



## President's Corner - Travis Bolton

April is here, at least it probably will be by the time you read this. Have you ever wondered where April Fools Day came from?

Quite frankly, no one really knows. There are several possible explanations, none of which has been proven to be true. One widely held theory is that it started around 1582, when France adopted the new Gregorian calendar and celebrated New Year's on January 1st. Traditionally with the Julian calendar it had been celebrated on April 1st. Those who either held to tradition or just didn't hear about the change were harassed as "fools", thus April 1st became known as "April Fool's Day" or "All Fools Day." Another explanation was brought forth by Joseph Boskin, professor of history at Boston University in 1983. He theorized that during Emperor Constantine's rule, court jesters made the claim that they could do a better job of ruling the Roman Empire. Constantine was so amused that he allowed a jester named Kugel to rule for one day. During his one-day reign Kugel passed an edict calling for absurdity on that day, and the tradition was born. "In a way," explained Prof. Boskin, "it was a very serious day. In those times fools were really wise men. It was the role of jesters to put things in perspective with humor."

The story was printed in many newspapers nationwide. It was a couple of weeks before they AP realized that they had been victims of an April Fool's joke themselves and that the whole theory was made up by Professor Boskin.

There is a lot going on this month. Not the least of which is the annual HACO Auction Meeting, on the 10th. Please bring items to be auctioned off, it's always a lot of fun and remember - BAKED GOODS BRING BIG MONEY!!!

If you get this before the Wagner's social on the 31st, then please try to make it and if the weather is good, bring a Corvair so Dominique can get some pictures of it to make it a web star! If you get this after the social, then thanks to all who made it and brought there cars.

See you at the Creekside. Travis

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## April Showers = May Car Shows by Bob Vukas

I believe for every drop of rain that falls some car wax beads. April is the spring national car care month. Make sure your car is clean from the inside out, and that means oil, oil filter, grease lubrication in all those zerks and wheel bearings, transmission fluid, brake fluid, anti freeze for all of you non Corvair drivers, differential fluid, air or nitrogen in the tires, Freon or a newer equivalent in the heating ventilation air conditioning system, graphite in the locks and WD 40 for all hinges. Break out the car wash soap and clean all surfaces, including inside all door, hood and trunk openings. Treat the vinyl and rubber with an appropriate cleaner and protectant including the tires (the spare as well), clean all the glass, and last, but not least vacuum out your car. If you do not drive the car very often, use a fuel stabilizer in the tank and fill 'er up. The first road trip of the year will be a happy one when you follow this plan.

## Long Range Planning: Kansas, Missouri, Nebraska and Iowa

Early April will be cool, but mid-April through May will be very warm, with temperatures about eight degrees above normal, on average. Rainfall will be above normal in the north and below normal in the south. Summer will be cooler than normal, on average, especially in the southeast. The hottest temperatures will be in late June and mid-August. Rainfall will be near normal in the north and below normal in the south. September will be cooler and wetter than normal. October will be warmer and drier than normal, on average. Plan your spring, summer and fall car trips accordingly.

## Do You Buy 4 or 5 Tires?

When you buy tires for your everyday driver or your weekend and fair weather favorites, do you buy 4 or 5 tires, replacing the spare in the process? The Corvair spare sits in the hot engine bay and I would think 5 tires would be necessary every time you replace the 4 that run on the road. The '57 has the spare from the set purchased in 1995 from Coker. The last time I changed a tire was in 1993 when someone slashed mine at work. Tire quality is better than it once was and I do take care of them. Do they make donut spares for our collector cars?

## Garage Updates

The great debate in my head is how to make more usable space in my garage. One of the answers is to buy a wall mounted shop vac. The one I have is great and it looks like R2D2 from the Star Wars movie franchise, occupying a great deal of space on the floor which can be at a premium with all of the other garage items. Have any of you painted your garage floors with the UCoat it system or an equivalent? The floor would certainly be easier to clean and look better this way.



## The Preventative Maintenance Series by Mike Dawson

The Tune Up: Plugs, Points, Condenser and adjust the idle. A good analogy is the \$29 brake job! Take the time to do the following and your tune up will eliminate the constant tinkering that many people find themselves doing every time they drive their car. (The English invented the MG for that)

First item of business is to check the oil for dilution or just change it. Diluted oil will cause excessive blow by and disturb the idle. Next run a compression check. You can only tune a sound engine. Loosen plugs first and start the engine to blow out carbon chips. The engine should be warm and you are looking for close to the same reading for each cylinder. Use a remote starter button to watch your readings. If you don't have a compression gauge, leave the plugs in and listen to the starter – it should be rhythmic. If you have a low cylinder, the starter speeds up on that compression stroke and breaks the rhythm. With the plugs out, check over the distributor: breaker plate wear, mechanical advance, advance or retard unit, cam wobble, and shaft wobble. Lube cam and its inner shaft (under the rotor). Install new points and condenser and set dwell at 31 degrees with your remote starter; dwell increases as the rubbing block wears. Look at the slip check mark if you have a balancer. Gap & install plugs first with fingers or a piece of rubber hose. Torque!

Before restarting the engine, check the following: rotor, distributor cap, plug wire boots and ends, all fuel filters, run a delivery test on your fuel pump (1 pint in 30 seconds), choke pull-offs for ruptures, check balance tube hoses, clean crankcase vents (upper and lower) including the fixed orifice or pcv valve, check carburetor base insulators, fuel filters, check carburetor hold down nuts and air horn screws for tightness, check the carburetor linkage holes for wear and mechanically balance the carburetors, check applicable air cleaner parts, filter and gaskets, modulator hoses on Powerglide. Check choke adjustments and lower engine thermostat operation. Check accelerator pump discharge action. Clean battery cable ends at battery and the negative cable point on the engine. Check battery date and you can check the charge by using a voltmeter and your remote starter. Crank the engine with the coil unhooked; the voltage must be above 9.6. Check fuel pump mounting bolt.

Start the engine and bring it up to operating temperature. Adjust the timing and be sure that the vacuum advance is not pulling in at idle. Check carburetor balance at idle and off idle. Sometimes the carburetor linkage symmetry has been disturbed and the carburetors will balance at one rpm but not at another. This causes pinging and surging. Adjust idle mixture and speed with all air cleaner parts installed.

A scope check would be nice if you can – this would confirm your tuning and check for coil output. Check the charging system at idle and off idle with headlights and fan turned on. Listen to the bearings in the generator/alternator, idler pulley, and cooling fan hub.

Take a test drive and then a physical look at the engine compartment. Check fuel inlet nuts, wiring connectors, all lead wires to the coil, belt condition and free movement of the thermostat doors. Check dash warning light operation.

Adjust the ignition timing based on your fuel and driving – advance it as much as you can with out causing heavy pinging. The distributor has no CPU so it needs adjustment as the seasons change.

Notation in maintenance log: A REAL Tune Up!

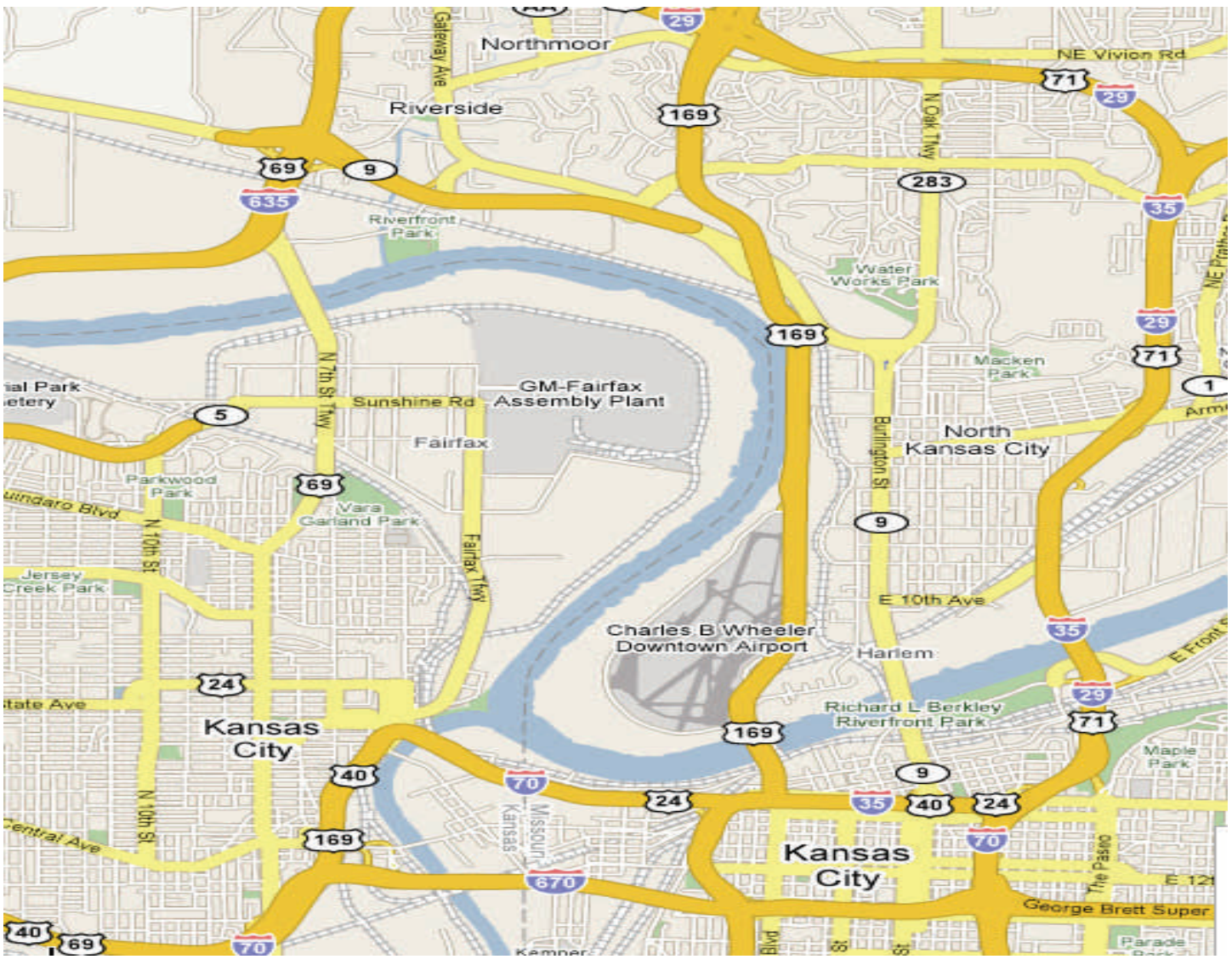
On May 8<sup>th</sup> the club is scheduled to tour the GM Fairfax Assembly Plant. For those of you who aren't familiar with the plant I would like to give a brief history.

The tour is free. To participate you will need to wear appropriate clothing.

1. A sleeved shirt
2. No high heels and no open toed or opened heel shoes. Wear your walking shoes not your flip-flops.
3. Make sure you wear long pants, this is a GM facility and you are expected to cover your behind. The plant is air conditioned, unlike the local Ford Plant, while it doesn't get hot in the plant it is still on the warm side. While on tour there is transportation for 11 people for those who do not wish to walk. Our tour will include the body shop, there will be plenty of sparks flying, no one has caught on fire yet, but it isn't a good place to apply your hairspray.

GM wants a semi-accurate guesstimate on how big a group to expect, so if you would like to be included in the tour please contact me at 816-296-7819 (a long distance call from a KC landline) or email me at [tdrinkr@yahoo.com](mailto:tdrinkr@yahoo.com).

We will park in the visitors parking lot. Enter from Fairfax Trafficway through the north gate of the plant (not the truck entrance). After the tour the club will cross the river to visit to the Argosy Casino to finish the meeting and eat.



ORIGINAL FAIRFAX PLANT 1940-1986

December 7, 1940, one year before Pearl Harbor, the War Department awarded a contract to construct an assembly plant next to the Fairfax Airport in Kansas City, KS. The first of the 6608 B-25 “Billy Mitchell” twin-engine medium bombers was completed on Dec 23, 1941, just 16 days after Pearl Harbor. Many of you know the Mitchell bombers from the Doolittle Raid on Japan on April 18, 1942. The plant produced these planes through out the war, ceasing in August of 1945. I am proud to say my mother worked in the plant installing brake lines.



After the war General Motors purchased the plant and converted it to automobile assembly. Hiring many veterans, including my father to produce Buicks, Oldsmobile's and Pontiacs. In 1952 the war department stepped in again and the facility was selected to produce F-84F. The plant produced the 599 of the sweptback wing version of the F-84 and did it without losing a beat on the auto production side of the plant.



FAIRFAX II 1985-present

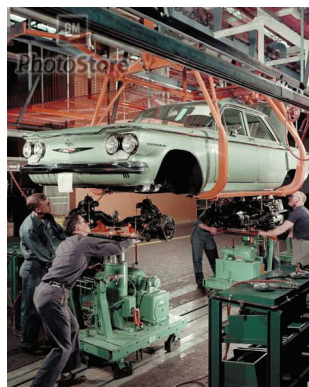
In 1985 construction began on FairFax II. The original plant produced cars until 1986 when it was shut down and production was moved. The new plant included a stamping plant, and a computerized parts distribution center. The Pontiac Grand Prix was produced exclusively for several years, until production of the Oldsmobile Cutlass was added. The plant continued to build Grand Prix and Cutlass through most of the 90’s. In 1997 the Grand Prix was restyled. The Cutlass was dropped, but was soon replaced by the Oldsmobile Intrigue. The Pontiac and Olds production was moved to Canada in 2003 and the Fairfax was assigned to build the Chevrolet Malibu August 23, 2005 Fairfax built its 10 Millionth car. In 2006 the Saturn recently the plant began to



for the 2004 model year. On August 23, 2005 Fairfax built its 10 Millionth car. In 2006 the Saturn recently the plant began to



The production on vehicles has changed a lot at Fairfax over the last 60 years. One of the things you will see at the plant is the marriage process where the chassis is united with the body. Here is a picture of a Corvair being married. You might be surprised how similar it is to the marriage of the Malibu and Aura.





# CAR & MOTORCYCLE SHOW

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**Registration starts at 9:00 am  
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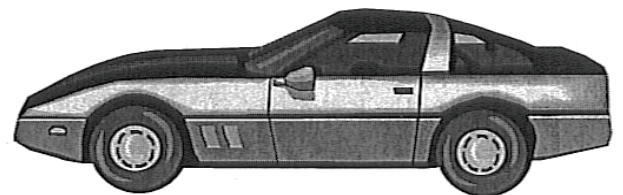
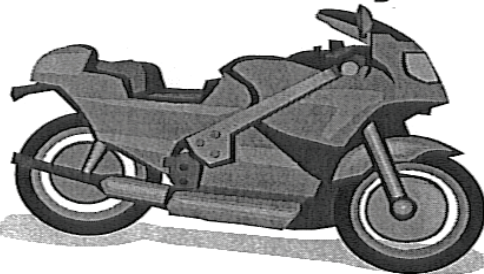
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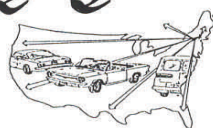
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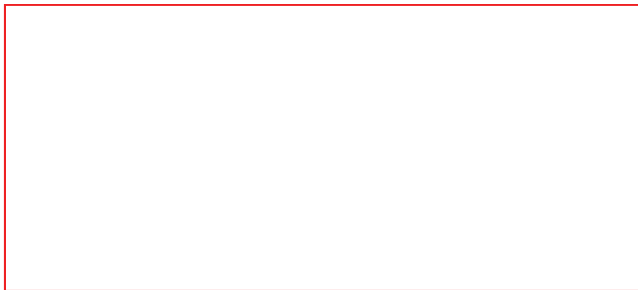
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VairCor is the official publication of the Heart of America Corvair Owners Association, the oldest incorporated continuously active marquee Corvair club and Chapter 640 of the Corvair Society of America. The membership fee in HACO is \$15.00 annually, payable January 1. CORSA membership is required. HACO monthly meetings are held the second Tuesday of each month at 7:30 pm., 7:00 pm Social at the Creekside Pub and Grille, 9916 Holmes Road, KCMO.

**April Calendar**

- April 1st**                      **April Fool's Day**
- April 8th**                     **Easter**
- April 10th**                  **Meeting at Creekside - Annual Auction**  
**6:45 Board    7:00 Social    Very Little Business**
- May 8th**                      **Meeting at GM Plant tour**
- September 21,22 & 23** **Great Plain's Corvair Round-up**  
**Holiday Inn Hotel & Suites I-35 & 87th St, Overland Park, KS**

