

# HEART O' AMERICA CORVAIR OWNERS ASSOCIATION



## *The February Meeting In a Nutshell*

We welcomed Don and Barb back from their trip to the Mediterranean. Don has published his trip photos online and some are very good such as the one shown here. Email him if you would like an invitation to look at his online photo gallery. Chuck and Dorothy Morris have just returned from Arizona where they visited with the Bob and Jean St. John in their new home in Arizona. Kenny and Gina Ragan were not able to attend the February meeting because they are in Arizona visiting the St. Johns. Travis and Marcia Bolton will soon be leaving for Arizona for a wedding, and they hope to visit the St. Johns. Anyone else wanting to visit the St. Johns please take a number.



Don opened the meeting by asking club secretary Elaine Richardson to read the minutes from the January meeting, which she did with her usual flair. Sandy Dawson gave the treasurer's report; the club is in too good of a financial shape to qualify for the Stimulus Package funds. Travis Bolton gave the website report: all is well. The newsletter report was next; I invited anyone with a story to share, or an ad to add to the classifieds, or a business card to put in the newsletter to please send a email to [newsletter@hacoa.org](mailto:newsletter@hacoa.org). or give them to me at the next meeting.

Don led the club in thanking Mike and Sandy Dawson for hosting the tech session at their home on Feb. 8th. Mike noted that he will be hosting a hands-on session when the weather becomes more stable.

Dominique Allen reports to the Kansas National Guard in early March. He received a round of applause for all he has done for the club the last few years as VairCor editor and club treasurer. We all wish him luck and a safe, speedy return.

Jack Hill reported that a Greenbrier formerly owned by local club members was sighted recently on e-Bay. The van, now in Juneau Alaska, hasn't sold as of yet. Ironically enough, someone had asked about shipping it to Kansas City.

In future business, the club auction will be held at Chappell's in April. The proceeds will be split between the Corvair Scholarship Fund and Turner House. If you have an item or two to donate please let Don or myself know so that we can add it to the list to be published in the April *VairCor*. The items don't have to be Corvair related, baked goods sell excellently.

It was announced that a raffle will be held during the 2009 National Corsa Convention in Jacksonville, FL for a 1964 Monza Coupe 4-speed, 19K original miles. It's tuxedo black with the original red interior. The car is documented as a National AACA Senior Car. The Florida Chapter will run this car through Concours and it will be placed in the Factory Stock Restored Seniors Car category? We believe the car will be placed into Factory Stock Restored. Raffle tickets are \$5 for one ticket, \$20 for 5, \$50 for 13, and \$100 will get you 27 tickets. Mike Dawson is handling the raffle tickets. For more info go online to: <http://corvair.us/Pictures-Pages/Image0.html>

Mike Dawson, Social Chairperson, reminded members that Bob and Jean St. John will be hosting a social on June 6<sup>th</sup> in Albany MO during the community's Frontier Holidays event. There will be a parade on Saturday and a barbeque for club members that afternoon. A local motel will be accepting reservations for the event. The phone number is 660-448-3415; ask for Bonnie or leave a message. The price is \$65 a night; space is limited.

June 27<sup>th</sup> the HACO 45<sup>th</sup> anniversary Social will be held at Gary and Helen Moore's home near Lawson MO. There will be cake.



The night's program was presented by Ray Curtis of Raze Computer Repair. The subjects for the night were "Securing Your PC" and "Using Open Source Software." Ray and Scott Allison demonstrated a computer operating on Ubuntu 8.10 a very stable, secure and free Unix-based operating system. Ray demonstrated the operating system on a ten-year-old computer. Despite it's age, the computer ran very fast using Ubuntu. Open source software is available for about any need, from word processing to movie editing. Web browsers and email programs, page layout, even games can be downloaded for free. So if you have an old unused pc in the closet, get it out and load Ubuntu onto it or have Ray load it for you. Take it for a drive, and you might find there is life without Microsoft. For more information go to <http://www.ubuntu.com/>.

-Gary Moore

## The Preventative Maintenance Series

By Mike Dawson



### Security:

Corvairs in general are not very secure cars compared to some of the current offerings. To lock a car or not is sometimes a difficult question. If you lock it, you seem to be saying that there is something inside worth stealing. If you have a convertible, you invite the obvious. As I pointed out last month, getting into a locked Corvair is easy, and I only touched on one of many methods. Someone who plans to steal a car would come prepared, perhaps using the three steps I outlined last month.

My feeling is that if a thief cannot get a car on the road in the first minute the odds are that he will make a hasty retreat. A cranking car that will not start attracts far too much attention, thus my suggestion:

Install a hidden switch under the dash, grounded on one side and connected on the other side to the negative side of the coil. You are simply grounding the coil when you close the switch. Use a wire that looks original, combining it with the regular harness, and it will look identical to a tachometer wire. If you have a tachometer in your car, wire the switch into that wire in your dash harness. It will take a technically inclined person with some time on their hands to determine what you have done.

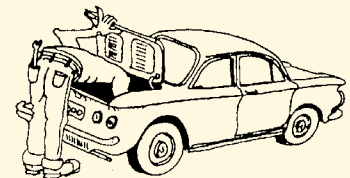
If you cannot get motivated to do that much work, you can at least make a jumper with alligator clips and do the same thing in the engine compartment. You could also pull out the coil wire or unplug the starter connector, but ends of coil wires come off sometimes and doing these things is a nuisance every time you leave your car.

Every Corvair (five to date) that I have worked on after they were stolen and recovered had been started and run by jumping the wires under the dash. Getting access to Corvair wiring is easy but you are still safe with a grounded coil. If you do have an attempted theft, repairing dash wiring is better than waiting in vain for your car to return in one piece.

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**Working Tech Session: May 23, 2009**  
**12:00 – 6:00**  
**(Rain Date May 24)**



Drop by for diagnosis, tune ups, carburetor work, wheel bearing packing, exhaust work etc. Bring your own parts or let me know what you want; I have a fairly extensive supply of maintenance and repair parts. This is a do it yourself session, but if you only want to watch and just socialize, come ahead, the bigger turnout the better. Please note the following:

Four garage spaces available plus lots of driveway room and front yard if necessary.

Bring your own hand tools; I will supply specialty tools, 175 PSI air, acetylene torch, wire welder, hydraulic press, etc. (Also supervision if you want it)

Brake replacement requires turning drums: I can have exchange items ready if you let me know ahead of time.

I have six jack stands, first come first serve: you might want to bring your own.

Bring a chair unless you just like concrete.

Food, soft drinks and adult beverage will be served. Just what is still to be determined. A small donation will be requested to cover shop supplies.

RSVP Mike Dawson 816 322-4057, mdawson1961@sbcglobal.net



## POINTS STANDINGS

The following points standings are based on all events through 3-31-72 with the exception of those events with no results sheets out yet.

### Men

Mike Jones	35
Doug Lohofener	35
Dick Leclair	29
Mike Dawson	28
Jim Anderson	27
Gary Zimmerman	26
Sam Shockley	23
Dick Berger	21
Barry Clark	19
Wayne Gash	18
Duane Burton	18
Don Cameron	18
Doug Donaghue	17
Mike Nott	16
Charlie Clark	14
Roger Gallup	12
Bill Cook	11
Dave Gallup	11
Pinker Nott	9

### Women

Sandy Dawson	18
Donna Anderson	16
Janice Cameron	16
Pam Jones	15
Linda Lohofener	13
Linda Gash	12
Suzanne Zimmerman	12
Marilyn Donaghue	10
Jathy Nott	9
Wildred Nott	9
Janet Berger	6
Linda Cook	5
Lindy Gallup	5
Margaret Shockley	5

If you have a question, complaint or result sheet, please call Mike Dawson 763-9025.

\*\*\*\*\*

Trophies for our March 12 event at King will be given out at the Meeting, April 11. The magnetic HACOIA emblems discussed last month are ready for our decision and will be at the meeting also.

## PARTICIPATION

Last month, while discussing "Enthusiasm" I implied that an enthusiastic member should get involved and participate in club activities, setting his/her own limitations; I'd like to share with you now a few thoughts on just what that might mean to you:

Participation is --

Joining in an activity, mentally and/or physically. Sharing success and failure, happiness and sadness. Contributing, participating. Having an interest in something.

Sounds a little one-sided, doesn't it? - Like a participant is one who puts out all the effort. Well, that would be true if you were the only one, or one of a very few, considered in the "participant" category. But, what if everyone in the group participates; then doesn't the group as a whole reap the benefits of all the expended effort?

A primary strength of HACOIA has been and is that its membership has been composed of active participants. The "CORVAIR" provides our nucleus, our main reason for gathering together; we must do the rest ourselves, individually and collectively. Ask yourself what you can do to become a more active participant, what can you contribute which will earn you the dividend of getting involved? One of our number is actively trying to obtain a new lot; another, having recently experienced another club's rallye, is anxious to put one on himself; another is scheduling a drivers' school soon; two, on their own initiative, started this paper; another continues to seek and find good

new members; others help each other on their cars, find parts obtain parts discounts, volunteer to put on events, have parties, etc. Where then is your niche? Ladies, especially we need your continued support; what can you do for and within the club to insure your sanction and your participation? What can the club do for you?

The foregoing is not intended to be critical, there is no need however, it is intended to be thought-provoking. I think we have a fine organization and we have a lot of fun together; I also believe, through all of you, we can be better and stronger and can have even more fun!

---Jones

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1964*	ST-33	3.25
1964 w/61	H-35	6.50
1965	ST-59	5.25
1966*	ST-74	2.50
1966 w/65	H-50	6.50
1967*	ST-132-67	2.50
1968*	ST-132-68	2.50
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1967 w/65	H-51	6.50
1968 w/65	H-52	6.50
1969 w/65	H-53	6.50

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# Here's the Story on How I Came to Own My Corvair

by Michael Sloan

As I was growing up, my father, a used car dealer, had many different cars around. Including many cool Corvettes. I remember a Dodge Dart 340 Sport that he and I took for a test drive. Man, would it burn rubber! I swear he brought it back with bald tires. Needless to say, that car really opened my eyes. But the car I remember most was the turquoise 65 Corvair sedan my mother drove for a while. I remember thinking that car was so cool because the engine was in the back.

Years later, I decided that I wanted a Corvair of my own. I wasn't necessarily looking for a convertible, just knew that I wanted a late model. I had failed in two attempts on e-Bay. But while searching online one day, I found an obscure website with a 65 Corsa Convertible for sale in Iowa. The seller claimed many mechanical repairs had already been performed and by the photos he posted it didn't appear too bad (little did I know that his photos were taken from the absolute best possible angle). So I decided to take a drive up north for a look at it. I had reserved a U-Haul trailer just in case.

When we arrived at his house, the car was in the driveway. I remember thinking "My God, this car is a heap!" Most of the interior was out of it, and all of the engine shrouding was off because the seller had just put the engine back in and painted in the engine compartment (around the frame rails, etc.) The body, oh my, it needed so much help! During my test drive I called my father in South Carolina to ask his opinion. I remember telling him "Dad, this car is ROUGH and when I say rough, I really mean pitiful!" He responded, "Yeah, BUT it's a Corsa convertible. They didn't make that many in 1965." So he felt it was worth it and we could do the bodywork (he's also been a body and paint man all his life). So I left Iowa the proud new owner of a Corsa Convertible! I couldn't wait to get back behind the wheel again.



I got it home in the garage and did some clean up work to get it halfway presentable. I was determined that it wasn't going to sit and deteriorate. I wanted to drive it! Short trips became long trips as I became comfortable with the car. Dad told me I should take it up to Metro North so I could see the Corvairs that were on display. I told him that I wanted to be sure I could make it home!

Casual driving came to a screeching halt when just 3 blocks from home the clutch cable broke. So I drove it the rest of the way in 1st gear. On Dad's next visit, we put a clutch cable in the car, but couldn't get it adjusted just right. So I took the car to a local repair shop and the owner had some knowledge of the cars. He was able to get it better, not perfect, but better. In the meantime, I had much bigger problems to deal with.

Only after getting the car home did I realize that the previous owner had removed the VIN (Vehicle Identification Number) plate to paint the frame rails! If I never learned anything else from my Father, I certainly learned that you never, ever remove or tamper with a VIN plate! Fortunately, I had the plate in the "parts collection" in the trunk. But to pass Kansas state inspection the plate has to be attached. So I spent time tracking down the actual type of rivets that held it on and located a gentleman in New Jersey that had some. But there was another problem!

The title had the last two digits of the car's VIN missing! I had failed to notice that as well! And of course, the last two digits are THE MOST IMPORTANT since they identify that particular car. So now I had to involve the Iowa DOT in this mess. They agreed that they would issue the paperwork, but required a photo of the VIN stamped on the front body support. So I proceeded to take the passenger front tire off thinking that this would be a fairly easy thing to do. I had no idea what I was in for. What a pain! To photograph the VIN the entire front suspension assembly had to be removed. So with the help of my brother and father and parts from Clark's we removed, rebuilt and repainted the front suspension. Then cleaned and repainted the undercarriage. Once we had it back together the car was aligned and then it was back up and running again. This time legal!

It didn't last long though. The new clutch the previous owner had installed gave out. He had forgotten to replace the throw-out bearing. So the car went into storage for about a year and a half while I saved up to get the car fixed right.

I hauled the car to Larry Claypool's shop in Chicago. I asked him to rebuild everything

continued on page 5

electrical or mechanical on the car so that it would drive and operate as new, though it just wouldn't look that way for a while. Eight long months later he called to say it was ready. When I arrived at Larry's shop the car was sitting outside. Larry pointed out the repairs stating that the motor was strong and he was very pleased on how it had turned out. He said "Get in it and take it out for a spin". So I backed out and proceeded to tool around for about 30 minutes! I was having such fun I almost forgot what I was doing. The car was an absolute blast to drive. It was a bit of a surprise when now the functioning secondary carburetors kicked in the first time.

Now I have had the car back over a year and we're still working on the timing of the rest of the restoration, My car is currently Danube Blue with light blue interior and a black top (needs a new one). My plan is to change the color of it to Evening Orchid with a white interior/white top. I was very lucky to be able to purchase an entire new front clip (both fenders, hood and front panel) for the car since those are the worst of the body panels. These are brand new original GM parts-- how often do you find those now? I'm hoping to get the new panels put on this summer and then we can begin working on the rest of the bodywork. It's a work in progress, but I enjoy driving it every time. I try to drive it at least every couple of weeks to make sure that it stays in peak operating condition. It's amazing how much I have learned about cars since buying the Corvair. We plan to move to Florida in about a year so my car will become a Floridian Corvair and I've already scoped out the local Corsa chapter in Sarasota!

I want to personally thank Don Wagner and Mike Dawson for helping me out when I needed it and encouraging me to join in the club-- what a wonderful bunch of people and Corvair enthusiasts! Now there are two other Corvairs that I know of within blocks of my home!



# Classifieds!!!

Don't forget the Club Auction is coming up in April. Please send your list of your items to newsletter@hacoa.org. If you have items too large to bring to meeting photograph them for the *VairCor*.



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**For Sale:** 1965 Corvair Monza 4dr. with factory 4 speed, some rust, I am sure it ran when it was parked at some point. Engine does turn over by hand and nearly all the parts are included. Most are even attached. \$1100 Gary Moore 816-296-7819 or newsletter@hacoa.org.



## This Month's Featured Members:

### Don and Barb Wagner

By Gary Moore

I visited with Don and Barb at their home in Savannah on President's Day. It was a bright sunny day but still a little cool. Barb made some coffee, something that Don won't touch with a ten foot pole she informed me. We sat down at the kitchen table and I learned a bit about them. They had been high school sweethearts, their first date was the junior prom. They both attended Northwest Missouri State College in Maryville, MO. They married in 1957 during their junior year at Northwest. Finished college and started a family. Don went to work as a teacher in Kidder, MO and Barb started a career as a mother. Don moved from Kidder to teaching jobs at Dearborn, Faucett and finally Savannah where he taught for 29 years. When the children were old enough Barb began teaching in St. Joseph for a year then in Savannah School district until she and Don retired.

Their first Corvair was a dark blue '63 coupe that Don drove to work. He related a story where one day he visited a friend's home to help their son with a drafting assignment, he stayed a little later than he had anticipated. He had to hurry to a game that he was coaching that night. He forgot that he had crossed a railroad track on the way in and on the way out he hit the tracks and became airborne, cracking the transmission case when he landed. He was able to nurse the car home and make it to the game. He later changed out the transmission and drove the car for several more years.

Don's father was fond of Corvairs, and when he passed away in 1984 he left Don his 1965 coupe. Don entered the 65 in a car show only to be beat out by his son's 63' Convertible. Barb told him if he was going to show cars he needed to do it right.

Don took her advice to heart and started looking for a serious car to show. He found a 1966 Corsa Convertible and finished it in time for the 1989 CORSA National Convention in Kansas City with the help of Fred Bybee, Mike Dawson and other members of the club. Don tells a story on himself. When he finally had

the car together he tried to take it for a test drive, but it was very noisy when he tried to shift it. He brought the car to Mike Dawson to see if he could figure it out. Mike found the problem. Don had installed the clutch backwards. It was corrected and every thing was fine. The car went on to receive many awards and honors. Tom Strongman featured it in a 1995 Kansas City Star "Automotive Classic Car of the Week" article.

His next serious project was a blue 1966 Monza Convertible with a automatic transmission. He had done such a good job on the red Corsa it was hard to believe he could improve on it. But the restoration of the blue car is as near perfect. He debuted it 1996 and has won its share of awards and trophies.

Barb and Don have other hobbies; they enjoy bird watching and try to walk at least 4 miles each day. They also enjoy travel and have recently returned from a Mediterranean cruise.

Besides restoring full grown Corvairs Don also restores tin model Corvair cars. He has a collection of Chevrolet dealer promotional miniatures, several die cast Corvairs including hot wheel Corvairs. This might not be considered a hobby because he sells these little treasures from a booth at National Conventions.



continued on page 8

page 7

Don and Barb have been very active in the club since they joined in 1988. Don has served on nearly every committee and held many offices in the club. He is presently serving as chapter president. Don also serves as a Concours Judging official for CORSA National Conventions and regional Round Ups. Barb serves as the official Concours Point Tabulator for many of these events.

Before closing I have to give a warning about Barb's Chocolate Peanut Clusters that she makes for the auction. They should be avoided. Do not under any circumstance bid on them. People have been known to go into deep depression when the supply is exhausted. Do not suffer my fate and have to pay exorbitant prices to get a BCPC fix. \*see presidents corner



Don and Fred Bybee judging Concours in Detroit in the rain



Barb, Sandy and Elaine tabulating Concours scores.



Just of the few of the trophies.



Don's toy room.



The Monza being sandblasted.



More photos on page 9 and back cover.



## President's Corner - March – Don Wagner

We hope that most of winter is behind us and that means those cold, cloudy, and windy days are by us. It is time to start thinking about what needs to be done on those Vairs. If you need to wash, wax, repair, or paint, this is a good time to get this done.

The April auction will be here before you know it so start looking around to see what you can bring to the auction. If you have some big parts to sell take pictures of them or type information about them, so we can read off this info at the auction. Besides parts, cookies, pie ( sounds good), cup cakes, and fudge are good things to bring. One year someone had flower bulbs for sale. This past year Gary and I got into a bidding war

over peanut clusters and Gary got the bid and those peanut clusters ended up being quite expensive. If you are interested in raffle tickets on the 1964 Monza (19,000 mile-car at the Florida convention in July. Contact Mike Dawson for tickets (1) ticket is five dollars; \$20 gets 6 tickets; and the more you buy the better the deal.

I have just learned that March will be the last column by Tom Strongman in the Sunday Kansas City Star Automotive Marketplace/Gallery. As you know, his articles have been a wonderful source of human interest stories about individuals and their vehicles. Tom wrote an article in 1995 on my Red 66 Corvair with a picture in the Star.

There are a few people that have not got their dues paid for the year. Would you please contact Sandy Dawson to pay them?

See you all at the March 10<sup>th</sup> meeting!

### Calendar of Events

- March 6-7 Performance Corvair Workshop Indianapolis IN.
- March 10 Regular monthly meeting 7:00pm at Chappell's in North Kansas City
- March 20-22 13th annual HEART OF TEXAS REUNION New Braunfels. TX
- April 14 Annual HACO auction at Chappell's in North Kansas City
- April 25 HACO Car Display at the Weston Tobacco Barn Antique Show (recently added)
- May 12 Regular monthly meeting 7:00pm at Chappell's in North Kansas City
- May 23 Working Tech Session at Mike and Sandy Dawson's
- June 6 Frontier Holidays Festival Albany MO
- June 9 Meeting in the Park 7:00pm, Sar-Ko Park, 87th and Lackman Rd. Lenexa, KS
- June 27 HACO 45th Anniversary Social at Gary and Helen Moore's
- July 14 Regular monthly meeting 7:00pm at Chappell's in North Kansas City
- July 13-17 CORSA National Convention, Jacksonville FL
- October 2-4 Great Plains Round-Up, Wichita, KS



Don's Red Corsa, yes that is snow on the ground!



Don's Blue Monza practically perfect in every way!



Don and Barb Wagner's  
Blue 1966 Monza and  
Red 1966 Corsa Convertibles

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