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President's Corner - Don Wagner

This week has been quite a week with the Big 12 Tournament ended, bracket for the NCAA Tournament coming out, St. Patrick's Day, Spring, and Easter all in one week. Now to the newsletter! The April meeting which will be our annual Auction with the proceeds going to two groups. Turner House which will use the money for the needy for medical help and the other half to Frank Winchell Memorial Corvair Scholarship. If you have a senior in high school and would like to apply for one of the Scholarships, please contact me ASAP. Well back to the information on the Auction, I have an auctioneer that is experienced, good looking, and fun to listen to! (Who is this mystery man? Come to the April meeting to find out who he is)! What should you bring to the Action..... Corvair parts, candy, cookies, cake, crafts, flowers, flowers bulbs, and etc. One of the things that I will bring is a new Large T-shirt that I bought at the Round Up last fall so, if you missed getting one there this you chance, also peanut clusters (candy) and other things. All of you plan on coming to the meeting- it is a time to let yourself have a good time! (The Day Light Saving Time makes it almost light when you get home.) After the last meeting we got home a little after 10:00 and my house is one hour up the road. I WILL HOPE TO SEE A LARGE GROUP at the meeting starting at 7:30; the Auction should start about 8:00.

CORVAIR
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The Preventative Maintenance Series

By Mike Dawson

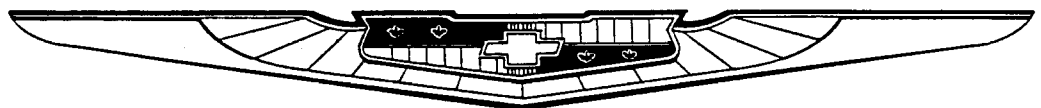
The following list of items to check before taking a trip are suggestions for all Corvairs in general. Remember that even long trips are usually less than the mileage between a single oil change. Serviced properly, your Corvair will cruise to all of this summer's events and back - and be happier for it!

1. Check or clean & pack all four wheel bearing assemblies, and check & lube the 2 or 4 U-joints. Check front end parts and lube the fittings.
2. Have tires balanced and aligned if necessary. Before trips, check all five tire pressures and tighten lug nuts with the tool you use to change a tire.
3. Check or change all fluids: oil, transmission, differential, brake fluid, washer fluid and battery level if possible. Synthetic Powerglide fluid is a very good idea.
4. Check the oil pressure sending unit and change this inexpensive item if you do not know its history.
5. Check the engine tune, and include cleaning the crankcase vents. Check the breaker plate in the distributor, lube the distributor cam and inspect the electrical connections such as the primary coil wires, alternator wires (no generators allowed) and multi-connectors. Check carburetor inlet nuts for leaks.
6. Check the battery date, cable ends, ground cable mount and check the overall charging system with the lights and accessories on maximum.
7. REMOVE the belt and check the condition of the entire length. Spin all three pulleys and lube anything questionable. Tools are available to grease the fan and idler bearing.
8. Check all running lights, check the fuse block for rust, check the large connector in early model engine compartments, check warning light operation.
9. If air conditioned, blow out the condenser, check the mounts and belt, check the evaporator drain, and remove the lower shrouds for better cooling.
10. Check the harmonic balancer, and if it is original, replace it! Be sure to check the fuel pump mount, they do work loose. To be safe with the increasing ethanol additions, you should have a new Airtex pump with the green paint spot.
11. Lube your late clutch cable ball and look for frayed cable between the two pulleys under the dash on early models – also check parking cables in the same area..
12. Check brakes; wheel cylinders, shoes, master cylinder (push rod leak), and most important, the steel and rubber lines. Give your car the “stomp test” in the driveway. Steel lines above the gas tank and next to the transaxle are the most prone to rust, with tunnel lines next.

Be aware of any speedometer error you may have and know your oil consumption rate. Test drive 15 minutes on the highway on a hot day, pack up and head out!

If you have questions about the above items, call me. I have tech sheets, tools and encouragement free for the asking.

Spares and tools? My favorites would be a belt, a new fuel pump, one rocker arm with pushrod and valve cover gasket, one 30 amp fuse, a set of points and condenser, oil as required, tools for these items, and a CORSA Travel Roster.



Nowhere to Hide

By Bob Vukas

When you travel in a station wagon, SUV or crossover today, there is a cargo cover to keep prying eyes to themselves. Our Belair Townsman has no such feature and I wish it did. Loading and unloading makes me long for a trunk, even at car shows. Rear seats began to face backwards in 1959 in what was called the lookout lounge so your passengers in the third seat could see where you had been. 1961 was the year that began the hidden compartment beneath the load floor which located the spare tire to right hand side storage area behind the wheel well. The nine passenger wagons of the late fifties used this spare location for the spare tire too. 10.5 cubic feet of hidden storage space would be a welcome addition as far as I'm concerned. There is also no place to carry the travel essentials, oil, rags, window cleaner, car cleaning chemicals, tools, etc so one has to be very creative. The hauling will continue till I find a big Chevy with a trunk. Don't get me wrong, I love my wagons, but comfort and convenience are loves of mine too.

From a Penny to a Quarter

Abraham Lincoln's head used to be the penny indicator to tell you that you had 2/32" left of tire tread. Inserting the coin, upside down told you that if you saw all of Lincoln's head, technically, your tires were worn out and it was time to purchase new ones. Recent tests by *Consumer Reports*, among other publication organizations, tell us that a tire worn from the usual 10/32" down to 4/32" begins to noticeably lose snow and wet traction capabilities and develops a slight gain in dry traction. George Washington's head on the quart represents the 4/32" updated measurement for today. This winter has taught us all the value of good tires. Safety above all else tell us that when we buy tires we need to consider where we live, what kind of driving we do, how many miles we drive yearly, and how many miles that will be when at 8 years for a collector car tire the tires will be aged out of service and 6 years for our every day drivers. It will always pay to count your pennies and quarters but don't be safe tire foolish.

A Bushel of Wheat and a Barrel of Oil

The market used to be measured on the premise that a bushel of wheat and a barrel of oil cost about the same and would go up or down at the same level. Now that oil has zoomed past \$100 per barrel, will wheat be soon to follow? That may seem ridiculous but the grain bio fuel industry will drive the price up. Alcohol does not do well by our collector cars. Ethanol works like *Liquid Drano* and will clean out all the aged deposits in the system and head them towards the spark plugs, the carburetor and fuel filter. Energy prices will not be going lower any time soon so you may want to add miles per dollar to your miles gallon calculations as you travel. My nephew found that the cost to fly from Casper, WY to Minneapolis, MN was \$900. It was more economical to drive, even at 12 hours one way, than it was to fly. Fargo, ND, too, is expensive to fly to on business. This summer, once again, we will see this part of the USA in our Toyota.

The Shawnee Parade

The Old Shawnee Day Parade will be on June 7th beginning at 10am. In the past we have our convertibles carry the dignitaries, however, this year I am not sure this will happen but I would like to have as many cars as possible for the club to make a good showing. If you can please call me at 816-452-0619 or I will be calling club members. Also, for those who would like to we meet at McDonald's at Shawnee Mission Parkway and Quivira Rd afterwards.

Thank-you, Jack Hill



Older Vehicle Oil Compatibility: ZDDP Follow-Up**By Rodney Rom**

Regarding the very informative Vukas/API ZDDP enlightenment story in the Vol. 43 Issue 5, May 2007, *VairCor* : The availability of affordable Corvair-compatible oils with adequate ZDDP levels should not concern Corvair and other older-car owners. This oil may not be available at Cheap-Mart or QuikLube but it is no farther away than our local Kohler or Tecumseh lawn-mower engine dealer.

Kohler SAE 30 Magnum oil is available in "CF, CF-2/SH, SJ" rating as Part No. 25 357 03-S (individual quart) or 25 357 02-S (case of 12 quarts).

Kohler SAE 10W-30 Command oil is available in "CF, CF-4, CG-4, CH-4/SH, SJ" rating as Part No. 25 357 06-S (individual quart) or 25 357 05-S (case of 12 quarts).

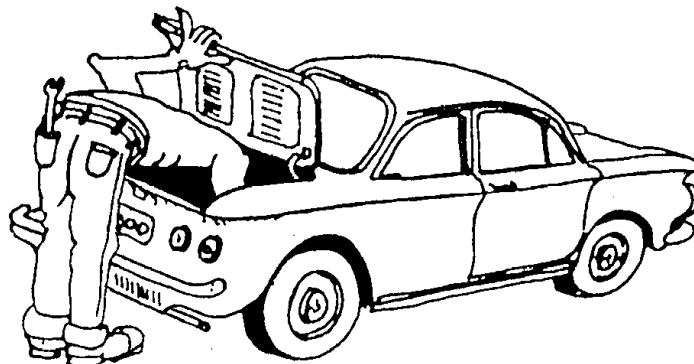
Current MSRP on the Kohler oils is less than \$3.00 per quart as of 01 October 2007.

Tecumseh offers their SAE 5W-30 Snowthrower oil in "SG/SH" rating as Part No. 730226A and their SAE 30 "SG/SH" rating as Part No. 730225A (individual quarts). Current MSRP on these two oils is about \$3.00 per quart.

Tecumseh also offers a *synthetic* SAE 30 oil as Part No. 730263. MSRP on these individual quarts is about \$7.00 per quart.

Briggs & Stratton only offers their SAE 30 "CF/SH, SJ" oil in 3 oz., 18 oz., 24 oz. and 48 oz. non-graduated containers, making it difficult to measure for quart capacities. They *do* offer 5W-30 CF/SH, SJ oils in quarts: Their petroleum-based oil is Part No. 100030C (MSRP - just over \$3.00/qt.) and their synthetic oil is Part No. 100074 with an MSRP of almost \$10.00/qt.

The great thing about these "lawn-mower" oils is that they are already formulated for today's state-of-the-art air-cooled commercial mower engines, including the latest EFI engines, which makes them perfect for our Corvairs! I use the Kohler and Tecumseh oils exclusively in my '67-'69 Ramblers as well as my '90 and '94 Plymouths, all of these drivers now working on their 2nd 100,000 miles. I also use them in my low-mileage, barn-fresh '61 Corvair.



My introduction to the Corvair

By Scott Allison

In the spring of 2002 a co-worker mentioned that her dad's old car was taking up space in the garage and her Mom was considering selling it. She knew I was car crazy and could pretty much consider it sold just by telling me about it. Her Mom just lived two blocks from me so we set a date to look at it. The car was a 1961 Corvair Monza repainted a dark maroon with an 80hp engine and a powerglide transmission. It was in decent shape with some rust and a custom interior but it hadn't been started in over 5 years. The carburetors had been removed and no one in the family knew where they were. We agreed on a price and I towed the car home to my garage.



During all of this a friend had mentioned that he was in need of dependable transportation but he didn't have a lot of money to spend. Because the car had more rust that I wanted to contend with we decided, before I started any work on the car, that this would be the car for him. The rust was nothing compared to what I've seen on some others, now that I have a baseline to compare against, but at that time I was enjoying the shows with cars in original good condition. What I didn't expect was to fall head over heels for the Corvair.

Knowing that I needed to start with the carburetors I began searching junk yards for parts. To my surprise I found 5 (3 early and 2 late models) Corvairs at a salvage yard/used car lot in Bates City, Missouri. I was in heaven...I found two carburetors, hubcaps, and the horn bezel for the car. Mr. Lewis, the previous owner, had installed a custom interior consisting of crushed velvet bench seats, shag carpet, and a chrome steering wheel that didn't provide for a horn (not required as previously a Kansas car) so finding a bezel to go with the original wheel that I found in the trunk was a great find.

I disassembled and cleaned up the carburetors inspecting what I took out. To my surprise another obstacle (or at least I thought an obstacle at that time) was diverted as the parts that I took out appeared to be new and near perfect. The gaskets didn't even appear to have ever had gasoline applied to them. Using the old parts I put the carburetors back together and was pleased when it fired up. The electronic ignition and electric fuel pump provided some immediate satisfaction but later would be replaced by original parts as I was not able to ever get them to work right.

My buddy was pleased to hear that I had it running. Next were the brakes, master cylinder, shoes, and wheel cylinders...all of which came from the local auto parts store. Some additional adjustments under the dash for the heater controls, instrument panel gauges, and radio finalized my efforts on the car, or so I thought. A weeks after I thought that I was done a horrible grinding started coming from the engine compartment. I removed the belt and the sound went away but spinning the pulleys and the alternator I was not able to reproduce the sound. So I put the belt back on and again, it was quiet, but only for another 2 days. I decided I finally needed some assistance so I went looking for experts.

I found, via the internet, that there was a local Corvair Club (HACOA) that met at the "Inn" once a month. Well this I have to see; so I packed up a map, cell phone, and a tow truck number and headed out to join the meeting. The noise scared me and everyone else on the road all the way there but I made it safe and sound.

I sat in the back of the room and didn't get a chance to speak with anyone while inside. I wasn't sure where the meeting started and where it ended so I was unsure when to chime in and ask for help. I can't even remember who was speaking or what was being said. I felt somewhat intimidated because as I looked around I felt extremely out of place. No one at the meeting said or did anything to make me feel this way, it was simply overhearing the conversations I found that I was the most inexperienced car person that ever ventured through their doors.

I came to the meeting with a mission so I was just going to have to show my ignorance. I was just starting the "my momma told me" rhyme to pick my first victim when I saw a couple head out to the parking lot. I jump up and followed them almost close enough to be their shadow. A man by the name of Ken Ragan introduced himself and hasn't been able to escape me to this day. I found out in short order that he raced, repaired, and showed Corvairs. He also mentioned that he had a couple parts cars if I ever found that I needed a part or two.



Ken was more than happy to listen to the car and provide his thoughts. This is great, just what I came for. I jump in, hit the key, and purr...quiet as a mouse. Ken, being the Ken we all know, said that's the way they all sound with a grin. I laughed and spent the next 10 minutes trying to explain the sound that it really was making all the way there. Our conversation moved to what Ken noticed the car was missing...spare tire, jack, air cleaner cross over, and washer bottle. He mentioned that he was certain he had everything I would need out at his place so we made a date to meet up there the following Saturday. I told him that I would bring the car out and

maybe at that time it would be making the noise again.

We were nearly the last two in the lot and decided to head our own ways. Just as I got the edge of the lot the noise came back. I was ready to jump out and catch Ken when I noticed him already behind me opening the hood. He pointed out that the cooling fins on the alternator were beating against the alternator housing. As a quick fix we bent them out of the way and she was quiet as could be all the way home.

Look for the continuation next month.

April Upcoming events that we as a group or individually might like to attend.

5: Annual D.A.R.E. car show on the courthouse square in Sedalia 9:00

18-20: Heart of Texas Corvair event (s_netherton@sbcglobal.net)

26: Gardner, KS car show (old56show@earthlink.net)

May

2-4: Lawrence Swap Meet (fairgrounds)

17: Kansas City Aviation Department Cruise (joemcbride@kcmo.org)

June

1: Kearney swap meet, downtown

7: HACO A participation in the Shawnee parade

21: Model Car Nationals at the Overland Park Convention Center

23-28: CORSA Convention

Tool Crib

<u>Tool</u>	<u>Deposit</u>	<u>Rental Fee</u>
Puller for Harmonic Balancer	\$3.00	\$1.00
Ramps, Auto	\$4.00	\$1.00
Torque Wrenches:		
1. 1/2" drive 20-150 lbs.	\$15.00	\$2.00
2. 3/8: drive 100-1000 lbs.	\$15.00	\$2.00
Floor Jack & Stands	\$25.00	\$3.50
Ring Grove Cleaner	\$3.00	\$1.00
Dwell-Tach Meter	\$5.00	\$1.00
Greaser: blower bearing & Idler Ply	\$5.00	\$1.00
Hubs, Rear Towing for LM powerglide	\$10.00	\$1.00

Contact: Ken Ragan

Ragan Enterprises

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Bonner Springs, KS 66012

913-422-5778

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Rebuilt Corvair Starters With New Solenoids \$85.00:

One year warranty, excluding broken noses due to bad ring gears. Mike Dawson 816 322-4057. Installation available.

Early Model Battery Update:

O'Reilly's now has a battery similar to the original 53 series for FC and early models. The number is 51R. It is a 72 month battery, 450 CCA and has the posts on the correct side. They do not list the "R" battery but they had three on the shelf. I just bought one in Belton and it was dated 2/08.

Mike Dawson

Heart Of America Corvair Owners Association

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VairCor is the official publication of the Heart of America Corvair Owners Association, the oldest incorporated continuously active marquee Corvair club and Chapter 640 of the Corvair Society of America. The membership fee in HACOA is \$15.00 annually, payable January 1. CORSA membership is required. HACOA monthly meetings are held the second Tuesday of each month at 7:30 pm., 7:00 pm Social at Chappell's. 323 Armour Rd North Kansas City, MO 64116

April Calendar

- April 8th Meeting at Chappell's**
6:45 Board 7:00 Social 7:30 Very Little Business Just Fun - Come join in
- May 11th Mother's Day**
- May 13th Meeting at Chappell's**
6:45 Board 7:00 Social 7:30
- May 26th Memorial Day**
-