



V A I R C O R



Volume 51 Issue 7

Heart of America Corvair Owners Association

June Highlights

For a few hours Mother Nature paused her deluge long enough for our annual outdoor Meeting in the Park. The Sar-Ko-Par Trails Park was going through a face-lift with new rest areas, new shelters, better trails, and more parking, all under construction at the time of our meeting. But, it will all be done by next year's Meeting in the Park—so save the date, June 14, 2016.

Cliff Carlino called the meeting to order by asking Don Wagner to introduce guests. Rick Ebbesen of Warrensburg rejoined the club after a five-year absence; it was good to see Rick back. Elaine and Jack Richardson brought along their daughter Linda.



Elaine and Jack Richardson

Kim Mellies read the minutes from the May meeting. Gary Jones gave the financial report; there is still plenty of money. Editors Gary and Helen Moore asked members to keep sending in their articles and photos. Webmaster Travis Bolton said it is past time to do some upgrades and updates on the HACOA website. Although, for the second year in a row the website won the CORSA Chapter Outstanding Website Award. So he must be doing something right. Scott Allison gave out handouts with upcoming events. Please check the website for the latest calendar. Kenny Ragan reported that the tool crib was busier than it has been for years.

Last month we were surprised to learn that two of HACOA's members, Steve and Kathy Lanksford had passed away. Steve was diagnosed with a fast moving cancer late last year and died in March. Kathy had been suffering with cancer for many years and passed away in May. Steve and Kathy joined the club in the 80's. Most recently they had been living in their motorhome traveling around the USA.

Scott Allison drove his latest addition to his Corvair herd; a rare (rarest of all Corvairs with only 369 built) red and white 1962 Corvair 95 Loadside. Scott purchased the Loady from Terry Kalp and will most probably write an article on the truck for a future issue of the VairCor—wink wink, hint hint.

Travis Bolton announced he now has a functioning powder coat oven large enough to do most Corvair parts, including a front



Nearly fifty members were on hand for a beautiful evening in the park. suspension crossmember. While he is not doing this for free, he will powder coat club members' parts at a reasonable price.

Mike Dawson gave the after meeting program on the current and pending legislation concerning ethanol fuel. It was brought up that there is a list of local gas stations that sell no-alcohol gasoline on the HACOA website along with a link to Pure-Gas.org for locating out of town stations. (Ed. Note: I downloaded the Pure-Gas App for my cell phone just before leaving for Knoxville; it came in mighty handy.)

By the time it got dark it had cooled off enough to make for a pleasant parking lot session in the shelter house and out by the cars.



Scott Allison's red and white 1962 Loadside had its debut at the meeting.

HACOA Calendar at a Glance

Date	Event	Social Chair Scott Allison
Saturday July 11	Bandana's BBQ Lunch, Independence, MO / Thunder in the Valley, Grain Valley, MO	
Tuesday July 14	HACOA Monthly Meeting, Paul and Jacks, North Kansas City, MO	
Tuesday August 11	HACOA Monthly Meeting, Paul and Jacks, North Kansas City, MO	
Sunday August 23	Lyceum Theatre Trip, <i>Driving Miss Daisy</i>, Arrow Rock, MO	
Tuesday September 8	HACOA Monthly Meeting, Paul and Jacks, North Kansas City, MO	
September 25-27, 2015	2015 Great Plains Corvair Round Up, North Little Rock, AR	
Tuesday October 13	HACOA Monthly Meeting, Paul and Jacks, North Kansas City, MO	
Tuesday November 10	HACOA Monthly Meeting, Paul and Jacks, North Kansas City, MO	

Check the online calendar for more information and additional events visit: WWW.HACOA.org

HACOA member recommended events

Date	Event
Saturday August 8	Dust Bowl Jamboree, E.H. Young Riverfront Park, Riverside, MO
Saturday August 15	Leavenworth Cruisers Car Show, Ray Miller Park, Leavenworth, KS
Saturday August 22	Westlake Charity Car Display, Westlake Ace Hardware, 1020 W. 103, K.C. MO
August 28-30	Corvair Track Classic, Motorsports Park, Hastings, NE
September 5-6	Fire and Ice Autocross 2015, Marshalltown, IA CANCELED BACK ON!!
Saturday October 24	Dust Up Airplane Rides and Chili Cook-off, Hoelting Airport, Basehor KS

For even more local events visit: <http://clubs.hemmings.com/acckc/EventFinder.htm>

Seventh Annual Thunder in the Valley



Schedule of Events for July 11, 2015

1:00 to 4:00 We will meet at Bandana's BBQ at the corner of I-70 and Noland Rd. Lunch will be off of the menu. The facility will rope off a section for us to display our cars while we eat, maybe play a game, and socialize on the patio. Come whenever you can; you do not need to be present at 1:00.

4:00 to 5:00 Corvair Thunder down I-70 and through Grain Valley as we make our way from Bandana's to Valley Speedway in Grain Valley, MO.

5:00 to 6:30 There will be a car display at the track. The club will have the deck, which will be open so you may either stay by the car to talk to onlookers or head on up for more socializing.

Beverages, adult or otherwise, will be available for purchase (honor system) right on the deck. Entrance fee this year is \$15.00 for adults with children under 12 admitted free.

6:30 to 7:00 Hot Laps

7:00 to 10:00 Races

At some point again this year, assuming there aren't too many interruptions in the first half of the races, we may again be invited to do a parade lap or two of the track (no passing) in our cars and short display/photo opportunity on the track.

You may attend lunch, the track, or lunch and the track. The only tie between the two events is the great company you will share!

Please email beaminscott@yahoo.com, call 816-506-6892, or register on the HACOA website if you plan to attend so that I can get a close count on the number of people to expect.

If excessive heat hours are implemented at the track the races will not start until 7:30, which means we don't have to be at the track until 6:00. We will just have to play this by ear and I will update www.hacoa.org with any time change.

The Preventive Maintenance Series

By Mike Dawson

Primary Carburetor Balance

Two related symptoms that can both be caused by carburetors not being balanced (synchronized) through the complete travel of the linkage are hesitation and pinging. Since the Corvair engine has two separated heads it follows that all mechanical operations must be the same from side to side and that the fuel supply to the two heads must be identical. If you accelerate the car without having equal fuel supplied by the carburetors (i.e. one side leads the other), you risk both a hesitation and a pinging as one side runs leaner and also hotter. Gas mileage also suffers.

The balance between two primary carburetors at idle should be achieved by using the two idle speed screws, but as soon as you step down on the accelerator pedal those two screws are no longer in use. Balance is then governed by the overall adjustment of the linkage, which is where the above mentioned problems arise.

To complicate the matter, the primary carburetors' linkage has two pivot points on the cross shaft that wear, two vertical links each with two ends that wear, two levers for the throttle shafts that have link holes that wear and two holes in the cross shaft levers that wear. Add that to the two throttle shaft levers that are peened on to the throttle shafts, and can come loose, and you have a total of 12 wear areas that can contribute to a change in balance as you move the linkage from idle through full throttle. The right carburetor can easily fall behind the left as linkage parts move across worn spaces. The cross shaft may move across its length if the pivot points are worn and the shaft is not perfectly straight.

The obvious first step is to correct as many of the worn areas as possible, keeping in mind that the fit cannot be so tight so as to bind the linkage and cause hang ups at some point in the travel. Some vendors offer rebuilt linkage, including cross shafts, and adjustable vertical links for both sides. You can make many changes yourself by doing things like finding better used parts, braising the holes shut and re-drilling them, braising the ends of the links and dressing them up to fit the newly drilled holes, slightly bending the right cross-shaft support to limit the movement of the shaft, and braising the lever on the throttle shaft if the peening is loose. If you switch carburetors from side to side you will move the vertical links to the unused holes – if they are good.

Once you have made the corrections to limit slack in the linkage, you will need two tools to do the "off idle" balance. The first is a Uni-Syn gauge or a vacuum gauge with a "T" to hook up to both carburetors at the choke pull off port. The second is a device to pull and keep the linkage open at various rpm levels while you check the balance.



Uni-Syn gauge and vacuum gauge with hoses.

Pictured below is what I constructed to hold the rpm constant above idle; it consists of a screen door turnbuckle cut to the proper dimensions. It hooks between the cross shaft throttle rod lever and a convenient gas line. Adjusting it with your fingers gives variable rpm.

Use the Uni-Syn gauge or use the vacuum gauge with a T connected in the hose as follows: hook it up to both of the horizontal ports where the choke pull off hose fits at the base of the carburetor. With the engine running you can pinch off first one hose and then the other while you watch the gauge. Try for the least amount of drop in the needle. You could also use two vacuum gauges but calibration could be an issue so I prefer using one.



Mike's homemade rpm adjustment tool.

Start the balance procedure by making sure all your other vacuum hoses are secure, the carburetors are tight with no leaks at the base, vent system in good condition and other tuning items, including valve adjustment, are correct. Unhook the throttle rod from the transmission and hook the return spring in the vacated hole. Be sure chokes are fully open and the fast idle links are free. Balance the carburetors at idle by use of the idle speed screws and also adjust the idle mixture for the highest rpm you can obtain with the mixture screws. Next hook your screen door turnbuckle between the cross shaft throttle rod hole and a gas line and adjust to various rpm levels to check the balance the same as at idle. To correct an imbalance you would adjust the left side vertical link. Avoid running the engine over 2500 rpm unloaded for longer than the few seconds it takes to check the balance. If you find that the carburetors are balanced at 1000 rpm but out of balance at 2000 rpm then you have a cross shaft that is bent and not rotating on its own axis. Usually you can see this with your eye or use of a straight edge; some gentle bending will correct the issue.

As mentioned earlier, careful adjustment of carburetor balance will improve drivability, lower engine temperature, reduce the probability of pinging, and improve gas mileage.

2015 Lathrop Car Show

By Kat King

Yep, Chas and I actually made it to the Lathrop Car Show on Fathers Day. I needed to take both Kit and Kandy, so I made Chas drive Kit. I wasn't going to register Kandy, just show her, unless she was needed for the Club Participation prize.

"It was a cold and stormy night...." Well, it did cool down and got dark. We didn't get there till 10 am. Just after we parked, it came down cats and dogs! We were all urged to go to the community center but a lot of us took naps in our cars.

You couldn't see out of the windows for the fog from the inside and the heavy rain outside but we had to go the rest room eventually. We each had umbrellas but got drowned getting out of the car to open them up. And we needed galoshes! Chas and I were in ankle-deep water puddles just getting back and forth from our cars. At one point they were bringing golf carts to pick us up. Too late—drowned rats. There were spurts of relief. At times we could see the edge of cloudbanks to our north with sunshine, maybe in Cameron?

About 1:00, I ducked in under the covered bridge. I talked to a young man who told me he lived two and a half miles west of Lathrop. He just received pictures on his phone, of his mother's 2015 car getting severely battered with hail. I immediately puddle-jumped to our cars and moved them up to high ground and under a big barn, nice, safe and warm. Then I went and told others that hail was headed this way.

The cars were judged in the rain without seeing inside or having to open engines. Both of my cars sparkled pretty with all the wax beads. You couldn't judge my "not too good" paint job

on Kandy. And I found out that her ragtop does not leak (much).

Many of the competitors in my class had left by 1:00. Trophies were given out at 2:00 instead of 4:00. Judging was done way earlier than that so those who won trophies got them sent to them. The Club Participation prizes were really screwed up. I had two Corvairs registered under HACOIA and NWMSR but they only had one of my cars listed for NWMSR. NWMSR had ten cars registered and most of that club stayed for the whole event.

They got no money. HACOIA received \$25 for third place with TWO cars. The Thunderbird club had four and got \$50. A bike club had nine and got \$75 ????

Also, Kit got first place trophy! (Oh, they're pretty—Polo green and gold). An absolutely beautiful '64 Chrysler got second and Kandy got third. I think there were only five of us left in my class at time of judging.

Chas followed me home in spurts of heavy rain. He can't drive when it's cloudy, much less in the rain. I stayed on 116, 33, and 36

so it would be an easy drive. The shorter way would have been 169 thru Gower, but I knew Chas couldn't deal with all those hills and turns. A few miles onto 33, heading north, we ran into some real heavy stuff and I couldn't see beyond my dash. I couldn't pull over off the road. Chas is blind on that side. He can't see the edge of the road and obviously not the ditches. We crept on till we got to SHATTO DAIRY. We pulled in and rested quite awhile. Between Stewartsville and Easton on 36, we came out into bright sunshine. We made it home safe and sound, tired and soaked, and proudly carried our trophies up to our office. We earned them!



Photo by Chas King

2015 Great Plains Corvair Round Up

September 25-27
Wyndham Riverfront Hotel
2 Riverfront Place
North Little Rock, AR 72114
Toll-free (866) 657-4458
Local (501) 371-9000

Make your hotel reservation early. Rooms are offered at the convention rate of \$104.95. When booking

your room by phone, ask for the Arkansas Corvair Club rate. For more information about the Wyndham Riverfront Hotel, go to:

<http://www.wyndham.com/>

The registration form for the 2015 Great Plains Corvair Roundup is available on the Web site of the Arkansas Corvair Club. www.arcorvairclub.org

For more information, contact Keith LaCrosse, Arkansas Corvair Club president, 501 882-9389, or via e-mail at kl617@yahoo.com.

Hosted by the Arkansas Corvair Club

Round Up registration forms will be available for July 14 HACOIA meeting



St. Paul's Car Show

By Kat King

The St Paul Methodist Church car show was really nice. We beat our record of attendees with five Corvairs. Chas and I drove Kandy and Kit. Kay Cortner (our parade leader) came to see all of us again. We had Punky Sue with Ray and his friend, Jerry riding shotgun. We were shocked to see Ray at the registration table! "What are you doing here?" Ray, Dean and a grandson were supposed to be in the Rocky Mountains hiking. Their trip was canceled due to *snow*. What!

Barb and Don Wagner came with Red. We were also surprised to see them. We thought they would be headed to Knoxville for the Convention. Nope. They needed to stick around one more day to support me and my church. See the kind of *kind* people we have in our club?

And Wilfred Schneider brought his black '64 convertible. It was nice seeing him for a change. He does not get his 'Vair out much. We all saw him last at our 50th Anniversary Corvair show at the Roberts Chevrolet dealership here in St Joe. He lives in St Joseph, real close to me, and is a past HACO member. Don talked to him to possibly rejoin, but health issues decided otherwise. He had to leave early to get out of the heat and, unfortunately, I did not get a picture of his car. I was working the registration table, so I had taken pictures of Kit and Kandy "showing" on the highway, early. The other cars parked on the blacktop were taken at end of show.

Linda Reese planned to come, but I called her the night before. I was concerned for her and asked her not to come,



because the heat index was going to be 105+. Sandy had to work, so Linda would have to drive a terribly long distance alone. I was trying to win her Royals tickets, anyway. Didn't happen. It *was* pretty hot, but we did have a nice breeze and the humidity was not as bad as predicted. Well, except where Chas was—he was cooking hamburgers.

I would like to thank all who came out for us, and all that wanted to but couldn't. You made it special for Chas and me.

Photos by Kat King



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 NOS Parts

June Working Tech Session

The weatherman was calling for rain and of course it rained. But the sun came out often enough, and then finally came out for good, so lots of projects got completed. Kim Mellies arrived first. Her Corsa has been a chore as of late and reverse was sometimes unattainable. Mike diagnosed a complete overhaul of her shifter linkage. They had it almost finished when the rest of the crowd began to show up.

Jim Gately installed a new perimeter seal around the engine in his 1966 Monza Convertible. Gary Jones, who planned to drive to Knoxville, got the turn signals and horn working on his purple 1964 Monza coupe, "Barney." Don Cory tuned the engine on his 1960. Sherman Rutherford, with the help of Scott Allison, replaced the fuel pump and adjusted the carburetors on his '67 coupe. I had Scott sync the carburetors on the red Rampy in preparation for the trip to Knoxville while Helen and Don Wagner crawled underneath to discuss Concours scoring.



A crowd gathered around Helen Moore's Rampside to watch Scott synchronize the carburetors. Mike is headed off for more tools.

Mike and Sandy's yard was full of Corvairs and flowers.



It was time to eat. Mike Dawson cooked burgers, brats and dogs to go along with the side dishes and deserts that were being set out. There was plenty for all and believe it or not there were some peanut clusters left over, but only until someone realized that there were leftovers.

After lunch door prizes were handed out, Bob Brought and his grandson doing the honors. After that,



Scott's favorite needle and seat combination is 779.



Scott gave an educational program on the history of Corvair carburetor needles and seats. He had on display all the combinations available on different models and years

As everyone was getting ready to leave Mike got a call from Linda Reece; she was getting sparks from her cigarette lighter (power port). Mike told her to come on by and he would have a look.



Linda and Sandy arrived and Mike looked over the situation. He noticed that Linda was having trouble getting the door open and that the engine had a miss. Mike replace the lighter socket as the base had deteriorated and was touching power side. Mike tried to adjust the door and improved it, but body sag was setting in. The engine miss was easy to find, the large turbo intake manifold hose had a crack in it causing a vacuum leak. Replacing the hose fixed the problem. (Above photo.) Then Mike found a leaking gas tank hose and replaced it too.

All the projects begun during the day were finished; everyone went home happy and well fed. Much was accomplished and a good time was had by all. Many thanks to Mike and Sandy for hosting the Tech Sessions.

Trip to the National Convention: *Knoxville Here We Come!*

by Gary and Helen Moore

We had a loose caravan to Knoxville with everyone leaving sometime Sunday morning, June 22. Barb and Don Wagner left very early from Savannah, taking Hwy 36, north of the gathering storms. Gary Wolfe and Gary Jones left from Independence a little later and headed east on I-70 just ahead of the storms. Paul Sergeant and Stefani Wilde left a little later still, crossing the Missouri River on Hwy 50, south of the storms. Helen and I watched the storms burst overhead just we were packing to leave. About an hour later we left during a pause in the rain, taking Hwy 24 as far as Booneville before picking up I-70. We, in the only Concours vehicle in the group, got rained on pretty much the whole way. The Wagners were headed toward Cookeville, TN for the night. The rest of us headed for the same Hampton

Inn in Owensboro, KY, which was being hit hard by the storm. When Helen and I arrived the storm had passed, but construction and a flash flood caused us to take several detours to get to the hotel. We were the last to make it safe and sound into the hotel.

We caravanned in clear weather Monday morning to Bowling Green KY, home of the Corvette Assembly Plant and the National Corvette Museum. We decided to tour the plant first, but the tour only had room for two more people, so Gary J. and Gary W. took the spots. Paul, Stefani, Helen and I went to the museum. The history of the Corvette was laid out well, but most interesting was the sinkhole display. Eight Corvettes from different eras were damaged when the floor collapsed under them in 2014.

Gary W. and Gary J. decided to stay the night in Bowling Green, but the rest of us headed for Knoxville because we had meetings early Tuesday morning. Eventually, seventeen HACO members made it to the Convention. Karl and Janet Cozad arrived in their silver 1966 V-8 Corsa Tuesday afternoon. They had a few mechanical troubles on the way in but the car showed nicely at Saturday's Car Display. We found Fred and Sharon Bybee and John and Teresa Miller downstairs in the vendors area as well as the Wagner's. We were pleased to see Terry Kalp, and Jerry and Donna Penzer too. We also saw a lot of Branson Round Up T-shirts and most of those folks greeted us like family.



On the way to Knoxville, Gary Jones and Gary Wolfe (photographer) took a tour of the Corvette Assembly Plant in Bowling Green, KY. Then they visited the nearby National Corvette Museum.



You can buy Corvette shirts, hats, vests, jackets and even underwear at the Corvette Store, but not a Corvette. But should you order a Corvette from a dealership it can be put on short term display, like this one, and picked up at the museum.

Eight Corvettes fell into the sinkhole. Three will be restored; these five were crushed beyond repair.

Concours at the 2015 CORSA Convention by Helen Moore

When it comes to Concours at the National Convention, HACOIA knows all about it. We had six judges, three tally room workers and one vehicle in this year's competition in Knoxville, TN. Jim Diell from Canada was the National Concours Chair and Steve Phillips the Local Concours Chair. The Knoxville club did an extraordinary job planning the event including finding a beautiful venue. The cars were parked at the Knoxville Civic Auditorium and Coliseum underneath a



Judging in 90° heat was much more bearable in the shade.

covered walkway. A few were parked in the grass between trees, putting them all in the shade and most on a paved surface. Paul Sargeant, CORSA Past-President, current CORSA Treasurer and HACOIA member said, "The Concours venue was probably the BEST I've ever experienced in 14 CORSA conventions that I've attended. Judging was a treat."

My red and white Rumpy was the only HACOIA vehicle in Concours. Unit 6 was judged in the multi-level parking garage IN THE SHADE and for once Gary and I managed to get almost everything to work properly. Driving through



Gail and Jim Stranc let Helen know where to park for Unit 6 judging.

a rainstorm on the way down was not kind to our electrical connections so we had to use the emery board we found in

our Goodie Bag to get rid of some corrosion. All the lights worked except that pesky TEMP/PRESS warning light and the horn honked no matter where I touched it. After finishing Unit 6 we stayed in the parking garage and spent four hours scrubbing off all the mud and bugs. I have nothing but praise for the Knoxville people's choice of venues. Without being able to leave it in that covered garage there would have been no way we could have worked on it out in the sun in that heat. They also used that same space for the Car Display on Saturday—Plan B in case of rain.

Concours judging began the next morning. Fred Bybee was Team Leader for Team Spyder (A Team), and Don Wagner was Team Leader for Team Corsica (B Team). Paul Sargent, Gary Jones, Gary Wolfe and Gary Moore made up the rest of the HACOIA part of the group of 32 people who judged 48



Gary Wolfe confers with his fellow undercarriage judge, Phil Levering.

Corvairs. The judging, as Paul said earlier, went smoothly with hardly any hitches.

After making sure my Rampside was safely parked between two trees and the last bits of dust were wiped off of it, I snapped a few pictures (for the newsletters!) and dashed to the Tally Room. Stephanie Wilde was already there helping to key data. Usually, Barb Wagner serves as a runner between the Concours field and the Tally Room. Given the distance from the field to the hotel, along with the 94° heat and 79% humidity, she stayed in the air conditioned Tally Room proofreading. Two student interns from "Visit Knoxville" ran the judging sheets indoors for us. They were surprised to discover that they could leave right after lunch; the judges finished at 12:30. The Tally Room finished up about 3:00 after breaking for lunch with the judges. (Barbeque from Calhoun's!)

Beautiful Corvairs, beautiful venue, well run judging and tally room—excellent Concours! Oh, and all the work Gary did on the truck over the winter and all that scrubbing paid off—my truck got a 95.4 Silver!

AutoX at the Convention

by Helen Moore

Team HACO A didn't Autocross this year but a handful of us did go watch. Terry Kalp showed up early and got some great shots of the fastest cars. Gary Jones, Gary Wolfe, Gary Moore and I got there after lunch to watch the modified and stock Corvairs run. It was hot and sunny so we were going to leave before the Fun Runs began. My Gary went to find out if Dale Dewald was planning to do a Fun Run with a full Greenbrier like he did in Tacoma. Yes! "Find a helmet Helen and take your cell phone—we need video." Click the photo to see the movie. It pretty much explains the fun. (Don't watch this at work—the laughter is pretty loud.)



June Photos



Linda Mellies gives the club an update on the Spring Dust Off. Sherman Rutherford, Dorothy Morris and Scooby Doo look on.



Rick Ebbesen of Warrensburg rejoined the club after a five-year absence at the June Meeting in the Park. Welcome back, Rick!

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Don Wagner and Jim Gately discuss the Jim's 1966 Corsa after installing a new engine perimeter seal at the June Tech Session.



"Barney," Gary Jones' 1964 coupe, gets some attention at the June Tech Session. We never really got a good picture of it at the Convention.

Convention Photos

There must be a Convention somewhere when you see a Corvair Limo. The driver missed his exit and drove across a gravel median to get back on track; taking his vehicle "off-road." We talked to him at the hotel but did not get his name. Anybody know?



There was no doubt about which exit to take. We were greeted by this huge banner over the highway. Speaking of banners, we've gotta get a bigger HACO banner.

The Knoxville Marriott's lobby was the perfect place for hanging banners and meeting friends. Also handy was the registration desk, the restaurant, the bar and the short hallway leading to the hospitality room.



We thought it was noisy motorcycles passing us. Nope, just Michael and Tracy LeVeque (white Corvair with blue stripe). We followed Paul and Stefani (with the '65 on the trailer) into Knoxville.

Team Leader, Fred Bybee, gives last minute instructions to judges, Jerry Berger (left) and Gary Moore (right).



Don Wagner and Helen Moore harass each other during Unit 6 judging.



Past presidents of CORSA, Rick Norris, Bill Pierson and Paul Sergeant, confer before Concours judging begins.



Terry Kalp takes a break during the Valve Cover Races to share one of his folksy Corvair Stories.



We found Jerry Pentzer (blue shirt) sitting on the bench outside the hotel visiting with Wayne Porter (yellow shirt). Both are from Ozark, AR.

The Wagners, the Pentzers and the Moores took a ride on the Three Rivers Rambler steam locomotive. Click the photo for a video.



Walking back to the hotel after the train ride we discovered a very pleasant park at Volunteer Landing. The evening riverboat cruise would be aboard "The Star" which docks at Volunteer Landing near the train depot.

Sharon and Fred Bybee sat with us at the banquet. (Fred's around here somewhere--he's just not in the picture right now.)

The balcony overlooking the lobby came in handy for finding people. I found Helen by the registration table visiting with Ralf Verbees from the Netherlands.

Karl and Janet Cozad drove their '66 Corsa V-8 to the convention but somehow we never saw it. Photo by Greg Pearson.

The Coast to Coast for the Kids Corvair was parked in front of the Hotel all week. The names of donors are written all over it (including HACOAs). Jeff Barrett said they raised over \$30,000 for the Make*A*Wish Foundation.



Don Wagner, 3rd Place Model Car Concours; Gary Jones accepting on behalf of Webmaster Travis Bolton, 1st Place Website Award; Helen Moore, 95.4 Silver Concours.



The Tool Crib

club tools for rent

Tool	Deposit	Monthly rental fee
Harmonic balancer puller	\$3.00	\$1.00
Ramps, auto	\$4.00	\$1.00
Torque wrenches		
½ inch drive 20-150 ft/lb	\$15.00	\$2.00
¾ inch drive 100-1000 in/lb	\$15.00	\$2.00
Floor jacks and stands	\$25.00	\$3.50
Ring groove cleaner	\$3.00	\$1.00
Dwell/tach meter	\$5.00	\$1.00
Greaser: Fan and idler bearing	\$5.00	\$1.00
Hubs: Rear (towing LM PowerGlide)	\$5.00	\$1.00
Pushrod tube extractor	\$10.00	\$2.00

Contact: Ken Ragan

212 Warner Rd, Bonner Springs, KS 66012
913-422-5778

E-mail: kenrragan@gmail.net

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For Sale: Reproduced end plates for the 12 and 8 plate oil cooler. These are the two pieces of sheet metal that help keep all the hot air from the oil cooler moving out the bottom instead of back in to the engine compartment. Many are missing because folks could not figure out how to install them or forgot them when they had the cooler off. \$10.00 each.



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\$85.00
Exchange price



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Exchange price



Professionally rebuilt Corvair clutch disc on a welded center Borg & Beck core with a thickness of .325".
\$45.00 exchange price with same core.



Rebuilt harmonic balancer \$85.00
core donation appreciated

Mike Dawson

mdawson1961@sbcglobal.net

816 322-4057

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The President's Corner

By Cliff Carlino

Summer is finally here! I hope everyone had a Happy and safe 4th of July and I hope you were able to get out and enjoy your Corvairs - when it wasn't pouring down rain! We did not make it to Knoxville but I heard that it was a successful convention. I am sure we will have a report at this month's meeting.

Speaking of conventions, Gary Moore brought up the suggestion that HACO consider putting in a bid to host the 2019 national convention. I think it is worthy of consideration and something the club should think about.

Did anyone see the indignity our beloved Corvairs suffered on Lets Make A Deal the other day? Sheila had it on the TV and my eagle-eyed wife called to me to look up! When I did there was an early 4 door Corvair behind one of the doors. The bad news was that it was a "ZONK," and to add insult to injury the doors and right front fender fell off.

Really? It's a unibody; the fenders are welded on!!!

I hope to see a parking lot full of Corvairs at the meeting!

--Cliff



KCAI Art of the Car Concours

By Jim Gately



Jean and I enjoyed Sunday afternoon June 28, 2015 at the Art of the Car Concours on the campus of the Kansas City Art Institute. I was excited when I heard of this car show the week before and especially hearing that the theme this year was historic concept/dream cars. I was really looking forward to seeing in person GM's Futurliner #10 from GM's Parade of Progress tour of the 1940's and 50's. It was certainly an art-deco beauty to behold. There were many other spotlight vehicles there; amazing classic and antique cars, motorcycles and concept/dream cars, making the car show worth the cost of admission.

The icing on the cake was discovering GM also provided two Corvair concept cars; the 1963 Monza SS roadster and the 1962 Monza GT coupe. The roadster with its engine mounted in the normal Corvair position behind the rear axle and the coupe with its engine mounted ahead of the rear axle in a mid-engine layout.

This was the ninth year for the Art of the Car Concours car show but it was our first time to attend. Even with the big crowd in attendance, I loved it. I will be keeping it on my radar to go again next year.

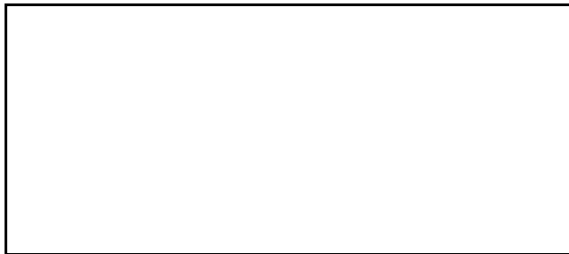
Featured among all the great cars at this years Art of the Car were two Corvair powered concept cars, the Monza GT (above) and the Monza SS (below). The GM Futureliner was also on display.





Madison, our Bellhop at the Knoxville Marriott, insists on unloading the Rampside. She said it was, "Pretty nifty!"

VairCor is the official publication of the Heart of America Corvair Owners Association, the oldest incorporated, continuously active single marquee Corvair club and Chapter 640 of the Corvair Society of America. The HACOA membership fee is \$15.00 annually, payable January 1. CORSA membership is required. Heart of America Corvair Owners Association monthly meetings are held the second Tuesday of each month (except June and December) at 7:30 pm at Paul and Jack's Restaurant, 1808 Clay Street, North Kansas City, MO 64116. Social time begins at 7:00. The June meeting is in Sar-Ko-Par Trails Park and the December meeting is our Holiday Party.



VAIRCOR
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