



President's Corner - Travis Bolton

September is the time to "Ask not what HACO can do for you, but ask what YOU can do for HACO!" Sorry, maybe all the political goings-on have been going to my head.

Anyway, there really is a lot going on in September. The biggest thing is the Great Plains Corvair Roundup. I hope that everyone has registered and volunteered to help in some way. I believe the order was placed for 75 T-shirts and dash plaques. Not quite as many as we'd hoped for, but I'm not sure what that represents in terms of actual registrations. No matter how many people we have show up, I'm sure we'll have a great time. But we will need everyone's help during the event, and even before with things like stuffing the goody bags, etc. Please contact Dominique if you would like to help and haven't signed up yet.

The other thing we need to think about are the club elections. Although I know it's hard to believe it's time again, with the lack of fierce campaigning and debates and all that's going on with the Presidential campaigns (even though it's almost a year to ballot time), it is time to re-elect the HACO officers. We have many positions available. The nominating committee may approach you to be an officer of the club. If they do, please consider carefully. It really isn't that hard and doesn't take that much time. And if you WANT to be an officer of the club, please let the nominating committee (or myself) know. You won't regret it!

Also remember that the October meeting will be held at Chappell's in North Kansas City. Check the website for a map if you need to, I'll get one up there pretty soon.

But in September, I'll see you at the Creekside!

-Travis

Inside this issue:

President's Corner	1
Running with the Big Boys	2
The Preventative Maint.	3
Back to School/Storage	4
For Sale	5

Running with the big boys Sort of: Valve cover racing in Detroit - By Gary Moore

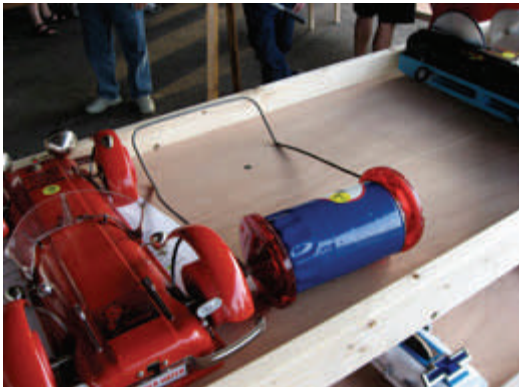
Like Travis the Corsa Convention in Detroit was my first. The convention was well organized with something for everyone. The hosting clubs are to be congratulated, getting GM to open the, not yet open to the public, Heritage Museum to Corsa members was icing on the cake. I would like to relate my experience at the Valve Cover Races on Tuesday night of the convention.



standing next to me in line. The rules



are very vague, which allows for a great variety. In appearance the racers ran from cute to sleek with everything in between. The strangest was built using a oil filter with wheels on both ends and a leading wire frame, with the valve cover crushed and rolled up inside the filter. Many different types of wheels were used, skate board wheels, film reels, spools, Cds and even hard drive platters. One car, which looked little like the Chitty Chitty Bang Bang car, had to be disassembled because the owner had made it few hundreds of a inch too wide. By removing the rubber wheels and rubbing them back and forth on the concrete floor he was able to make the car fit the width of the track. After everyone was fed the races began. The cars are divided into heats. I was in the second heat. Two racers compete at a time, they race down the track once, then the cars switch lanes and race again. The car to win 2 out of three is declared the winner.



When it came to my turn to race I was sure that I would not a have a chance. I had not done a practice run before the race; I figured I would just embarrass myself once. But to my surprise, and probably a surprise to the guy I raced, I won. I then advanced to the second round, which I won also. But in the finals of my heat I raced a car much like mine save that the fellow racing it had knew where to place weight on the car to take advantage of gravity. I lost both races by at least a car length. The races continued, with a very tight race for the championship. All in all I found Valve Cover Racing quite a kick and I am entering my racer, with a little revamping, at the Great Plains Round Up. Hope to see you there.

Helen and I were also celebrating our 31st wedding anniversary, she said I still know how to show a gal a good time. The race was held in a park near the hosting hotel, and was well attended. Food and drink was provided by the Detroit area clubs. Registration was quick, first weighing (maximum 4.5lb) and then measuring the length of the racer (must be under 16 inches).

While in line I overheard the secret to winning at least one race. It was to carefully pick your place in line. Of course the guy who said it ended up

standing next to me in line. The rules are very vague, which allows for a great variety. In appearance the racers ran from cute to sleek with everything in between. The strangest was built using a oil filter with wheels on both ends and a leading wire frame, with the valve cover crushed and rolled up inside the filter. Many different types of wheels were used, skate board wheels, film reels, spools, Cds and even hard drive platters. One car, which looked little like the Chitty Chitty Bang Bang car, had to be disassembled because the owner had made it few hundreds of a inch too wide. By removing the rubber wheels and rubbing them back and forth on the concrete floor he was able to make the car fit the width of the track. After everyone was fed the



The Preventative Maintenance Series - By Mike Dawson

The Preventative Maintenance Series begins again this month (the last startup was in 1984) with a statement of purpose: *Be comfortable driving your Corvair anywhere.* Someday I would like to see Larry Claypool have to give the Hard Luck Award at the convention to somebody who lost their room reservation. That came very close this year, and it's entirely possible! We must share information, use common sense and follow a definite course of action in preparing a car for dependable service. Each month we will cover a topic with enough information for you to either dig in or provide a reference for additional help. Let's look at the overall picture. First, you are usually catching up on any number of years of neglect. Second, there are a certain number of parts that wear out because of use and there are a certain number that cannot be trusted because of age. Once you accomplish inspection, replacement or maintenance, from that point on all you do is the normal service any quality car requires. A Corvair is an excellent example of good basic transportation, requiring no complex electronic diagnosis and only a few special tools for servicing. You must keep a log for each car, without which you will begin to duplicate service or forget a step entirely. You should use a written list as a guide whose accomplishment signifies your readiness to "Drive It Anywhere". We begin with a look at two common avoidable catastrophes and then move on to maintenance. The first is a "dropped" valve seat. Corvair heads are aluminum with hardened steel inserts for the valves to seat on. The seats are "shrunk" in to the heads with a .004 interference fit to keep them there. After years of heat treatment and valves hopping on them, they lose their fit and come out. The most common failures occur in Turbo, 140 or air conditioned cars, and are usually intake seats. The seat (looks like a steel ring) will either lodge under the valve, holding it open all the time or it can shatter in which case the piston in that cylinder and possibly the two adjoining will be destroyed. The prevention: anytime you have a valve job done, **THE SEATS MUST BE PROFESSIONALLY STAKED IN THE HEAD.** In some cases they must be replaced with oversized seats to be safe. If you are preparing a Corvair for the "drive it anywhere" class, I strongly recommend having the heads done by Tom Noland at Noland's Automotive Machine Shop here in Kansas City (816 471-5167) The second preventable disaster is the broken original cast piston. The cast aluminum pistons used in the 164 CI engines are the usual offenders. Age and mileage with the excesses of heat and detonation you may not have known about will initiate cracks at the oil ring groove. The speed you are driving will determine the extent of damage when the top comes off. Unless you love bragging about being a gambler, never rebuild a 164 engine using the original pistons. Not only can they break, but they will never even be close to the allowed clearance specification in a honed used cylinder. The loose pistons will slap in the cylinders (sounds like a diesel at a cold idle) until they fail. The prevention: use new forged aluminum pistons which are oversize and fitted to bored cylinders anytime an engine is rebuilt. The early model pistons (140 & 145 engines) are not as prone to breaking, but you still can have the loose fit if you hone used cylinders and reuse pistons. Next month we will begin to cover lubrication items – there are a lot of them, many areas were lubed at the factory and never touched again; it is up to you to do the catch up.

Back to School - By Bob Vukas

More students are driving these days and their rides vary in style and price. Perhaps gone are the days of the proverbial good used car and being happy just to be driving any car at all. The early morning traffic headed in the direction of any school will be heavier in the morning. Is driver's education a class or extracurricular these days? I saw a driver's Ed car in my neighborhood, a 2007 Chevrolet Cobalt. I learned to drive in a '69 Impala with the instructor having the extra brake pedal just in case. A recent Virtual Vairs posting indicated that any car can be safe for a teenage driver, as long as they know how to stay in control of that car. Air bags, anti-lock brakes and traction control will never replace common sense and courtesy.

Rolling Resistance, Miles Driven per Year, Traction and Tire Rot

A new buzz word in buying tires is rolling resistance. The lower the rolling resistance, the easier the tire moves which in the long run means better gas mileage. Add this to the consideration factors in buying tires. How many miles per year do you drive? If you multiply this factor by 6, will the tires last that long? What kind of weather do you experience all year where you live? How long do you intend to keep the car? Will your tires be rotated and balanced for their lifetime as part of their purchase price? Do you matter where you buy tires and do they take care of you? Perhaps this last one is the most important.

Fall Leaf Tours: Plan Ahead

The colors of autumn fade quickly. Before they are gone this year take the time to get out and enjoy them. Take your camera, if you wish, in your favorite car, and see the sights. Take a picnic lunch or stop somewhere different along the way. We all work hard but we also need the balance in our lives so play hard too. Don't miss out.

Garage Storage

Sixty percent of our basement is now my Retro Lounge. This means that the remaining forty percent of space is relegated for storage. Consolidation is the key. The mower and snow blower are now permanent residents of the garage. The bicycles we did not use went to the garage sale along with four car loads of other assorted items. More will go that direction this fall. I have lined the walls with shelves as far as is practically possible. The new water softener took some storage space and the under that stairs storage no longer exists. If the weed-ing does not result in enough space, the garage ceiling may be utilized for storage. I have seen some hang from the ceiling storage organizers. The electronic stud finder will be used to prevent the ceiling from looking any more like Swiss cheese. I am motivated as the old artificial Christmas tree is gone and Rachel wants a new one. Rachel is motivated as two whole shelves are dedicated to boxes and boxes of family photos and documents that need to be severely reviewed. The box of left over corsages from her Mother's 53 year collection imploded in my hands. They were labeled by date worn. I am sure the Smithsonian will be able to go on without them.

The 2007 Great Plains Corvair Round-up is here and we are looking for a few good people to help out. If you are interested in helping for a few hours during the event it would be greatly appreciated. We need help with the registration tent on Friday and Don Wagner is looking for judges on Saturday. Come enjoy the fun, festivities and the wonderful cars.

For Sale: 1965 500 four door, 95 HP Powerglide. Engine and drive train operate perfectly. Body is not restorable, front suspension would have to be replaced. Still drivable but would not pass inspection. I have serviced this car for 25 years; it would be a good candidate for a dune buggy transplant. Will deliver a reasonable distance: \$500.00 or trade for something of acceptable value. Mike Dawson 816 763-9025

For Sale: We have two Corvairs that we want to sell. They are a '65 and '66. Neither one runs but there are a lot of parts on these cars that might be useful to you or your club members. We are asking \$1200 for both cars. We would like to sell both together as a pair.

If you find someone who might be interested in these cars, please reply back with a phone number so that we can contact them.

Thank you in advance
Donald and Loretta Fossey
Tennessee.

Lsfossey_tngirl@yahoo.com



I have enjoyed very much working on the newsletter for the club over the past several months and with Gini before that. I would like to take advantage of some technology in getting it to everyone in a timely manor. Postage service is getting expensive and time consuming to say the least. I would like to provide the newsletter to everyone via e-mail. If you prefer to still receive the newsletter via regular mail I will do so. I would like everyone to provide a current e-mail account that I would send to you on a monthly basis. It will be delivered in PDF format which should be able to be read and printed at your leisure. I will be doing both e-mail and regular postal mail until the end of the year with e-mail only after the new year unless I hear from you otherwise. I can be reached at newsletter@hacoa.org, 816-668-3847 or 7205 NW 75th Terrace, Kansas City, MO 64152. Thanks, Dominique Allen

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

212 Warner Rd

Bonner Springs, KS 66012

913-422-5778

E-mail: kenrragan@sbcglobal.net

Griot's Tech Clinic

Do you have any questions relative to detailing your car? Are you unsure as to how certain products might work or what they might do to your finish?

The Complete Garage, 15209 W. 87th. Street, Lenexa, KS, is sponsoring a car care technical session on Saturday, October 6, 2007 from 10AM to 2PM. Experts from Griot's in Tacoma, WA, will be on-hand to demonstrate their products and answer any questions you might have. Refreshments will be served.



15209 West 87th St. Pkwy

Lenexa, KS 66219

Phone (913)-322-9175

Fax (913)-322-9176

Heart Of America Corvair Owners Association

HACO
9802 Booth Ave
Kansas City, MO 64134

Editor, Dominique Allen
Phone: 816-668-3847
E-mail: corvair@home-town.biz

**Oldest Incorporated Continually Active
Marquee Corvair Club**

2007 Officers & Directors

Travis Bolton-Pres. 816-792-2682
Steve Lankford-VP 816-838-4947
Beth Williams-Secretary 660-827-5430
Dominique Allen-Treasure 816-668-3847

Directors

Larry Vaught 816-523-7228
Jack Hill 816-452-0619
Ken Ragan 913-422-5778
Karl Cozad-Ex-Officio 816-741-2696



Articles can be submitted to the editor and are always welcomed at:
newsletter@hacoa.org or via snail mail: Dominique Allen 7205 NW 75th Terrace,
KC, MO 64152. I can be reached at 816-668-6847 Cell or 816-746-4845 Fax.

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.

September Calendar

- September 11th Meeting at Creekside**
6:45 pm Board meeting, 7pm Social, 7:30pm Meeting
- September 21-23rd Great Plain's Corvair Round-up**
Holiday Inn Hotel & Suites I-35 & 87th St, Overland Park, KS
- October 9th Meeting at Chapells Bar & Grill North Kansas City**
6:45 pm Board meeting, 7pm Social, 7:30pm Meeting
-