



Heart Of America Corvair Owners Association

VairCor



Volume 44, Issue 02

February 2008

President's Corner - Don Wagner

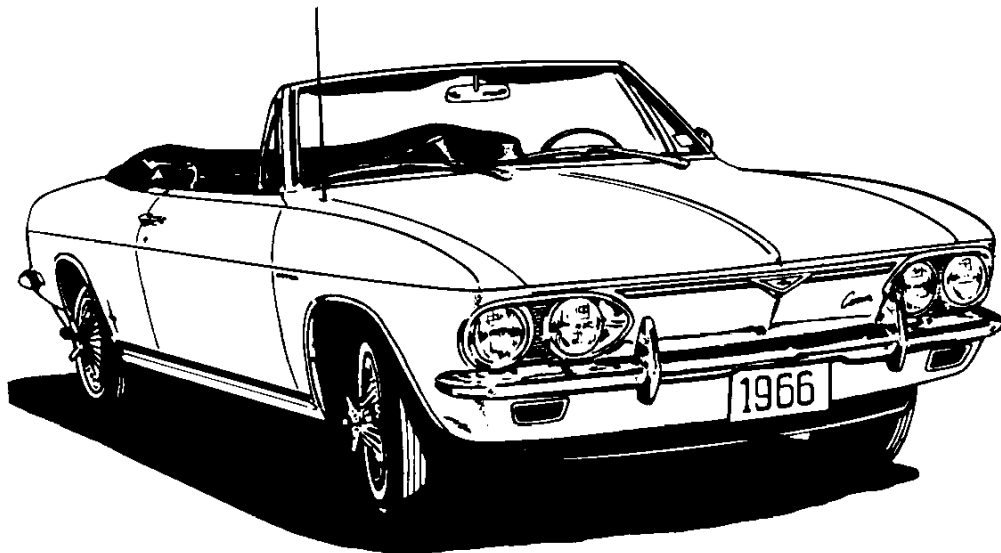
At the January meeting we talked about our meeting location and no one came up with another place. We voted to come back to Chappell's until the June meeting and at that time we will see how this place is working. Hopefully everyone is staying warm, these last couple of months, with all the ice, breaking of branches from the trees, snow storms, snow, and more snow. After our last meeting, Barb and I left K C Airport on Sat. at 6:00 AM for our Caribbean Cruise. We spent a week with 80 degree temperatures and a ship with 5000 other people! When we got ready to come home on the following Sunday, we got to KCI about 9:30 PM and to the parking lot about 10:00 PM. We had about 3" of snow and ice to clean off the car with only a light windbreaker, Br-r-r! If you come to the next meeting (February) I will have the program and talk about our Caribbean Cruise.

If you have not paid your club and Corsa dues please do it now. Also if you have e-mail and are not getting your VairCor in your e-mail, let Dominique or I know.

Hope to see all of you at the meeting.

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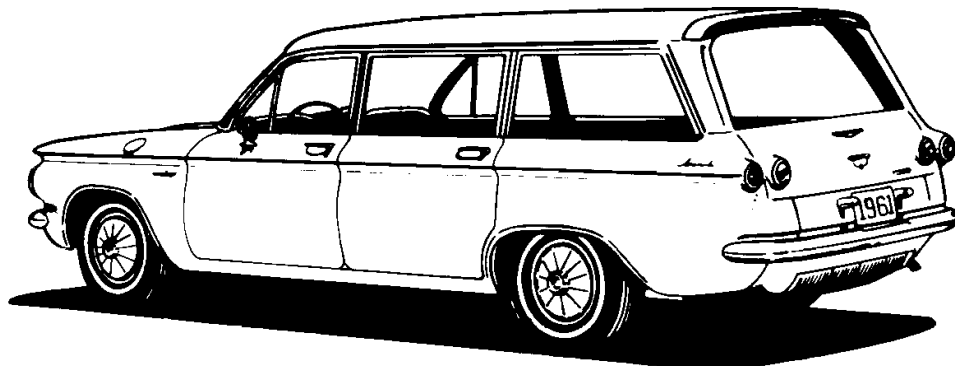
THE PREVENTATIVE MAINTENANCE SERIES

Mike Dawson

Continuing from last month, these are more attempts to help diagnose noises from the rear of Corvairs.

- A moaning sound that is heard only when the engine is cold is probably a late model blower bearing that needs greasing or replacing. Early model bearings usually start a continuous metallic rumbling noise due to their design.
- A light to heavy tapping noise that goes away after driving is usually a lifter that has lost its oil temporarily. Long storage or cold startups and quick shutdowns cause lifters to go “flat”. Frequent oil changes and avoiding a lot of start ups without driving helps this problem. Age and sometimes dirt interfere with lifter check valve action.
- A lighter tapping noise that sounds like a lifter may be a bad exhaust valve guide. The exhaust gas blowing down the guide sounds almost metallic.
- A persistent squeak (usually powerglide cars) that only occurs at a stop, in gear with your foot on the brake may be the rear parking brake cable at its support brackets or on the backing plate on the inside of the brake drum. To test this theory, pull slightly on the parking brake handle when the squeak occurs. If it stops, you have found the problem. The idling engine gently tugs on the spring attached to the cable assembly: install the missing clips on the two support brackets, grease them and use brake lube under the cable inside the brake drum.
- A chirping from the engine that is noticeable only on acceleration may be a loose head. Re-torque the heads immediately or you will have blown head gaskets. This is usually caused by overheating and can sometimes result in studs pulled out of the crankcase. You can also get a bad smell in the heater since combustion gas is escaping.
- An actual blown (burned through) head gasket will make a persistent spit-spit-spit noise as the engine idles. The noise will get louder under a load and bad fumes get in the heater.
- A mild howling from four speed transmissions up through 1965 that is only heard in first, second and third is probably the needle bearings and shaft in the counter gear. The noise is gone in fourth gear since the counter gear is not loaded. A common problem and the parts are available.
- A clicking noise from the rear of early models & FC at very slow speed may be the brake shoes snapping across backing plate pads as they try to follow an out of round drum or a slightly bent axle (common problem). Apply brake lube to the pads or correct the problem. This can also be a bad U-joint or a badly worn stub axle that is rocking the side gear of the differential.

Next month: front end diagnosis.



Low Carb, Rebuild, New Carb

Bob Vukas

A funny thing happened to me on the CHVA National Tour. My normally well behaved '57 Chevy 283 2 barrel carburetor, which had been rebuilt this past spring, started running hit or miss. A tune up supposedly caught all of the problems but while attempting to put it away for winter storage, the car began to run and shift like the stock market as of late, up, down and all over the place. Classic Chevy and my other connections did not have new or even rebuilt carburetors on hand so I called Kansas Automotive. The new carburetor arrived in 3 days. The car runs like new, like it should, once again.

The Return of the Exxon Valdez

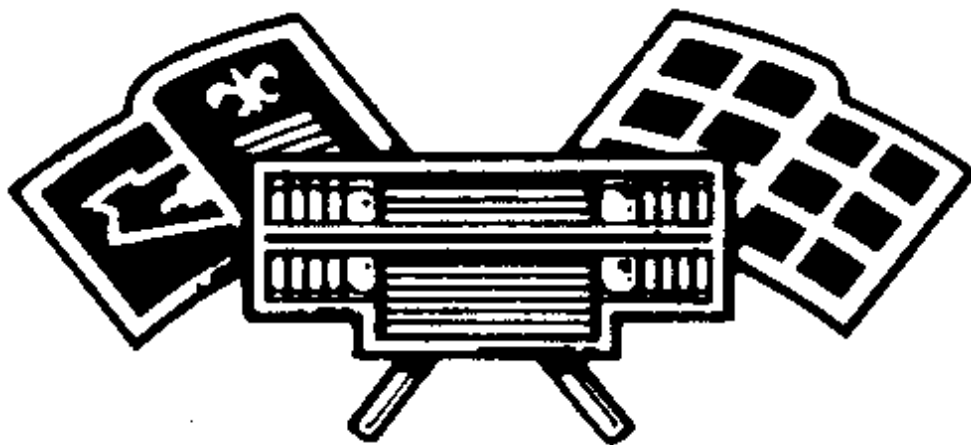
While on tour, my less than trusty gas gauge, moved back and forth like a politician during a debate, and never did give me a straight answer. A new sending unit was procured from Classic Chevy and installed and the gauge read correctly again, for a while. This morning, while filling the tank, the steady drip, drip, drip was not stomach acid but gas from the tank. New gaskets were used to install the sending unit, but the original screws and the holes they went into, were tuckered out after 50 years. I stopped the drip with a pan for the now \$3.53 per gallon premium gas after a small lake had formed on my garage floor. The car and the tank are away for the winter, with a hopefully soon to be leak proof gas tank. I came to work with the odor of eau de premium, new cologne for men, designed to drive women who love cars and racing crazy.

May I Have Some Light on The Subject Please?

5 years and one month. The battery in the '57 lasted just that long. While attempting to pull it out of short term storage, to long term storage, the battery ended its useful life. Unfortunately, so did the clip light in the glove box that had not had new batteries since Clinton was President? The Corvair was nearby and the maglite in the glove compartment did work. I held it in my mouth as I installed the new battery. Did you know that they put plastic covers over the negative end of carry out batteries? Did you also know they are hard to see in the dark, and so you keep trying to open the terminal ends more and more so they will fit? I know this now from personal and up close experience. I have also ordered clip lights, 4 of them, one for each vehicle, for future fun and folly.

You are Worth It

Accoustishield sells heat and sound insulation kits, cut to size for a variety of cars, including Corvairs. My car is quieter and heat much better than ever now. This product or one like it is worth the cost of investment. Collector car peace of mind is priceless.



FOR SALE

1965 Monza four door, Powerglide, good title, runs, all glass good. Car is in primer, has all parts to complete. Seats need to be recovered. Would make a good daily driver with minor work. \$700.00. Randy Tustison
816-694-0717.

Kruisin Kearney 2008 Season

3rd Sunday from April to October

50-60's Music 50/50 Drawing-Giveaways

Restaurants & Antique Stores Open

April 20th Season opener Kruisin Kearney downtown Kearney

May 4th Auto Show-Cruise & Swap meet Jesse James Park

May 18th Kruisin Kearney downtown Kearney

June 1st Swap meet downtown Kearney

June 15th Kruisin Kearney downtown Kearney

July 20th Kruisin Kearney downtown Kearney

July 27th Swap meet downtown Kearney

August 17th Kruisin Kearney downtown Kearney

September 7th Swap meet downtown Kearney

September 21th Kruisin Kearney downtown Kearney

October 5th Auto show-Cruise & swap meet Jesse James Park

October 19th Kruisin Kearney Season Finale

Sponsored by:

A1 Wheels & Performance

Our Favorite Things Collectables & Antiques

(816) 903-3603 (816) 903-3600

2 Classic Car—Hot Rod & Muscle Car Auctions

Dates to be announced

The NTCA is hosting next years H.O.T. 2008 and the plans are coming together beautifully. Planned for April 18 thru 20 in Glen Rose, TX., Scott Netherton is heading the committee of Marty Kirkton, Robert Freeman Woo Wells and Denise Parsley who are responsible for putting this all together. Also, thanks to Cash Case for providing his exceptional artwork for this event. Additional volunteers will be needed at the event.

Membership Renewal

This year is rapidly coming to a close and the holiday season beginning. This past year has brought a great number of fun events with the start of the year with the Wagner's hosting a social in March, tour of the GM plant in May, Meeting in the Park in June, 2007 Great Plains Round up in September and soon the annual Christmas party. Next year is going to be as fun as this one with your help. It takes members to make the club what it is. Each and everyone of you provides a unique quality and flair to make things happen. Each of the events held this year was an idea by one or more members to make it happen. There are many new ideas floating around for this next year to have fun and enjoy each other and their cars. So, fill out the registration for next year on the next page and send it in. If you like you can fill it out on-line and save 42 cents and an envelope if you like at: www.HACOA.org. Membership is only \$15 for the year. Make checks payable to HACOA.

Well, I have 6 cars **for sale**..in various states of need.

- 62' 900 Monza, California car that with 10 minutes work runs and drives, very little rust marginal interior but all there former California/Texas car, new tires and extra parts, (sitting in the drive too long without attention..LOL) asking \$2,500.00 OBO.
- 62' 700, ran when it got moved to the country, sitting for 7 years, 90% there, minimal but typical rust, \$750.00 OBO.
- 61' Lakewood parts car, 75% there, motor out but in car rough but many, many good parts.
- All three cars are bill of sale, the 900 Monza has the paperwork to trace former owner and be titled with car.
- 64' Greenbrier, I drove it back from South Carolina a number of years ago after it became my first Ebay buy..LOL. Very complete, typical rust good tires, 3speed, good SC title \$750.00.
- 69' 110 automatic 2 door Monza, 90% complete, bill of sale, parts car or restoration condition. \$400.00 OBO.
- 65' 4 door 110 automatic parts car, had factory air, most parts from that are gone, complete interior \$200.00 bucks.

I really need to sell these cars and would consider a package deal on some or all. We're trying to sell the land where most of them are and they need homes, not a crusher...(which is where 12 others went last fall). Please help me find them buyers who will use these rare machines to keep the Corvair tradition alive!

Mark McCanon, Lawrence, Ks.

My cell number is 785-423-3053

Thanks!

FOR SALE

65' Monza convertible. 110/PG, turquoise on white. Older restoration, good top. Make an offer - call Dick Stofer at 913-492-8989.

HEART OF AMERICA CORVAIR OWNERS ASSOCIATION, CHAPTER #640

16001 Oakland Ave Belton, MO 64012

Welcome to HACO!! Membership Application for year _____.

Please provide as much information as possible. Items with * are required so that you can receive the newsletter, VairCor, on a monthly basis.

Thank-you from your HACO family.

*Last Name: _____ *First Name: _____ Spouse's Name: _____
*Street: _____ *City: _____ *State: _____
*Zip: _____ *Phone #: _____ Cell Phone#: _____
E-mail: _____ Corsa Member #: _____ Exp. Date: _____

Occupation (His): _____ Work #: _____
(Hers): _____ Work #: _____

Birthdates (His): _____ (Hers): _____ Anniversary: _____

Children Name: _____ Female Birth date: _____
Name: _____ Female Birth date: _____
Name: _____ Female Birth date: _____
Name: _____ Female Birth date: _____



- Meetings Weekend Tours Parades Socials Serve as an Officer Commettee Chair
- Concours/Shows Autocross Swap Meets Day Trips
- Please check all that you may be interested participating in.

List your special interests and Corvair skills: _____

List Corvairs owned with description (everyday driver, restoration, show car, parts, etc.)

1.	Year:	Make:	Model:	Description:
2.	Year:	Make:	Model:	Description:
3.	Year:	Make:	Model:	Description:
4.	Year:	Make:	Model:	Description:
5.	Year:	Make:	Model:	Description:
6.	Year:	Make:	Model:	Description:

Other Car Club Affiliations: _____

HACO dues are \$15.00 per calendar year (Due January 1st). Paid by (please circle one) Check on ____/____/____. Due to Corvair Society of America (CORSA) and HACO's insurance program and HACO's By-laws, it is NECESSARY that all HACO members also be CORSA members. Membership for CORSA is on a yearly basis from the month you first join. After initial membership, CORSA will send an annual notice. (See reverse side for CORSA application and fees). HACO appreciates you completing an application each year.

Tool Crib

Tool	Deposit	Rental Fee
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

212 Warner Rd

Bonner Springs, KS 66012

913-422-5778

E-mail: kenrragan@sbcglobal.net

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CORVAIR
The Classic



Heart Of America Corvair Owners Association

HACO A

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Marquee Corvair Club**

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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 A is \$15.00 annually, payable January 1. CORSA membership is required. HACO A 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

February Calendar

- February 12th Meeting at Chappell's**
6:45 Board 7:00 Social 7:30 Very Little Business Just Fun - Come join in
- February 14th Valentine's Day (Don't forget that special someone)**
- March 11th Meeting at Chappell's**
6:45 Board 7:00 Social 7:30 Very Little Business Just Fun - Come join in
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