

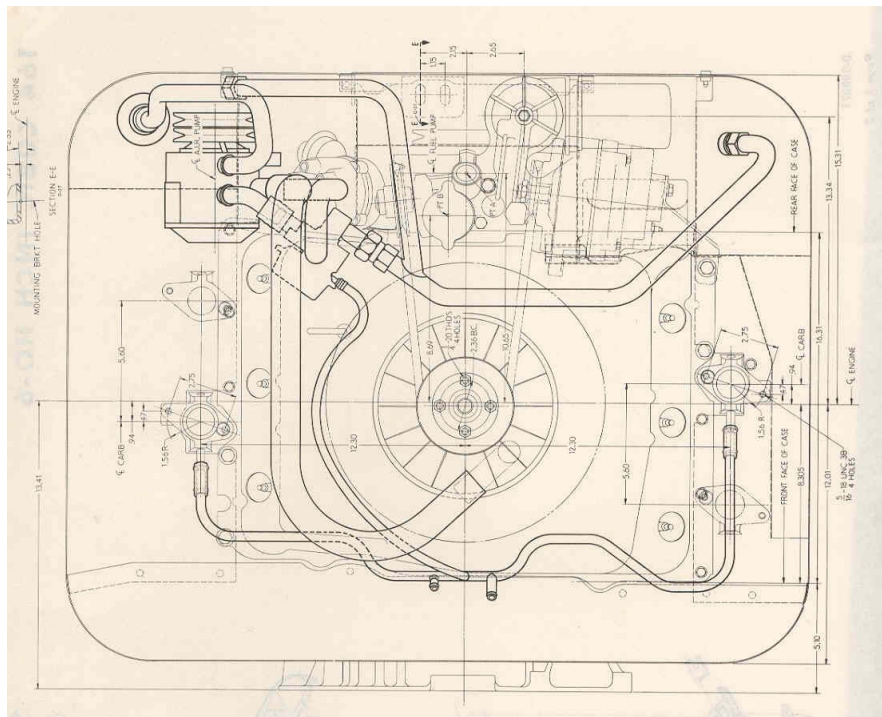


President's Corner - Don Wagner

I think maybe spring has come to northwest Missouri. My tulips, daffodils, and hyacinths are all coming out. You people in K C, we are about a week or two behind. I think the auction went well with Barb's peanut clusters being the top money maker. I told Barb on my way down to the meeting I would like to have her bid and get the candy. She got the first box for \$5 and so as the auction was going on I looked back and she was passing the candy out! When I saw this, I thought when the next box came up I would get that box of candy. Gary & Helen Moore had tasted Barb's candy and Helen told Gary she would like the next box, I also wanted it. I bid on the candy and so did Gary. When Gary bid \$30 my thought was Barb could make some at home for \$30! If you didn't make it to the meeting you missed out on a great time and listening to Karl (Thank you Karl). Dominique will have the amount of what we made on the auction in the newsletter. June will be here before you know it and Jack Hill will need convertibles for the Shawnee Parade on Sat. the 7th in the morning. Also the monthly club meeting will be in the Lenexa park again on June 10. Club members that live in the southwest Part of KC, try to make it to that meeting .

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The Preventative Maintenance Series

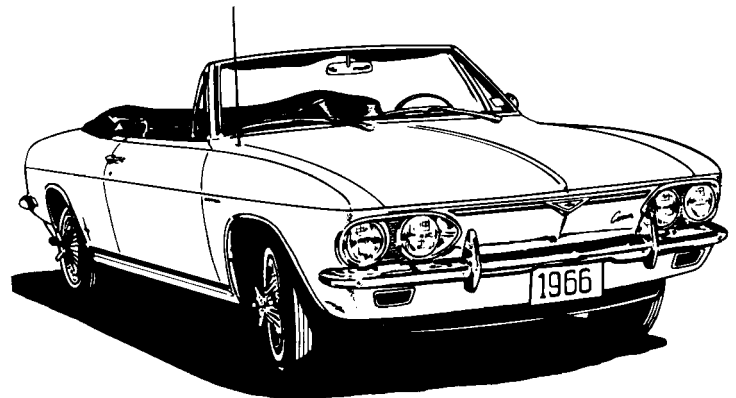
By Mike Dawson

The single barrel downdraft Rochester carburetors used on Corvair engines are a very basic design, work quite well for the application, and can be reconditioned to perform like new. Keep in mind that there are H and HV models (V for venture operated choke control diaphragm) and lots of different calibrations and model upgrades. The key to good performance is a matched pair with at least the upgrades that apply to your particular year. There are lots of articles about identification so that will not be addressed here. The following suggestions will reveal that this basic design can have a lot of small issues that require your attention.

Plan on installing a throttle shaft seal kit along with the regular rebuild kit. This greatly reduces any vacuum leaks around the shaft which disturbs idle and off idle performance. Also clean, inspect and seal or replace the base insulators. Thin gaskets are available for this area. Check or replace the two balance tube hoses, both vacuum modulator hoses if Powerglide, check both choke pull-offs if equipped, air & fuel filters and clean the vent system. This includes all vent tubes, PVC valve, road draft tube and fixed orifice – check the orifice size since people do strange things to them. All of the above items directly affect carburetor performance. Disassemble the carburetors, clean and make sure all parts make up a matched pair. The alloy metal used is somewhat soft so watch for damaged areas.

- Check the accelerator pump system components for the following: the new pump cup is installed correctly, the vapor check ball in the pump is free, both upper and lower springs are the correct length, the brass discharge needle is in place with the top of the needle resting below the gasket surface. Use a strand pulled out of a wire brush to check the two discharge holes in the carburetor base at the discharge needle and check for a clean smooth bore for the cup to run in.
- Special notes: 140 secondary carburetors have a shorter and stiffer accelerator pump return spring, may not have a cup (works better with one) and may only have one discharge hole.
- Carburetor base: use a straight edge to check the bottom mounting area and dress up if necessary. Install a shaft seal kit as mentioned above. If the base is too badly worn, sleeves are available and the shafts are available new. Check the shaft to lever fit for looseness (can be welded), make sure the valve screws are tight, use a mirror to inspect the power valve inserts (65-67), be sure the idle passages are clean and not damaged, and be sure the two venture mounting holes do not have residual water or carburetor cleaner in them which will freeze the screws in place. If a jet is frozen, use a screwdriver with a good tip and strike it smartly a couple of times to free the jet.
- Carburetor air horn: Straight edge for damage from over tightening the top mounting nut, make sure the choke shaft-to-lever fit is solid and the screws are tight. Check floats for gas, check float alignment (pre 64 floats are bigger than late floats and do not have springs), make sure the fuel filter threads do not have crusty material in them that will come off when you screw the nut in. Be sure to install the accelerator pump rod in the proper direction through the lever.
- Venturi Cluster: Check all holes, particularly the small tube which is the idle pickup and which easily traps debris. Match up the casting numbers, and watch for missing brass plugs. Also, straight-edge the mounting area, since they can warp.

Coming up: adjustments and troubleshooting.



You Might Be Car Crazy if:**By Bob Vukas**

You've taken your spouse, more than once, to a used parts recycling center (junk yard).

You've painted a car with a brush or a roller.

You love the smells of fresh gasoline and tires.

You love to drive on vacation no matter what the distance.

Your stops on vacation include car related museums first.

You can tell the differences between the '49-'54 Chevy's.

You know that the Mustang came from the Falcon Sprint and that the Camaro came from the Nova SS.

You think that *Bonanza* was sponsored solely by Chevrolet.

You know what three on the tree means and you know how to use one.

You've actually changed a spare tire.

You know what *Heet* is and you know how it is used.

You know the word *Diehard* not from a movie but from a Sears battery,

You've filled your car with gasoline without using a pay at the pump computer.

You understand the words Idiot Light and wish there were more gauges.

You've actually put a pair of gloves in your glove compartment.

You thought cup holders were to be used only at the A&W Drive In while stopped for lunch or dinner, and they were on the door of your glove compartment.

You know what a flare is and you have kept one in your glove compartment.

You've received a Trip-tik from AAA and used it while traveling.

You read the *Consumer Reports* April New Car issue or *New Car Previews* like everyone else reads the *Sports Illustrated* swimsuit edition.

You know Ralph Nader was wrong and staunchly defend the Corvair at any given opportunity.

You've always thought station wagons were cool, vans never were, and that crossover utility vehicles are just modern wagons.

You were introduced to shrimp with a twenty one shrimp basket at a drive in.

You've installed a stereo, speakers or a rear window defogger.

You've put fuzzy material on the package shelf in the back.

You fondly remember your first car even if it was a Vega, Pinto, Pacer, Valiant, Falcon or Corvair.

You know what points, rotor and condenser are used for and you've installed them.

You've used a snow brush or a brick for cruise control on long trips.

You've used a coat hanger as a replacement anti theft radio antenna.

My Introduction to the Corvair (Part 2)

By Scott Allison

The next weekend I replaced the alternator and made the trip to Ken's place. What a dizzying experience, so many cars and so much potential...then he took me to "the shop". We had a good visit that took up most of the afternoon talking about Corvairs before I had to head out. I only had the car for a couple more days before the owner came back to claim it. He drove it for another 8 months before he sold it, I wasn't offered the car back or informed that he was selling it. As far as I know it did well by him and I believe he sold it to a teacher at Johnson County Community College.

I had other projects going on at the time (a 1965 Thunderbird and a 1963 Buick Wildcat) that I didn't have time to miss the car, the meeting, and the new friend I had made. It would be 2006 before a Corvair would come back into my mind...like a charging bull.

My first Corvair (the classroom)...

It was fall of 2005 that I decided to sell my 1965 Thunderbird and 1963 Buick Wildcat at the December Mecum auction here in KC. I had repaired, shown, and enjoyed the cars for nearly 3 years. I was finding that I wasn't getting the attention I wanted as both were pretty plain and didn't have a lot of "sport" to offer. Not many people wanted to talk about a 4-door all original Wildcat with 27,000 original one owner miles or a completely restored stock 1965 Thunder-chicken.



That winter was a time for Ray to celebrate...or so he thought. He was parking in the garage all season long and I was inside the house more than normal. He quickly realized that I'm not near as interesting as he thought and it wasn't long before he was asking what I was considering for my next project. I got the hint when he started parking outside again, leaving a big empty space in the garage, regardless of the weather he would otherwise have to contend with. Not being one you have to tell twice, I was on a mission once again.

It was early spring of 2006 when I found a little red coupe in the KC Star. All I knew is that it was a late model and pretty much original. It had been a father's project and the son who recently acquired it knew nothing at all about it, except that it made his wife ask daily when it was going away. It was pretty rusty and did not run but we agreed on a price and my first Corvair was being loaded onto a flatbed for the short tip to its new home.

Only now, home in the garage looking at what I purchased, did I realize I needed to do a lot more research on what to do first. I had been into many water-cooled engines before but when I removed the top shroud and saw exposed cylinder jugs my jaw hit the floor. As you read in the previous story my first Corvair seemed to just want to run so I wasn't required to learn much. This one obviously needed much more than a couple carburetors.

A little browsing on the internet again introduced me to Clarks and we quickly ignited what would be a long term relationship. I started with the tank (just a flush when it should have been much more based on what I know now), moved to the brakes (where I replaced everything when much of it could have probably been rebuilt), and then the engine. It seemed to go pretty well and in 6 short weeks it started up.

For the first couple weeks after that all it did was start as I had no idea what to do with the four carburetors. Oh yea, the little red coupe ended up being a Corsa with the original 140 engine. Gas lines were abundant and linkage was excessive, none of it made any sense to me. Back to the internet I went where I met the Corvair Center Forum. It was like having Ken Ragan at my fingertips but it only took about two hours before I realized I knew even less than what I thought.

I started matching up images from the Clarks catalog to those provided by the many on-line members of the forum. Did I have the 65 or later 4-carburetor linkage, what size jets were in the carburetors, and did I have secondary cut offs were some of the initial questions. I said it's a 65 so you tell me...do I need to say how many laughs that got? I'm sure they all thought that they scared me off when in fact it was two solid days in the garage mulling over what their questions meant and then determining what I actually had.

I quickly learned why they laughed. Although the car was a 1965 it had the 1966 linkage with the secondary cut offs. Things were challenging enough without a bunch of springs and cut offs to complicate the classroom. These advancements may not scare me today but at the time they were variables that I needed to remove. My next Clarks order consisted of carburetor rebuild kits and the 1965 hard carburetor linkage.

The four carburetors rebuilt as easily as the first two of four years before. It was then that I learned there were not enough pictures to illustrate how the 65 linkage was to be applied. In the meantime I did learn however that you can ignore the secondary carburetors as long as they aren't creating a vacuum leak so this was my temporary path. Finally, the car will idle although very rough and at a high RPM. I fought this for another couple weeks when one day I noticed raw gasoline running from the exhaust after a very loud bang from the engine compartment.

I ran the white flag up the poll and turned to the internet once again. I found a yahoo forum this time with an email address to one of the local members. It was a few days later when I got a call from a gentlemen by the



name of Mike Dawson. He claimed to "know a little about Corvairs" and wondered how he may be able to help. I had no idea at the time that Mike would quickly become my encyclopedia, motivator, and mentor on these great little cars. Mike agreed to come to my place, based on the dreadful condition of my car, the following week-end.

My first meeting with Mike was one I will never forget. Once he could tear me away from his van, a 1962 Greenbrier, he was more than anxious to see what was up with my sick coupe. I learned so much that first day that it forced me into seclusion for another week while my mind caught up with the many notes that I took. Back to that day; Mike found that I had busted a push rod filling the cylinder with gas. From his van he produced a used push-

rod, adjusted the valves, and balanced the carburetors. When he left it was running very smoothly.

With it now able to leave the garage I quickly found that it needed transmission work. It was suggested that I look for a used transmission rather than rebuild the one I had. By way of the internet, again, and the Corvair Center forum I was introduced to Terry Kalp. Terry claimed to have a transmission and would be happy to exchange mine for one of his if I cared to make the trip to Wichita. I couldn't pass this up so it was just a couple weeks later that my Father and I headed out to Wichita.

I wasn't yet ready to remove an engine and someone said that it was possible (not advisable) to remove the transmission without removing the engine. I had no idea that there was a two foot long spindle and by the time I finally did get the transmission out I understood why this procedure was not advisable.

When we arrived at Terry's Corvair Ranch it was as it has been with all of the Corvair people that I've met. Terry's place is every bit as impressive as Ken's with the eye candy and, as with everyone else I had met to date, he was more than willing to talk about the cars and provide any assistance he could. We kept him tied up for a couple hours before we had to head back home with a used transmission. **Stay tuned next month**

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

Listed below are selected events that may be of interest to HACO A members. A complete list of upcoming area events can be found at the following website:

<http://clubs.hemmings.com/frameset.cfm?club=accke>

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

August

2: HACO A Winery Tour & Show

10: HACO A Social sponsored by Mike Sloan

22-24: Ozark Empire Swap Meet at Springfield

29-31: Good Guys Mid-Western Nationals at the Kansas Speedway

September

12-14: Corvair Roundup in Oklahoma

27: HACO A participation in the Overland Park Parade

December

12: HACO A Annual Christmas Party at the home of Kevin & Ada Koch

Selected Cruise Nights (See: <http://clubs.hemmings.com/frameset.cfm?club=accke> for a complete list.

3rd Friday: Pleasant Hill 6:00

1st Saturday: Blue Springs (west of 7 and Main) 5:00

Harrisonville Family Center 6:00

Lee's Summit Paddy O'Quigley's (150 & 291) 1:00

2nd Saturday: Bass Pro Independence (I-70 & 291) 5:00

Overland Park Winstead's (103rd & Metcalf) 6:00

3rd Saturday: Johnny Ray's Drive In (Lee's Summit) 5:00

4th Saturday: Belton Main Street 5:00



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

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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

HACOA

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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

May Calendar

- May 13th 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 26th Memorial Day**
- June 10th Meeting at Sar-Ko Park - Bring a dinner if you like**
Meeting starts at 7pm - Come enjoy the nice evening outside
-