

The Dripline

Pikes Peak Corvair Club Founded 1977



Chapter 809 of



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Official Newsletter

Pikes Peak Corvair Club
Next Meeting is Sunday, November 17, 9:30 am
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The DRIPLINE

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Pikes Peak Corvair Club

On The Cover,

WarrenneEhrmann's EM at the 2010 Tri-State in Canon City Colorado.

I need your help! I have many pictures of club members CORVAIRS but I don't have any details. Send me a picture of your CORVAIR(s) and the specifics for future Dripline covers.



Steve Goodman discusses fuel systems and carb tech at the October PPCC meeting hosted by Cheryl, Kelina and Ed Halpin.

NEWSLETTER: The DRIP LINE is a monthly publication of the PIKES PEAK CORVAIR CLUB, a chartered chapter of CORSA, the Corvair Society of America. Contents are copyrighted in the names of the authors and PPCC. Articles can be reprinted in any CORSA publication as a service to CORSA members provided credit to the author and this Newsletter is clearly stated. Deadline for submitting information to the DRIP LINE is the first of each month for that month's publication. Submit information to Randy Karl at karlrj@comcast.net or mail to: the DRIP LINE c/o Randy Karl 3106 Westwood Blvd., Colorado Springs, CO 80918.

BUSINESS CORRESPONDENCE: All correspondence to the PIKES PEAK CORVAIR CLUB or its officers should be mailed to: PO. BOX 15034, Colorado Springs, CO 80935.

Notes from the President

By Ed Halpin, PPCC Prez

Hello PPCC Crew!!

A short note this month since most all of the initiatives we've been working on over the past couple months have been completed. Next month, I'll do a bit of a wrap-up of the year as we head into December and the Club's yearly office elections.

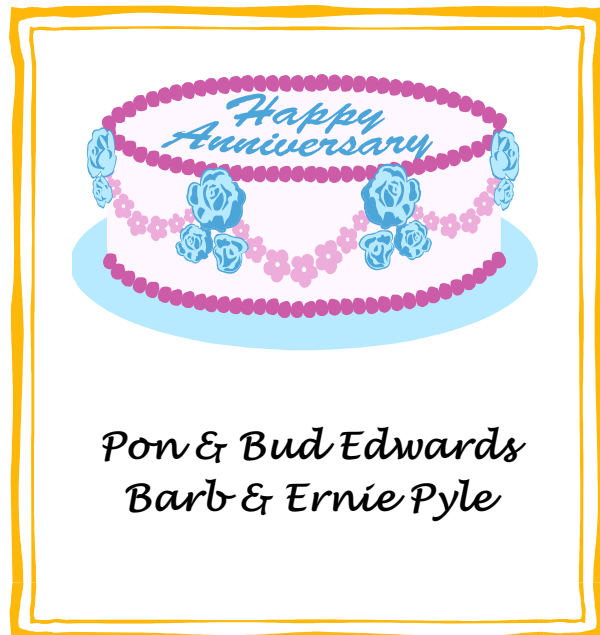


On that note, a final reminder that nominations for 2014 elected officers will be accepted by VP Randy Karl during the month of November. Officers will be elected at the December meeting by majority vote of the members present (so please attend if you want your voice heard), and the new folks will take office on January 1. If you haven't yet served in a leadership capacity to support the Club, I would encourage you to step forward and help out. All officer positions are up for grabs, with myself, Randy Karl (VP), and John Koll (Treasurer) submitting our names to remain in our current positions for 2014. The positions of Club Secretary (Patricia has decided to step down) and the "Member-At-Large" Board Member will need fresh faces, so throw your hat in the ring!

Finally, I'd like to thank my wife Cheryl and daughter Kelina for supporting me this past month as we hosted the October Club meeting at our garage and house. We had a great time and look forward to doing again sometime in 2014. Check out the meeting minutes for what you missed if you didn't have the opportunity to attend.

Thanks for your continued support. Drive safe!!

Ed



ROCHESTER CARBURATOR TECH

by Steve Goodman

The Rochester carb used on all CORVAIR engines (except turbocharged models) is a single barrel unit. The theory behind how a carb works is the principle that as air passes through an opening that is smaller in diameter at the top than at the bottom gives a 'venturi' effect, that of speeding up the air as it passes through the opening. As the air passes through the venturi at an increased speed it pulls fuel through passages protruding into the venturi and mixes it with the air and is ingested into the combustion chamber. The ability to adjust the amount of fuel necessary to mix with the air is the main jet in the carb.

There are a number of parts related to the carb operation. The above mentioned main jet and the passages protruding into the venturi is commonly known as the venturi cluster or spray bar. The design of the venturi cluster was changed many times through the years to complement each engine.

An idle circuit is employed also, it meters air through the external mixture screw into a passage of the venturi cluster. The idle circuit is needed because at low engine speed the air flow through the venturi is not enough to pull fuel through the venturi cluster.

There is also the choke, necessary for ease of starting when the engine is cold. In all but the 1960, the choke is a butterfly in the top of the carb aka the air horn. The 1960 model used a choke built into the air cleaner.

The ability to rev up the engine quickly falls to the accelerator pump. It is similar to a plumber's helper, displacing fuel at the bottom of the stroke and squirting it into the venturi. The raw fuel helps the engine start off quickly. There is a check needle involved here also, it keeps some fuel 'at the ready' for that quick jump off the traffic light.

A lesser known and understood piece is the emulsion tube aka the main well insert. It is a cup type affair with holes in the sides and it resides between the main jet and the venturi

cluster. The purpose is aerate the fuel a little so it doesn't boil while being stored between the jet and the venturi cluster. There is also the bowl vent used on 64 and later carbs. When the throttle is closed the vent is opened to allow some circulation of air, again to keep the carb from boiling the fuel.

The 65 carb brought forth a high speed enrichment circuit. Under open throttle conditions vacuum will lift the needle and allow some raw fuel to be pulled into the venturi along with the metered fuel. When the AIR pump was added for smog requirements another air bleed for off-idle operation was added.

TYPICAL CARB MALADIES

IDLE SPEED LOW or DIE AT IDLE: dirt in the idle circuit in the venturi cluster or vacuum leak at base gasket/balance tube hose/choke pull off hose or diaphragm or modulator diaphragm or hose (pg only) or idle mixture mis-adjusted.

IDLE SPEED TOO HIGH: mis-adjusted carb linkage or debris not allowing linkage to return to a closed position

CARB FLOODING OVER: dirt holding the float valve open or float valve loose or float heavy (filled with fuel) or too high fuel pump pressure

HESITATION OFF IDLE: accelerator pump cups failed or dirt in squirter holes or pump lever mis-adjusted.

NOT ADEQUATE POWER: jetting too small or carbs not fully opened

NOTE: look at all the above problems that are related to dirty fuel.

ROCHESTER CARBURATOR TECH (Continued)

THOUGHTS ABOUT OUR GAS AND JETTING

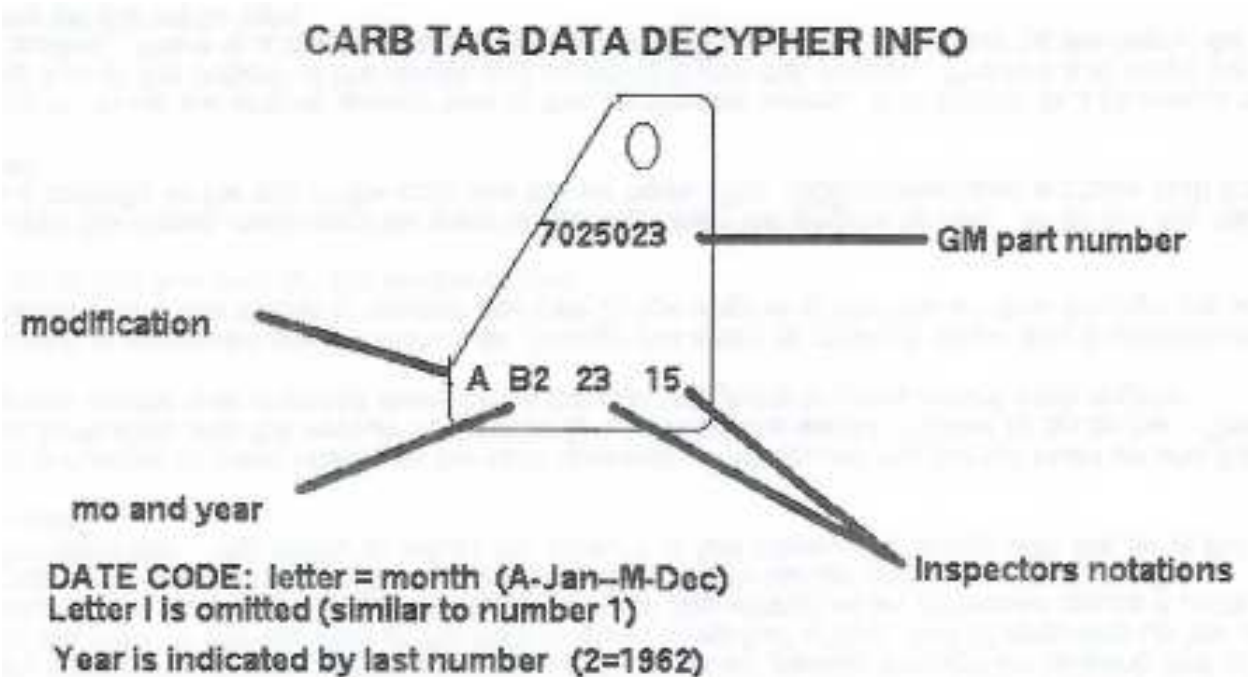
In the 'good old days' the idea of high altitude jetting consisted of changing the jet to a smaller size to compensate for the lessened air. What has changed now is the fact that the new fuel formula has more oxygen in the fuel. This of course is to combat the tighter air quality regulations. What this means is that with more oxygen in the fuel it offsets to some extent the air intake from the carb.

What I am really trying to say is that now the jet must be a larger diameter to allow a little more fuel into the system. The jet diameters of years past was in the .049-.051 range. Most of the engines today seem to run better with .052-.053 jets. The side effect from the richer mixture is that the timing can

be set at the normal degrees which gives the best performance for the engine while allowing the combustion chamber to run cool enough to resist the pre-detonation problems.

One other problem may exist with the highly oxygenated fuels. When the engine is shut down for a short time the heat has the possibility of 'cooking' the air from the mixture, leaving only the raw liquid fuel in the fuel runners and combustion chamber. When this happens the engine is difficult to start and the first thing that comes to mind is that the engine is flooded. In reality the engine is already flooded and needs air to mix with the liquid fuel. With that in mind, instead of pumping the gas pedal, just hold it to the floor.

Happy Corvairing, Steve



PPCC Elections

ARTICLE IV - OFFICERS

SECTION 1. Officers: The elected officers of this PPCC shall be: President, Vice President, Secretary, and Treasurer.

SECTION 2. Elections: A call for volunteers to serve as officers and board members will be announced at the November meeting. Officers will be elected at the December meeting by majority vote of the members present, and will take office on January 1. In the case of a tie, a run-off vote shall be held.

Only members shall be entitled to volunteer for a position or submit a nomination. If no nominations are received for an officer or board position, the Board of Directors may select a candidate to fill the position.

No person shall be a candidate for office or Board position unless they have been a PPCC member for at least one year.

Each officer will serve for one year, or until his/her successor is elected, except for the office of Vice President which officer will act as President in the event of the incapacitation or resignation of the President.

Bylaws of the Pikes Peak Corvair Club



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**PPCC
Admin**

Monthly Meetings: The PPCC meets on the 3rd Sunday of each month, 9am at selected member's garages. Please reach out to the Club President or VP for meeting details .

Membership & Dues: PPCC dues are \$25 per year, and, membership in CORSA is a prerequisite for membership in PPCC. Please refer to the club's website below to obtain a copy of the membership application and guidance for submission. Checks should be made payable to "PPCC" and mailed to: PPCC, ATTN: Treasurer, P.O. Box 15034, Colorado Springs, CO 80935.
<http://www.corvair.org/chapters/chapter809>

Editorial Contributions: This newsletter is intended for the membership's information and enjoyment. To that end, we encourage everyone to contribute to its content. Please send your stories, suggestions, questions, recipes, jokes, and/or photos directly to Randy Karl at karlrj@comcast.net or, snail mail to: PPCC, ATTN: Drip Line Editor, P.O. Box 15034, Colorado Springs, CO 80935. Preferred format for documents is MS Word, and format for pictures would be JPEG. Deadline for submitting information to the Drip Line is the 1st of the month for that month's publication.

Business Advertising: Advertising business services of both members and non-members will be; Business card sized ads = \$2.50 per month, ¼ page = \$5.00, ½ page = \$7.50, Full page = \$10.00. To simplify accounting, business advertisers will be asked to pay in advance for either six or twelve months advertising. Electronic copies of ads may be sent directly to Randy Karl at karlrj@comcast.net. All checks for advertisements should be made out to "PPCC" and mailed to PPCC, ATTN: Treasurer, P.O. Box 15034, Colorado Springs, CO 80935.

Classified Ads: Simple classified ads for Cars or Parts For Sale, or Wanted, are free to PPCC members, limited to 25 words, and may include a photo. Non-members will be charged \$10.00 per month. For larger ads, please see "Business Advertising" above for appropriate pricing. Electronic copies of ads may be sent directly Randy Karl at karlrj@comcast.net. All checks for advertisements should be made out to "PPCC" and mailed to PPCC, ATTN: Treasurer, P.O. Box 15034, Colorado Springs, CO 80935.

PPCC Merchandise: Please refer to the club's website below for a listing of available items and pricing. <http://www.corvair.org/chapters/chapter809>

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Facebook Admin	Patricia Fox	719-646-1123	patl80820@yahoo.com	
Web Maintenance	Randy Karl	719-660-8309	karlrj@comcast.net	

Activities & Events To Check Out This Fall:

June 1st thru November 2nd (1st Saturday of each month): *First Saturday Car Show*, The summer fun starts at 7 a.m. Saturday, First & Main Town Center, 3133 Cinema Point, near Dick's Sporting Goods. Show is free, vendor Whole Foods will sell gourmet coffee and breakfast treats.

<http://www.firstandmaintowncenter.com>



November 17th, 2013

PPCC Club meeting at Pat and Paul Campbell's. (directions will be sent out prior to the meeting). 2014 Officer Nominations.

December 14th, 2013

PPCC Christmas Party at David and Mary Ellen Feasel's house. Directions and more information will be provided.

Did you know?

Apollo astronauts trained on a Corvair-based lunar rover in New Mexico.

More about that adventure

http://www.hemmings.com/hmn/stories/2012/11/01/hmn_feature22.html



Information Kits Available from GM

Several years ago one could contact Chevrolet and ask for a "Restoration Kit" for the year and model of Chevrolet you wanted. They would send a package in the mail that measured about an inch thick, chock full of everything you wanted to know about your vehicle. When times got tough for GM they discontinued the service due to the expense. The kit is now available again. It's called a "Vehicle Information Kit" and is available at the GM Heritage website. Go to <http://gmheritagecenter.com/gm-heritage-archive/vehicle-informationkits.html> and select your vehicle and year. Agree to the terms, and the kit will be downloaded to your computer in PDF format. It's the same information they used to send out in the mail. The kits are available for a plethora of GM cars including Corvairs. The information includes vehicle highlights, color codes, wheel/tire specs, complete specs on engine, transmission, suspension, and other systems, standard equipment lists, options, trim packages, brake information, vehicle features, exterior/interior dimensions, engine options, and much more.

Van Pershing, Tucson, Arizona

Meeting Minutes Continued from page 9

- Bob Galvin volunteered to take on the Membership Chair role from John Koll. Bob and John will work out the transfer of responsibilities.
- Tech Session on Fuel Systems started at 9:50am. Some highlights:
- Steve Goodman presented on Carburetors and common adjustment issues (handout provided, see page 4)
- David Feasel presented a cut away gas tank and John Koll demonstrated how to remove the sending unit with a fancy tool designed for just such a purpose
- Ed Halpin presented on the electric fuel pump conversion process (handout provided)

In Attendance (18): Allen Amrine, Jon Anderson, Warren Ehrmann, David & Mary Ellen Feasel, Peter Frantz, Bob Galvin, Steve Goodman, Ed & Cheryl Halpin, Kelina Halpin, Randy & Sarah Karl, John & Jeannie Koll, Wayne & Bonnie Russert, Larry Schubert (RMC Guest visitor)

Meeting Minutes

Submitted By Kelina Halpin, Stand in Secretary in Patricia's absence.

- Meeting called to order by Ed Halpin, President, at 9:35a.m.
- Thanks to Ed, Cheryl, and Kelina Halpin for hosting the meeting
- Thank you to Sara Karl for baking cinnamon rolls for the meeting, and to all others who brought additional snack for us to munch on.
- 17 members present and one guest visitor, Larry Schubert from the RMC
- Randy Karl recognized for another great newsletter. Bob Galvin commented on how professional the publication has become. Great Job!!
- Minutes from September meeting approved as published
- Treasurer report and member update provided by John Koll; the Club is solvent with more than \$2700 in the treasury. PPCC has 36 current members, no new members added this month

Old/Unfinished Business:

- RMC Picnic Entrance Refunds – RMC refunded back to PPCC members the \$9 park entrance fee, if it was turned in by their October meeting. Ed collected those from RMC and provided the refund back to Bonnie Russert. Ed will mail the other refund to Patricia Fox.
- Christmas Party – The date will be Saturday, December 14th. Location will be at David and Mary Ellen Feasel's house in the Springs. We'll gather at 1pm for an early dinner meal, followed by a Yankee Gift Exchange, so folks can be driving home before it gets dark. Members with last names starting A-J are asked to bring a side dish, K-Z a desert. The club will cover the Feasel's costs for the main dish (turkey/ham or both). Directions to the house will be provided closer to the event, as well as guidance for the gift exchange. Thank you very much David and Mary Ellen for opening your home up to the club to celebrate the holiday!
- Yearly Club Elections - Nominations for new club officers will be in November, vote in December, new folks in place in January. If you're interested in taking a position and supporting the club, please let Randy Karl, Club VP know and we'll get your name to the nominating committee. Right now we know that the Club Secretary position will be open for nominations.

New Business:

- Reminder of Next Month's Meeting – November 17th, Location will be Paul Campbell's garage. Topic of discussion will be "*Corvair Electrical Systems and Issues*". More info to be provided in the Drip Line and directions via email.
- David Feasel volunteered to host the December meeting
- Wayne Russert volunteered to host the January or February meeting
- The Tri-State hotel in Chama has sold out of all of the reserved rooms; however Sara noted that if you go to hotels.com, they still have vacancies, just not at the Tri-State rate. It was noted that the hotel reservations desk is now closed for the season.
- Bob Galvin showed a photo and tested how well we know other people's cars. Sees a Rampside in the area, but doesn't know the owner. Bob to check in with the owner and say Hi
- Short discussion on Kelina Halpin taking over either the web page or newsletter from Randy as we spread the support responsibilities around. Randy and Kelina to work that out together. (continued page 8)

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