, located at 1250 US 31 South at 10 am...We have been given the opportunity to tour the Classic and race cars that Ray has accumulated over the years. Don't miss this chance. Election for Board of Officers for 2024
Saturday December 2nd	This will be the date for our annual Christmas party. The location will be at Plainfield Baptist Church. 1575 Reeves Road, Plainfield IN
Saturday December 16th	There will be NO Regular meeting at Hublers for December
Saturday January 20th	Regular meeting at Hubler Chevrolet in Greenwood, 10:00 am
Saturday February 17th	Regular meeting at Hubler Chevrolet

Yes! it's a rare 1964 engine lid latch in great condition and one factory 64 Monza brake drum with head dissipating flanges The drum is rusty but hasn't been turned and needs cleaned up but serviceable. Only one in stock HURRY. Call Jan or Dave for pricing. Dave Beck 317-409-5682



For Sale:

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

For Sale:

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

FOR SALE

1963 Corvair Spyder coupe. White with red interior. Overall, car is in slightly above average condition. Minimal rust but there are some small areas that need minor body work. Repaint is average. Interior is above average. The car has been sitting for quite some time but does run. Runs rough and will likely need carb work. Condition of brakes unknown. MUST SELL. \$4250. Call Florine Dawson 317-498-4835





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