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CIRCLE CITY CORVAIRS June 2024

Indianapolis, Indiana

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Years VALVE CLATTER

What's Next?

I am so glad you asked. June 15 on Saturday at 10 a.m. do NOT go to Hubler Chevy for our general club meeting as it will be held at Dave & Gloria Beck's home in Brownsburg, the same time just a different place. We will host the club with pizza and drinks and a Teck session where you can put your car on the lift and take a look underneath to check all those unseen things. The club will provide all the plates, drinks, pizza etc. and there will be time to talk and visit about car stuff. We may be able to do some minor repairs or fixes along with the general inspections. This is an any weather event so bring your favorite lawn chair to sit inside if rain or in the shade if it's hot and sunny. Plenty of parking just drive back to the red barn.



Pres

Dave Beck
7245 E. 400 N. (Airport Road)
Brownsburg, In. 46112
317-409-5682



The President Speaks

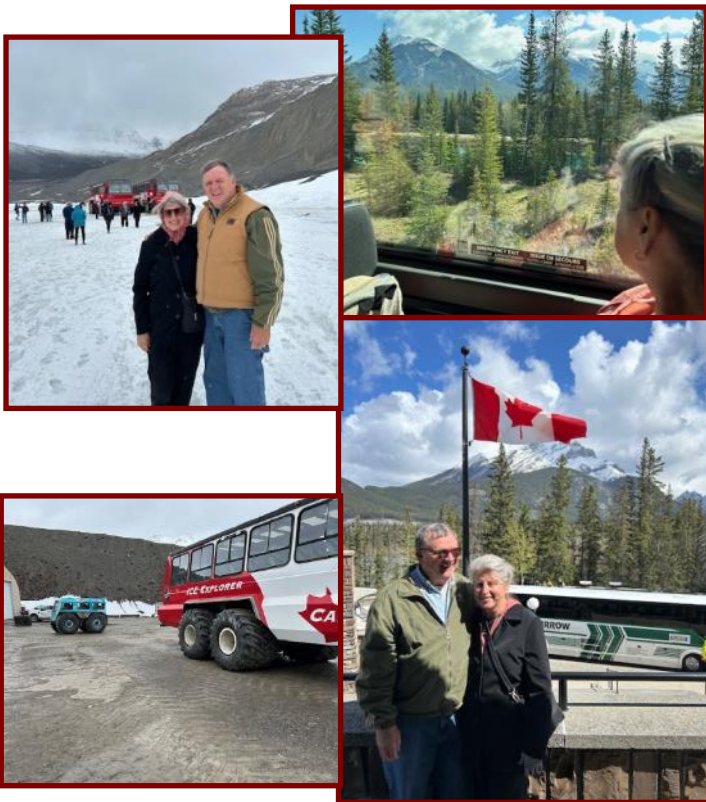
From your Vee Pea.....by Todd Stires

Gloria and I missed the last meeting at Mike Mckeel's shop as we were celebrating Mother's Day, Gloria's birthday, and our 50th anniversary all in one while we were on the Rocky Mountaineer Train excursion through the Canadian Rock Mountain area, complete with a visit to the ice field in Alberta Canada where 6 glaciers converge. We are blessed to live in such a great free land so drive your Corvair to the next county or visit another nearby state. Time controls our lives so use it up!!

Time sure does go by fast when you are having Corvair fun and that is what a group of Circle City Corvair Club members had after last month's general meeting on May 18th. A group of about 20 club members cruised 60 miles north-east to the Muncie area and enjoyed lunch at the historic Cammack Station Restaurant. Great food and fellowship in a bright neon atmosphere of auto-memorabilia, burgers & ice cream! As we arrived, a local British Car Club had their own little cruise-in and it was a special treat to see some unique auto's other than the Corvair of course!



We were joined at lunch by club member Mike Mckeel & his friend Brandon Mundell. After lunch they provided access to their nearby warehouse/workshop which contains a few Corvairs! What a sight to see most every model & color of Corvair ever made - 100 vehicles in various stages of repair, renovation & project planning. Mike & Brandon have many rainy-day projects to keep them busy for years to come. Also in the inventory were a Model T, a DeLorean DMC 12, not one but two UltraVan's, an early 50's low mile Pontiac, a massive Ford Fairlane and on a lift was an older Bentley sedan. Impressive yet almost overwhelming, we are thankful to Mike & Brandon for sharing their time & car collection! As a side trip, a few club members then ventured to Brandon's downtown Toy & Hobby Shop. Fun to see items from our youth still being enjoyed today like Lionel trains & model car kits to more modern RC monster trucks, airplanes and helicopters. A full fun day was had by all and please take time to review upcoming club activities and plan to join fellow Corvair enthusiasts.



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.

2024 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>

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 Ph. 317-504-4624
 Ph. 317-605-0724
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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 Events and Activities

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|--------------------------------|--|
| Saturday June 15th | A tune up Day at the Dave Beck Barn in Brownsburg. The club will provide the pizza and drinks. We will not be at Hubler Chevrolet on this date... |
| Thur, to Sat July 11th—14th | DACC Homecoming in Ann Arbor Michigan, Wyndham Garden Inn |
| Saturday July 20th | Regular meeting at Hubler Chevrolet with lunch at Grays Cafeteria This meeting may be cancelled due to other activities on the calendar |
| Saturday July 20th | Pendelton Car show, Falls Park, Corvair is featured car. Plan to attend |
| July 16th—20th | UltraVan Convention |
| July 22nd—25th | National Convention in Dayton Ohio, Host hotel is Marriott @University of Dayton |
| Saturday August 17th | General meeting at Hubler Chevrolet then lunch at Perillos Pizza in North Salem with desserts at Rod Lasley's home |
| Sunday August 18th | State Fair Car Show Must, register in advance |
| Monday September 2nd | Labor day picnic at Southeastway Park on far east side of Indy |

Preventive Maintenance Series

By Mike Dawson

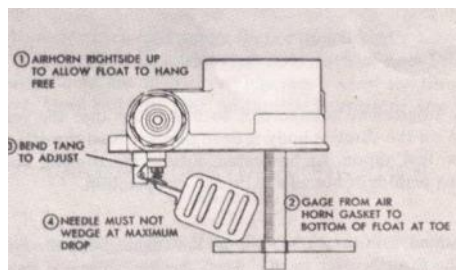
Carburetor Float Settings; Rochester 1 Barrel

The design engineers determined the best combination to maintain the correct bowl volume with both a float level setting and a float drop setting. Over the years I have found that the stock settings for the float level worked fine and I preferred to change the jet size to provide a richer mixture due to the ethanol contamination. This was because too high a float level can lead to flooding during extreme driving conditions such as an autocross, or even hard braking. In the old days (circa 1974) folks also were concerned about gas mileage, which both float level and jet size affected.



Performance and dependability are usually the important issues today. Two floats were used during the 10 year production run, the first series from '60 through '63 was the larger pontoon size and the second from '64 through '69 was the smaller with a stabilizing spring attached. There are 5 different float level settings listed between shop manuals and kit inserts. I have found that using the 1 13/64" for large floats and 1 1/16" for small floats works fine.

The float drop setting can be an issue under certain circumstances.



Float Drop, Note #4 In The Drawing

The issue that has occurred occasionally is a needle cocking in the seat in an empty bowl as the needle rises. The float is pushing the needle up and sideways as the bowl fills up and it has to slide on the top of the needle. Check the little float tab that contacts the needle and polish if necessary. If there is too much sideways drag on the needle, the carburetor will flood until enough pressure or vibration (such as a hammer tap) will cause the needle to seat.

Over the years the float drop setting in the shop manuals was listed as:

1 3/4" from '60 through '64.

1 1/2" in '65.

1 9/16" from '66 through '69.

I do not know the reason for the 1 1/2" dimension only listed in '65.

Current carburetor kit instructions show 1 3/4" or 1 13/16" (early/late) float drop.

Along with the various float settings was a change in the size of the opening in the fuel inlet seat where the needle resides; the late seats were quite a bit larger in area than the early design. Below are the original GM seat openings plus the two that I am familiar with as being available today.

Seat openings:

Early GM: 0.058

Late GM: 0.084

Walker 0.087

CCP: 0.098

Since the seat openings are now larger, I have been revising all float drop settings (with new seats) to 1 5/8" large float and 1 1/2" small float which seems to allow plenty of fuel into the bowl under maximum usage. This should help prevent needle cocking and the resultant flooding.

Some pictures from the trip to CAMMACK STATION in Muncie, then a visit to Mike McKeel's shop plus a visit to Brandons toy store



CAN AM 1
By The
BOLIDE MOTOR CAR COMPANY

This car is a prototype developed in 1970 to explore the possibility of building cars out of thermoformed plastic

Borg Warner's Marbon Chemical Division was involved utilizing their resin product CYCOLAC

The president of Bolide Motor Car Company was Andrew J. "Jack" Griffith. Jack was known for developing the TVR Griffith in the 1960's

The running gear and suspension of the prototype is Chevrolet Corvair



For Sale

I have one each of these Assembly Manuals: 1961, 1962, 1963, 1964, 1965, 1966 and 1965 Van Assembly Manual. They are available for a \$10 donation (each) to the Club treasury. These are reprints in a loose-leaf binder. If you want one or more, text me or leave a message at (317) 502-4534. I'll bring them to a meeting (no mailing). Jean

For Sale:

\$300. for dual exhaust
\$100. for single exhaust
Mark Syoen 317-749-3779

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



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