

Winner of the 2010 Tony Fiore Memorial Chapter Newsletter Award

HEART of AMERICA CORVAIR OWNERS ASSOCIATION



September is drive your Corvair to the meeting Month

It has been a slow news month for the club. It seems like there was something going on every weekend during June and July, but not much in August. There were 26 members in attendance at the August meeting. We have two new couples to welcome to the club, Wes and Kim Mellis from Edwardsville, and also Tom Imig and Diane Harrel of Mission Hills. The Boltens drove their '63 Convertible to the Missouri Wine Trail this past weekend. The only other thing I have to report is that Helen's red Rampside is now licensed, thanks to Mike, and if the seat belts I ordered for it get here on time, she might drive it to the September meeting.

The other bit of news is that the VairCor has been awarded first prize in the 2010 Tony Fiore Memorial Chapter Newsletter Award. This was announced in the September Communique. I want to thank all HACOIA members for allowing Helen and I to be the editors of the VairCor. We were not named in the Communique article and rightly so. The Vaircor has been a group effort; Mike Dawson presents his monthly "Preventive Maintenance Series" article. Each month a member of HACOIA steps forward and graciously volunteers to share a little bit about themselves in an interview for the "Member of the Month" article. The club presidents have always had the "President's Corner" article in on time. Many times someone has covered an event for me when I could not attend. I have used photos in the newsletter taken by nearly every one in the club including Marie Bolton, Jack

Hill, Jack and Elaine Richardson, Don Wagner, Dorothy Morris, Cliff Carlino, Mark Whitman, Lynn Polston, Bob Brought, Kat King and, like I said, nearly everyone. If I've left your name off that list it just proves my point.

I greatly appreciate the help I received from the Allens during the transition. Dominique and Corly handed over every thing I needed to get the newsletter out that first month. The advice I got from former editors Gini Ragan and Jean St. John was priceless. Don and Barb Wagner spent hours proofreading my first few newsletters. And I would like to thank the HACOIA member who pointed out that the first three newsletters had 'America' spelled wrong. I can't remember who caught that one, but it's good to know we all look out for each other.

Though I do most of the grunt work on the newsletter, Helen tries to make sure that the newsletter looks nice and the grammar, punctuation and spelling are as perfect as possible. Her favorite part of the project is helping with the "Member of the Month" interviews. Those have been fun for us to do together. We have enjoyed putting together the newsletter for you for nearly two years now.

I have been asked several times when will Mike and Sandy Dawson be the members of the month. Mike says he is in the newsletter enough and wants to be one of the last ones interviewed. Helen and I have interviewed about a third of HACOIA members for the last 21 months, so if you haven't volunteered yet give me a call or email me at hacoianews@gmail.com. I have interviewed members from Arizona, South Carolina and Wichita KS. I would not have trouble interviewing members from Butler, Valley Falls, St. Joseph, Glenwood or even Kearney.

This is your newsletter so please donate stories. If you are going to a parade, a cruise or a car show, take photos and share them in the newsletter or put them on the HACOIA website. If you aren't up to uploading the photos to the website, get them to Travis—or even me. I have already completely wiped out the website's photo gallery once; surely lightning won't strike twice in the same place.

Thanks again, everyone. If this weren't such a great club this wouldn't be an award-winning newsletter. Congratulations!

*Gary working on the VairCor instead of his Corvair.
Photo by Helen Moore*



Social Calendar at a Glance - Co-Chairs Don and Irmajean Barta

Saturday September 11: Pump Boys and Dinnettes, Lyceum Theatre, Arrow Rock, MO.

Saturday September 18: All Car Parade in Blue Springs.

Sunday September 19: Working Tech Session, noon Mike and Sandy Dawson's Garage.

Weekend September 24-26: [Great Plains Round Up, Tulsa, OK](#).

Tuesday October 5: Automotive Career Day at Longview Community College.

Saturday October 16: Luna Tuna Wichita KS.

Saturday October 23: Chili Supper at Don and Irmajean Barta's home.

Saturday November 20: Trip to Armacost Family Automotive Museum 2:00 pm, [Just Added](#) see page 9.

Friday December 3: HACO Holiday Party at the home of Kevin and Ada Koch.

Week of July 18, 2011: CORSA National Convention Denver, CO.

Weekend September 30- October 2: Great Plains Round Up, Kansas City, MO.



Road Trip!

Don and Irmajean Barta have announced that on September 11, 2010 the club will venture to historic Arrow Rock, MO to attend the matinee of *Pump Boys and Dinnettes* at the Lyceum Theatre, which is celebrating its 50th anniversary!

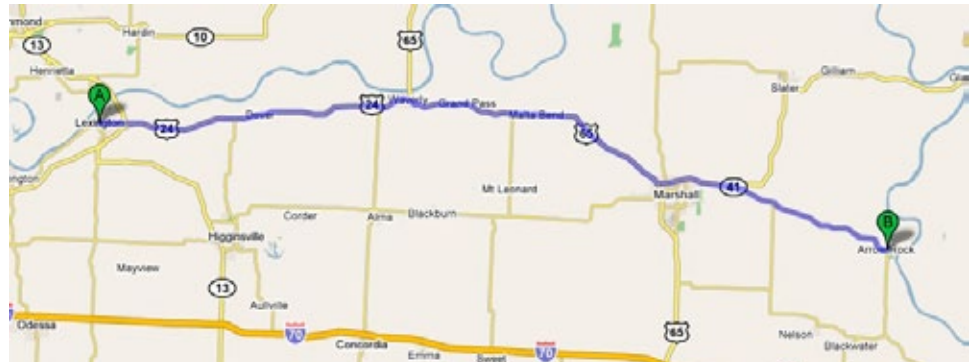
The plan is to meet in Lexington around 10:30 am to caravan into Arrow Rock, have lunch, do a little shopping for antiques and attend the matinee at 2 pm. After the play we will head over to HodgePodge Ice Cream shop for dessert.

There are several Bed and Breakfast Inns in Arrow Rock should you like to make a full weekend of the event.

<http://www.lyceumtheatre.org/>

<http://www.arrowrock.org/>

The suggested route is to meet in Lexington MO at the Lafayette Square Shopping Center located a half mile north of 24 hwy on the west side of Business 13 (also called 13th Street). According to the map there is also a nearby Lafayette Village Shopping Center, we are not meeting there. We will leave the Lexington at 10:30 am follow 24 Hwy as it merges with 65 near Waverly then east to Marshall then follow 240 / 41 east to Main Street of Arrow Rock.



Tech Session

Sunday: September 19, 2010

12:00 Until You Finish

16001 Oakland Ave

Belton MO



1. Bring your car (or just the pump) for fuel pump checking before Tulsa
2. Come to work on anything or get help with diagnosis. Grease fan bearings, wheel bearings, check dwell & timing, balance carburetors, etc.
3. Short course on gas welding and mig welding – try it out.
4. Grilling burgers & brats starts at 4:00 – bring something to share (and a chair).

Please RSVP to assure adequate food and beverage quantities.

Mike Dawson

mdawson1961@sbcglobal.net

816-322-4057

The Preventive Maintenance Series

Mike Dawson

Continued from August article featuring 1964 through 1969 Venturi Clusters.

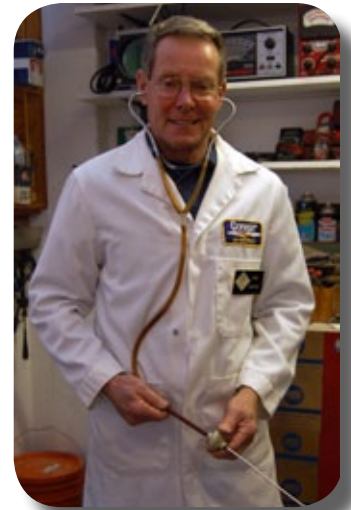
1961-1963 Rochester H & HV Carburetor Venturi Clusters

For a lot of Corvair owners, having a good idle is an important part of the overall impression your car can make on you and your admirers. The following may help you make a minor (or major) improvement on your early model H & HV carburetors.

If you check the GM Corvair Parts Catalog or look in the CORSA Tech Guide you will find that for early 1961 there is one casting number (19495) with two different part numbers and for late 1961 and 1962-63 there is one casting number (20335) with six different part numbers.

The 1960 models had two casting numbers and four different part numbers.

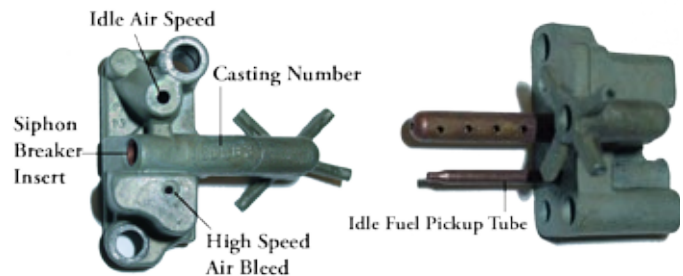
Matching casting numbers in your carburetors does not insure identical performance. The clusters could easily have been switched over the years and/or the holes modified. Buying rebuilt carburetors from a parts store is an almost guaranteed mismatch. If the clusters are mismatched or if one of the various holes has been enlarged then no matter how well you balance and adjust, the overall performance will not be optimum.



After checking my collection of 1961-63 clusters with a set of numbered drill bits up to #80, I have arrived at the following conclusions:

- ❑ “Made in China” small drill bits (61 – 80) need to be verified with a micrometer for accurate work. I measured the shanks before using that end for measurements.
- ❑ **High speed circuit:** looking down on the top of the cluster, the high speed air bleed is the smallest hole and it appears to be very close to the same for all clusters, measuring .045. There is a brass insert in the back of the cluster (at an angle) which is the siphon breaker and this also appears to be the same for all clusters, measuring .056. If yours are different or mismatched, high speed performance may be affected.
- ❑ **Idle circuit:** Fuel is metered up the small brass insert tube, mixed with air from the air bleed hole in the top of the cluster (larger of the two holes) and routed back down in to the base and eventually to the idle and off idle circuits. The pickup tube opening and the air bleed are the two that change with part numbers and can only be identified by measurement. You would certainly want these to match between carburetors. I found two groups that showed a pattern as follows:

<u>Clusters Checked</u>	<u>Pickup Size</u>	<u>Air Bleed Size</u>
6	23	86
8	26	86



- ❑ The most important part of this discussion is that they match from side to side. Not everyone has a selection of venturi clusters, so adjusting the holes with the appropriate drill may be necessary. With ethanol infected gas I would think the richer mixture would be best.
- ❑ When checking clusters, you should straight edge them across the mounting surface as they can be warped. Use a small drill or wire to check all four radial discharge nozzles for dirt and bugs. When you install the cluster make sure the main well insert (aluminum tube with holes) is flush – the tube may need to be tapped gently to seat it. Always use anti-seize on the two screws.

One final note, not everyone has sets of the small drill bits. I will be happy to assist anyone interested and you can purchase individual numbered bits at Ace Hardware.

Automotive Career Day at Longview Community College

Again this year we will be attending the Automotive Career Days activities at Longview College in Lee's Summit. Car show begins at 9am. It is a two day event, HACOIA members are asked to bring their Corvairs on Tuesday Oct. 5. For more information and to register call Linda Anderson at 816-604-2155. There is a \$15 registration fee, but for this you receive breakfast, an event T-shirt and lunch. Online registration available at: <https://secure.mcckc.edu/longview/auto/home.asp>



September Members of the Month

by Gary and Helen Moore

The September Members of the month, Bob and Linda Brought, are a bit hard to catch. They live in South Carolina, but they also have a home on the Lake of the Ozarks. Luckily Helen and I caught them while they were in town to see their grandchildren and to drop off a differential at Mike Dawson's shop, which is where we met up with them.

When Helen and I arrived, Bob was in Mike's garage with Mike and Linda was with Sandy in the living room. Helen excused herself to go be with the ladies and to get out of the 100 degree heat. The men soon surrendered and followed them in.

Linda and Bob met while attending Northwest Missouri Teachers College, now Northwest Missouri State University, in Maryville. Bob's first attempt at a college education was not successful. When his grade point fell below a certain level he knew he was in line to be drafted, so he joined the Navy hoping to become a "Jet Jockey." But it did not work out. He and Linda became engaged before he got his orders to, "leave on Uncle Sam's big canoe trip."

While he was away in the navy Linda needed to buy a car. Her Dad, who bought a new Corvair in 1960 that had reliably served the family for over 100,000 miles, advised her to get a Corvair. Bob, who was out to sea, agreed saying, "Get the big motor and all the accessories you can." She found and bought a beautiful 1965 Glacier Grey Corsa with a black interior, and a 140 engine with a four-speed transmission. Linda drove the car into the 80's when it went into storage where it's currently awaiting restoration.

Linda and Bob married on April 3, 1966. They have two daughters, Amy and Sheri, and six grandchildren, Henry 12, Martha 10, Ben 8, Patrick and Caroline 6, and Franky 4.

After the Navy Bob returned to college at Northwest, a little older and a little wiser and determined to get an education. His first job after graduating was as a design draftsman for a precast concrete company that went out of business a few months after he had been there; he was pretty sure it wasn't his fault. He then went to work for Northwest as the Director of the university's physical plant for 5 years. After that he was Director of Facility Operations at KU Med Center for ten years. His next career move was to W.W. Grainger where he served in many construction and maintenance related positions in Kansas City, Greenville, SC and several short-term places around the country. He retired in 2004.

They have been members of HACOIA since 1978 and in that time Bob has served as president twice. After moving to South Carolina in 1987 they also joined CORSA, SC where he also has served as president twice and is currently membership chairman. He has served on the board of directors of both clubs several times.



Bob and Linda have a difference of opinion about their favorite Corvairs. For Linda it is her current yellow 1966 Monza four-speed four door. Bob chose their 1962 Greenbrier that for twenty years he had driven back and forth from Greenville to Kansas City usually loaded to the gills both ways. It was their primary parade vehicle. It won several trophies at the Charlotte Auto Fair and was the people's choice winner at the National CORSA Convention in Washington DC convention in 1991. After the Convention he and his Greenbrier were featured in W.W. Grainger company newsletter. Linda's four door has been shown at the Metro North Car Show several times, at three conventions and at the Springfest at Helen, GA. Now it serves as her daily driver.



Bob admitted to some mechanical goofs with a Corvair. "Shortly after the 'pay at the pump' gas pumps were installed, I managed to fill up the Turbo convertible with diesel. Got about a mile down the road before the noise started. Also installed a new muffler on the Greenbrier that rubbed a hole in the sidewall of the back tire—another nice noise."

His favorite Corvair story is about a trip to Colorado that he took with an old college friend in his wife's '65 Corsa turbo convertible to raft the Arkansas river thru the Royal Gorge area. "[We] took a side trip over the Trail Ridge Road. On the way back over the mountains, still below the tree line, the engine was pulling strong in third gear in one of those nice hairpin curves. The top was down, the turbo was whistling, then BAM, red lights came on and the engine quit. A spring on one of the centrifugal weights in the distributor apparently broke and caused the distributor to lock down. The distributor shaft was bent badly enough that the rotor broke the side out of the cap. We dismantled the distributor, used the jack handle to 'straighten' the shaft, duct taped and wired the cap back together and limped up over the continental divide and down into Estes Park. Got out the Corsa Directory, found a member not far away and borrowed a distributor (non turbo) and drove back to Kansas City."

The awards Bob is most proud of are a Second Place in Concours at the National Convention in Houston in 1985 with his yellow 1966 Monza four door. Bob entered and did quite well in the Edward Cole Competition. Bob and Linda were featured on the cover of the September 1985 *Communique* with this car. Also with the yellow Monza four door he received First Place in Concours and the Long Distance Award at the 1987 Sixth Annual Date with Helen event in Helen, GA. He won the Peoples Choice Award at the regional in Detroit, 1985 in the '65 Corsa Turbo convertible and the Peoples Choice Award at the National in Washington DC in 1991 with his '62 Greenbrier. His 1966 yellow Corsa won the Silver award at Cedar Rapids Concours.

One of Bob's unplanned projects that turned out exceptionally well was a 1967 blue four door that he purchased for a second car to leave at the Lake of the Ozarks. After a few years it began to look tired, so he took it back to South Carolina for a windshield and a paint job. Bob said, "One thing led to another as usually happens; the new paint looked so good I decided to replace the carpet, headliner, interior, tires, and wire wheel covers. I showed it at the Helen, Georgia car show. It had so much interest in I wound up selling it to Shirley Smith from the Heart of GA Corvair Club. She took it to the Convention in Jacksonville, FL in 2009 and won the People's Choice trophy. The people setting up the 50th Anniversary Corvair display for the National Corvette Museum saw the car and asked her if she would be willing allow them to include it in the museum display (she agreed). I took that as quite a complement."

In the interview Bob proudly said, "With the exception of a 1940 Chevy pickup, we owned and drove nothing but Corvairs from 1966 until 2008 when I bought a



Silverado pickup. I wish I had kept a mileage log. I can remember watching the odometer go past 100,000 on at least 4 Corvairs and twice on one of them." To date Linda is a real Corvair purist. She got her license in a Corvair and has only driven "water pumpers" on the rare occasion when she has had no other choice or as a favor to someone else. When the Brought's moved to SC, they drove all ten of their cars across the country to their new home, except for the original '65, which Bob hauled in a U-Haul truck. Their collection peaked at 14 Corvairs and now stands at nine. They've owned every model except a station wagon.

After the interview, Bob and Linda, Mike and Sandy, and Helen and I went to Applebee's. During dinner Linda and Helen were talking about which one of our Corvairs I should fix up for Helen to drive. Linda, with a sparkle in her eye, said, "Go for the four speed, they are so much more fun to drive!"



Clockwise from above: Bob and Linda taking some hot laps around the Bristol Motor Speedway in their 1965 glacier grey 4 door.



Bob's Rampside with overhead flight deck. Yes that is a second Rampside in the background. Everyone should own two Ramp-sides, don't you think?

Bob and his Silver Concours award winning Corsa at the 2010 CORSA National Convention in Cedar Rapids, IA.



All Photographs supplied by Bob Brought

Corvair Oil Filter Collector

Story from an email by Tom Malone to Mike Dawson, edited by Gary Moore

As one of the founders, sometimes president and newsletter editor of the Corvair Oil Filter Collectors Club, unfortunately the club has disbanded, Tom Malone shares a passion with a few other nuts in the Corvair World. They find it fun and interesting to rummage through old stores and swap meets, and have even checked used engines in junk yards looking for that elusive Corvair oil filter to add to their collections. So far Tom's collection contains 175 Corvair filters with 62 different brands. Within brands they differ by logo, by canister, by lettering and by color.

The brands include 3 ACE, 2 ALLCAR, 1 ALLSTATE, 10 APCO, 4 ATLAS, 1 AUTOLITE, 4 BALDWIN, 1 BIG A, 2 BOWES, 1 CAMPBELL, 2 CARQUEST, 1 CER-14, 2 CHAMP, 1 CLARK, 2 CO-OP, 1 CONOCO, 4 DELUXE, 1 FDI, 2 FISK, 1 FLEETWOOD, 13 FRAM, 1 F-4, 1 GRAND PRIX, 2 GOULD, 1 GUARDIAN, 1 HARBOR, 9 HASTING, 2 IMPERIAL, 1 INTERSTATE, 1 JW-66, 3 K-MART, 10 LEE, 1 LUBER-FINER, 1 MARATHON, 2 MOPAR, 1 MO-38, 1 MOTORCRAFT, 3 NAPA, 3 PH-4, 1 PREFERRED, 11 PUROLATOR, 3 SALEM, 3 SHELL, 2 STAY READY, 4 TEXACO, 1 TORITE, 2 TURNPIKE QUALITY, 1 UNION, 2 VARCOM, 1 WARDS RIVERSIDE, 2 WALKER, 5 WIZZARD, 1 WYNNS, 8 WIX, 7 PLAIN (3 WHITE - 3 BLUE - 1 GREEN), 16 AC, 1 PU-4 RALPH NADER.

There are many other filters still out there. He searches everyday on the internet and just bought six to get three from Mike. It is a fun hobby that does not take up a lot of space and it is a great conversation piece. A often heard phrase around his home is, "You collect what?"

If you have an oil filter not on his list or just have questions, Tom's email address is available through Mike Dawson or Gary Moore.



September 24, 25, 26 2010



Green
Country
Corvair
Group



*Celebrating
Corvair's 50th
Corvair
Round Up*

GREAT PLAINS CORVAIR ROUND-UP

Tulsa, Oklahoma

September 24, 25, 26, 2010

Hosted by Green Country Corvair Group

Schedule of Activities

FRIDAY, September 24, 2010

- 1:00 pm Registration opens in The Consultant Room and
Concours Judging of Unit 6 all afternoon as Cars are Available*
- 3:00 pm Hospitality Suite Opens and Model Car Registration*
- 6:30 pm Registration and Hospitality Closes For the Day*
- 7:00 pm Valve Cover Races – Embassy Courtyard*
- 8:30 pm Hospitality Suite Opens and Model Car Registration*

SATURDAY, September 25, 2010

- 7:00 am Concours Set-Up*
- 8:00 am Concours Judging Begins*
- 8:00 am Registration Re-Opens on the 2nd Floor Mezzanine*
- 8:00 am People's Choice Show Set-up*
- 9 am – 5:00 pm Hospitality Suite Is Open*
- 9:00 am Vendors Open*
- 9:30 am Tech Session Mike Dawson in The Consultant Room*
- 10:30 am Tech Session Tim Palmer and Gary Baxter in The Consultant Room*
- 9:00-10:00 am Register Model Cars*
- 11:30 am Close Concours, People's Choice & Model Car Voting*
- 11:45 am Green Country Cruisers Leave Embassy Suites*
- 1:30 pm Tour of the CORD Automobile Factory in Broken Arrow*
- 6:30 pm Awards Banquet with TPO*
- TBA Sponsor Clubs Officers Reception and Meeting*

SUNDAY, September 26, 2010

- 8 am - Noon Farewell Reception - Hospitality Suite*

Discount hotel reservations can be made until September 16th at the Embassy Suites in Tulsa 918-622-4000

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Ring Groove Cleaner	\$3.00	\$1.00
Dwell-Tach Meter	\$5.00	\$1.00
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Hubs:		
Rear Towing for LM Power-glide	\$10.00	\$1.00

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Parts, he has parts. Oil, he has Amsoil. Tools, he rents tools. Advice, he stocks only the best vintage. Contact Ken Ragan 913-422-5778

Presidents Corner

By Scott Allison



Greetings all. It's been a busy month for me; unfortunately I can't say that it's all been car related. I did get a chance to make it out to Heartland Park for the O'Reilly Vintage races and stayed for a short time. Being the first year, the event was rather small in numbers but the spirit was on a grand scale. As an added benefit, I ran across Eric Elliott from the Omaha club.

Today holds a trip to Belton for the what car show, which will make a grand finish to August before the many September events start. For those of you going to Mike and Sandy's for the pre-Round Up Tune-Up please be sure to let them know so that they can plan food accordingly. Likewise, if you are going to the Round-Up and have not yet made hotel reservations, please do so as soon as possible. If I remember correctly, any reservations made after September 19 are subject to availability and standard rates (event rates will no longer apply).

The plans for the 2011 Round-Up are moving forward. The Elms and I are making progress on the contract while others are assisting with other opportunities. The Elms does not have a space large enough for the Valve Cover Races on Friday night without an additional fee so Gary and Helen are working with a local car dealership for the event. Friday night's welcome dinner is still undecided and will depend on the outcome of the Valve Cover Race location. I haven't had an opportunity to email Corly on the status of the artwork so we provided Tulsa with last year's image for the brochure being presented at this year's event. We still have a couple tasks open so if you would like to get involved, please let me or anyone on a current committee know of your desires.

A special thank you goes out to Kim Macko for accepting the role of Membership Chairman (or is that Chairwoman?) Kim will be sending welcome letters to those that submit applications to the club and aid in making any new members or visitors to the meetings feel welcome. Thank you, Kim, for taking on this role.

Vairy best wishes, Scott



Trip to the Armacost Museum in Grandview November 20

Don and Irmajean are taking their job as social directors seriously. They have scheduled a tour of the Armacost Museum, located in the Petersen Manufacturing Company building in Grandview, for November 20 at 2pm. The 60,000 square foot museum offers much more than cars. There are Drive In restaurants and service station displays. Motorcycles, scooters, bicycles, pedal cars, model cars, radio controlled airplanes, lawn mowers, tools, signs and murals. This is a great museum of life in the early to mid 20th century. All this for only \$5; cheap for even a Corvair owner.

The Museum features every thing from a Testarossa to Studebaker Pick-ups, but not a single Corvair. Maybe that will change after our visit.

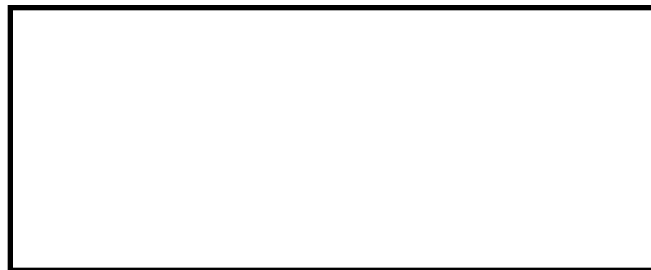




Bob and Linda Brought with their 1966 Monza four door.



Heart of America Corvair Owners Association
16001 Oakland Ave.
Belton, MO 64012



Editors Gary and Helen Moore

VairCor is the official publication of the Heart of America Corvair Owners Association, the oldest incorporated continuously active single marquee Corvair club and Chapter 640 of the Corvair Society of America. The HACO membership fee is \$15.00 annually, payable January 1. CORSA membership is required.

Heart of America Corvair Owners Association monthly meetings are held the second Tuesday of each month at 7:30 pm at Paul and Jack's Restaurant, 1808 Clay Street, North Kansas City, MO 64116. Social time begins at 7:00.