

Heart of America Corvair Owners Association

The oldest incorporated, continuously active, single marque Corvair club, and Chapter 640 of the Corvair Society of America.



Editors Gary and Helen Moore

Volume 52 Issue 3

V A I R C O R

Next Meeting: Tuesday March 8, 7 to 9pm

Paul and Jacks Tavern

1808 Clay St. , North Kansas City, MO 64116

March 2016

Amended Bylaws Vote at March Meeting

By Mike Dawson

To recap: the Bylaws Review Committee completed their review of the existing bylaws along with suggestions and comments from members received through January 31. Four members submitted written comments to the committee. Changes recommended by the committee include corrections for grammar, spelling, definitions, and changes in delegated responsibilities.

On February 6, 2016 the HACO Board of Directors met to review the Proposed Amended Bylaws Document as submitted by the Bylaws Review Committee. A majority (quorum) was present to review the proposed changes. Board Members proposed some modifications and each change was either voted on or accepted by unanimous consent. A copy of the proposed changes approved by the BOD was emailed to all members who have submitted email addresses to the club, with paper copies delivered to those without emails. The mailing was done, as required, 30 days prior to the March 8, 2016 meeting.

According to our current bylaws, the proposed amended bylaws will be voted on at the March meeting. Acceptance will require a two-thirds favorable vote by the current members in good standing. (March 1 is the cut-off date for membership renewal). A written proxy vote, containing the name of the member, will be accepted.

February Meeting Highlights

By Gary and Helen Moore

Our monthly HACO meetings begin with a 2017 Convention Committee Meeting at 6:00, followed by a Board of Directors Meeting, (with Social Hour running concurrently at 7:00) after which the Regular Business Meeting is called to order at 7:30. Following that, someone gives a Program Presentation and, weather permitting, we wrap up with a Parking Lot Session. My, we are a busy bunch!



Keven Rafferty's broken foot required him to use a knee caddy and made driving awkward. Mike and Sandy Dawson picked him up in the Bagelbrier and delivered him to the door of Paul and Jack's.

In February we led off with a rather chaotic 2017 Convention discussion. It was officially announced that the convention dates are June 27 through July 1, 2017 with the Hilton Garden Inn in Independence serving as host hotel. Most committee chairs were filled or confirmed at the meeting. After that we tossed around ideas

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HACOA Calendar at a Glance

Social Chair Scott Allison

Date	Event
Tuesday March 8	HACOA Monthly Meeting, Paul and Jacks, North Kansas City, MO
Tuesday April 12	HACOA Monthly Meeting, Paul and Jacks, North Kansas City, MO
Tuesday May 10	HACOA Monthly Meeting and Charity Auction, Paul and Jacks, North Kansas City, MO
Saturday May 28	Spring Dust Off, John and Linda Mellies' house, Kansas City, KS
Tuesday June 14	HACOA Annual Meeting in the Park, Sar-Ko-Par Park, Lenexa, KS
Saturday June 25	Working Tech Session, Mike and Sandy Dawson's house, Belton MO
attention: Tuesday July 5	HACOA Monthly Meeting, Paul and Jacks, North Kansas City, MO
July 12-16	2016 CORSA International Convention, Springfield, IL
September 23-25	2016 Great Plains Corvair Round Up, Tulsa, OK
Saturday December 3	Annual HACOA Holiday Party, Cascones Italian Restaurant, Overland Park, KS

Check the online calendar for up-to-date list: WWW.HACOA.org**HACOA Member Recommended Events**

Date	Event
March 4-5	Corvair Performance Workshop, Kokomo, IN
Saturday April 2	Jerry and Donna Pentzer's Anniversary Gathering, Ozark, AR
April 8-9	Ararat Shrine's Spring Swap Meet, 2488 SE Highway 33, Lathrop, MO
April 22-24	Heart of Texas Corvair Reunion, Granbury, TX
Sunday May 22	King of Kings Car Show, 1701 NE 96th Street, Kansas City, MO
June 4-5 2016	Tri-State Corvair Event, Montrose, CO
Saturday June 18	MCCA Juna Tuna, Terry Kalp's Shop, Valley Center, KS
Sunday June 26	Art of the Car Concours, Kansas City Art Institute, Kansas City, MO
September 3-4	Greaserama, Platte County Fairgrounds, Tracy, MO
Saturday October 15	MCCA Luna Tuna, Terry Kalp's Shop, Valley Center, KS

More events can be found on: <http://clubs.hemmings.com/acckc/EventFinder.htm>

Jerry and Donna Pentzer invite all HACOA members to their home, 3636 Hwy 352, Ozark, Arkansas on April 2 to help celebrate their anniversary. The Pentzer home has been described as an eclectic museum with tons of car and folk art. The celebration will have tons of cars and tons of folks! You won't be sorry you made the trip.

The Preventive Maintenance Series

By Mike Dawson

Rochester Carburetor Idle Corrections

Most of the maintenance articles I write about are inspired by some type of Corvair related challenge that I have experienced recently; this article falls in that category.

While performing service work last month on a '65 140 I noticed it did not idle as well as it should. The owner had not mentioned an idle problem but it was there and despite balance check and mixture screw adjustment, it remained.

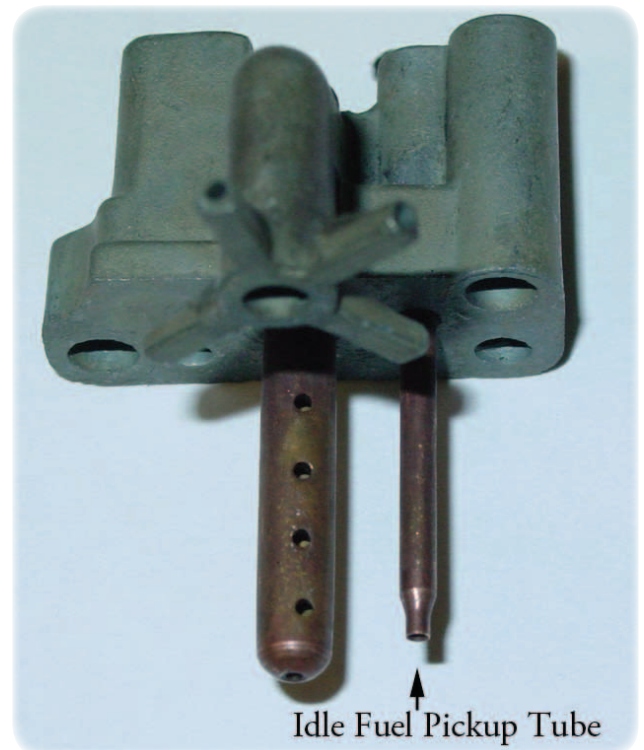
Diagnosing idle problems can be broken down into three areas all of which definitely affect idle:

1. Overall engine tune condition: This would include correct valve adjustment, a compression check that shows all cylinders the same with reasonable compression, and minimal blow-by. Check air filter. The distributor shaft, cam, advance mechanism, wires, plugs, cap, rotor, and initial timing can affect idle. Be sure the balancer check marks have not moved. Old gas can affect performance more than you think, so don't overlook that when checking things. Note: a high performance camshaft (260+) can cause a "lumpy" idle.
2. Vacuum leaks: They lean out a mixture beyond what an idle mixture adjustment can correct. There are a lot of possibilities: base gasket/insulator issues, loose carburetor mounts, damage to carburetor base mounting areas or head flange areas, split or swelled balance tube hoses (very common), ruptured choke pull offs or their hoses, the two hoses for the vacuum modulator on Powerglide models, PCV hoses can harden and leak if original, the fixed orifice (0.062) may have been drilled out by others, and the PCV valve can have a weak spring (check by plugging the carburetor end and observe the idle change). In general, replacing the PCV valve with a fixed orifice (0.062) is a good upgrade for idle performance. Be sure 140 secondary carburetors are not leaking vacuum; mist carburetor cleaner over them or simply put your hand over the top and see if you feel vacuum. The secondary carburetors have no idle circuit so a miss-aligned throttle plate is simply a vacuum leak that affects primary carburetor idle.
3. Carburetors: First check the balance with a vacuum gauge or Unisyn and be sure the vacuum advance is not being pulled in by the right side carburetor. Look for linkage that does not return properly. Remove idle mixture screws and use compressed air to blow through the holes. If idle problems persist, use a can of spray carburetor cleaner (not Brakleen) to gently mist over the carburetors one at a time at idle. If the idle smoothes out, and both #1 and #2 above have been checked, you obviously have an internal carburetor problem.

Our carburetors were designed by engineers working with flow principals based on fuel that we no longer use, so some modifications are helpful. Generally speaking, slightly richer mixtures benefit our aging designs, particularly with ethanol-infected gas.

When you clean and check carburetors look at the following: worn throttle shafts (vacuum leak), mismatched mixture needles and the holes they meter (broken tips stuck in the hole are not uncommon), metering jets should be 0.053 or even larger, correct float level, no loose throttle plates and with the notch (when applicable) in the throttle plate lined up with the transition slot. The major item is to have matched venturi clusters: check for warped cluster bases (straight edge them) and check that all specs are the same from side to side. The small brass pickup tubes must be clear and identical from side to side (see photo below).

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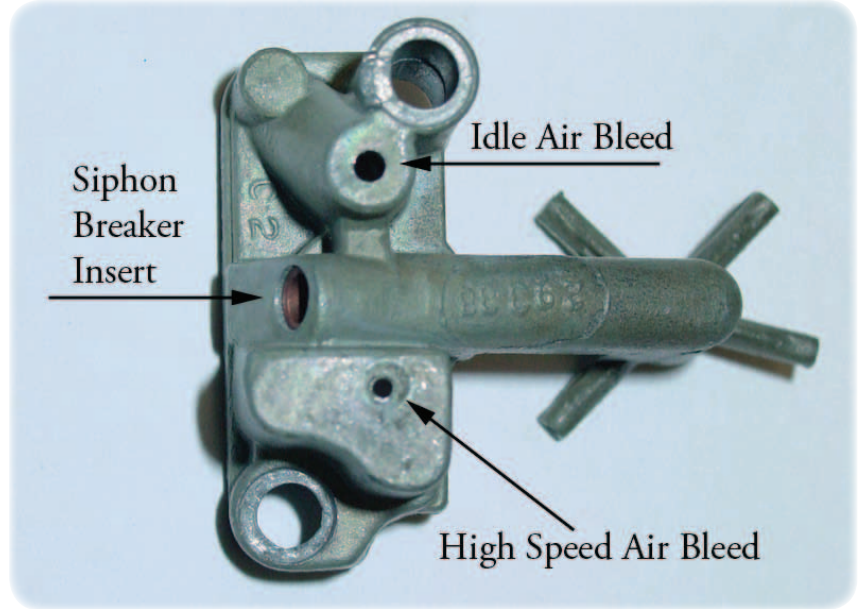


The Preventive Maintenance Series *continued from page 3*

Also check the size of the air bleed on the top above the pickup tube. Use small numbered drill bits to confirm that sizes match.

In my recent search for the cause of a poor idle I checked off the items in 1-3 with no resolution so I disassembled the carburetors, cleaned and checked everything but found nothing. That was confirmed when I re-installed them on the engine. I had the same poor idle that improved with misting carburetor cleaner over the tops at idle. With the carburetors apart the second time I drilled out the pickup tube on the venturi to 0.030 from the original 0.026. I left the idle air bleed at 0.074. Once the carburetors were back on the car the idle was back to normal.

I reviewed my collection of clusters and found that I have eight different combinations of venturi cluster idle pickup tube/air bleed sizes listed for 64+ models. The majority of the clusters were 26/74 but there were also six venturi clusters that were between 28/74 and 30/74. Maybe those were A/C cars, but it does indicate that a richer



mixture was required for some engines. The pickup tube to air bleed combinations for early models I have checked is 23/86 and 26/86.

I am continually learning things and the next time I have an idle problem I will refer to this article; it would have saved me one extra carburetor R & R.



Our Friends at the PRAIRIE CAPITAL CORVAIR ASSOCIATION send a special invitation to HACOIA members to take the short drive to Springfield, IL for the 2016 CORSA International Convention.

The host hotel the Crowne Plaza in Springfield is nearly full so make your reservations soon.

Visit: <http://www.corvair.org/2016convention/>

for more information and link to hotel reservations. Convention registration will begin in April.

Let's Have a CORSA Convention Convoy!

The CORSA International Convention for 2016 will be held in in Springfield Illinois on July 12-16. I've been asked to compile a list of those club members who plan to attend, and would like to travel together. The drive is roughly about five hours from Kansas City, so it's quite conveniently located for those of us in the area.

by Larry Sherwood

For those that are interested in travelling as a group, please submit your name, contact information, and the date you wish to leave to me, Larry Sherwood, at KCOSKX@gmail.com. A sign up sheet will be available at meetings as the convention draws near.

Not-Even-Close to Cold Tuna

At the February meeting Scott Allison announced that he would be going to the Cold Tuna at Terry Kalp's Shop on February 20, barring bad weather. Little did he realize that it would be one of the warmest, sunniest February days on record. (73 degrees!)

Mike Dawson, Gary Jones, and I met at Scott's at 6:30am where we packed ourselves, and a few items we were delivering to the Tuna, into Scott's Suburban and started south. Between the 75mph speed limit and only taking one quick pit stop we got there in good time.

We pulled in and parked near the newest addition to Terry's auto herd; a gold '65 Plymouth Barracuda in near perfect condition was parked amidst the Corvairs. Terry said his Dad had owned a '66 and he used to have a '70. When he spotted this one he had to have it.



Terry Kalp's 1965 Plymouth Barracuda V8.

Inside the shop we saw that preparations were already being made for lunch. Greg Renfro's Chili (he *promised* it was tamed down) was in the crock-pot steaming away. Evidently someone had said it would be nice to have donuts at the Tuna because there were at least twelve dozen, including some delicious apple fritters.

Work was already going on when we arrived. Greg Renfro had the drive train done and was working on the exterior of his 1966 Corsa. His project for the day was to remove the windows in preparation for paint.

Ned Madsen was working to quiet his electric fuel pump. Unfortunately, as Ned was putting his car on the lift he got a little too close to the shop doorframe and caved in his passenger side door. He was able to quiet the fuel pump by placing rubber insulators between the pump and the body. Later he was able to take off the door pad and pop the metal back into place. Ned's other

problem was that the battery was being drained while the car was parked. He and Mike Dawson, after several hours of searching, discovered that the dash wiring harness had been improperly connected causing the drain.

Other projects included the regular oil leak fixes and the ever popular syncing of carburetors.

At lunch Greg's chili, while not a spicy as in the past, could still bring a tear to the eye and sweat to the forehead. Most found it was best to mix it half and half with the mild chili. In the past, passing the bowl of mild chili over the crockpot containing Greg's "killer chili" was all it took.

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The newly installed turbo engine in Mark Welte's Corsa had several admirers. In the background is Terry Kalp's Corvair powered Devlin.



Doug Horstman explains why it is important to support the heater hose above the axles on late models. He holds an axle that had been cut in two by the wire coil embedded in the heater hose.

February Meeting Highlights

Continued from page 1

for a convention theme and logo because we will need artwork and an advertisement for the 2016 Convention program this summer. Dominique and Corly Allen are chairing the Artwork Committee. They left with several ideas including; "The Vairs Stop Here" a reference to Harry Truman and Independence; "Happy Trails" or something to do with the California, Santa Fe, and Oregon Trails leading west out of Independence; and "Corvair Leeds the Way" referencing the GM Leeds Plant where Corvairs were produce in '60 and '61. People were asked to send in any other ideas via email. The next convention meeting will be in the front meeting room of Paul and Jack's where it is quieter. Everyone is welcome, but we will be working mostly on the theme and logo. (See "Convention Corner" on page 6.)

By the time President Mike Dawson called the meeting to order, fifty-three members were present. Linda Reece, secretary, read the minutes and they were accepted as corrected. Gary Jones, treasurer, updated the club finances and reminded folks that the dues are now *overdue*. Please pay your dues before or at the March meeting.

Guests were welcomed along with Taylor West who is now back with us from his brief stint at an upholstery shop in Branson. He is looking forward to taking care of any upholstery projects once he is settled in.

Cindy Anders told us her dad, Chuck Morris, was not able to attend because his chemo treatments weren't going well. [Editor's note: Cindy sent an update on her dad; four of his treatments are out of the way with about four more to go. They plan to add localized radiation after the chemo is completed. He is in good spirits and continuing to stay as active as possible to keep his strength up. He looks forward to the day he can go out in public without wearing a mask and being back with the group.]

Webmaster Travis Bolton reported no problems with our website. Newsletter editors Gary and Helen Moore reported that their effort to

eliminate the trouble of the non-printing first page had not achieved the results they had hoped for. [Editor's note: After more tinkering and feedback from Scott Allison we think we have the problem solved. Let us know if you have any problems printing the March issue.]

Social Chair Scott Allison reported on upcoming events: The Cold Tuna (see Page 7) and the Performance Corvair Workshop in Komomo, IN. He also asked for a show of hands for those planning to go to the annual Pentzer Anniversary Picnic in Ozark, AR on April 2; about a half dozen were considering it. Scott also invited members to volunteer to host socials and said that he would be happy to help with the preparations. Don Cory and Karl Cozad explained that the Hot Rod Power Tour begins on June 11 in Baton Rouge LA and ends at the Kansas Speedway on June 17. The tour stops north of Wichita on June 16 near Valley Center, KS. [<http://www.hotrod.com/events/power-tour/>] As always see the calendar on Page 2 and check the online calendar for updates.

Gary Wolfe's presentation concerned the role of the electric car; he focused on the 1968 Great Electric Car Race. A group from MIT, using an electric powered 1968 Corvair, raced against a group from Caltech. The MIT group completed the race first, but was penalized for towing their vehicle at one point giving Caltech the win by 30 minutes. The presentation was based on the book *Car Wars: The Rise, the Fall, and the Resurgence of the Electric Car*.

2016 Great Plains Corvair Round UP

Host Hotel: Renaissance Tulsa Hotel & Convention Center
6808 South 107th East Avenue
Tulsa, OK 74133

September 23-25, 2016
<http://tulsacorvair.com>

Host: Green County Corvair Group

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Not-Even-Close-to-Cold Tuna

Continued from page 5

One of the MCCA members had a truckload of parts for sale after lunch. Mike Dawson and Gary Jones bought some heads and a few other parts. We loaded them into the back of Scott's suburban and after about an hour of saying good-bye to everyone we headed back to KC.

With full bellies and fuzzy heads Scott's passengers took a half hour nap. Then a spirited discussion broke out covering everything from the upcoming CORSA Conventions to the use of electric and hybrid cars. Soon we were back at Scott's place loading the things we had bought into our cars and saying our good-byes. We agreed that, "a good time was had by all."



Above: Llyod Folger of MCAA drove his 1964 Monza convertible. Llyod has a large corral of Corvairs, maybe bigger than Terry's. Llyod plans to thin out his herd, which includes some very interesting Corvairs including the Hippy 8-door Van he brought to the 2013 Wichita Round Up.



Left: Once a year the Mid-Continent Corvair Club gives an award for significant achievement in racing events the previous year. Ned Madsen was honored to receive the Flexplate Flyer Award for having the World's Fastest Corvair, powered by a 95 horsepower engine with a PowerGlide. Yes, that is a slow moving vehicle warning sign.

Below left: Lee Olson of MCAA had a moving "Moving Sale" in the back of his pick-up. The truck's bed and rear seat were filled with Corvair parts that he could not take to his new home. Mike Dawson happily sifted through the parts looking for hidden treasure.



Below right: Gary Jones nabs a pair of 140 heads.

The Tool Crib

Club tools for rent

Contact: Ken Ragan

212 Warner Rd, Bonner Springs, KS 66012
913-422-5778 E-mail: kenrragan@gmail.net

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 grove cleaner	\$3.00	\$1.00
Dwell/tach meter	\$5.00	\$1.00
Greaser: Fan and idler bearing	\$5.00	\$1.00
Ken's advice	\$.02 Grain of salt	
Hubs: Rear (towing LM PowerGlide)	\$5.00	\$1.00
Pushrod tube extractor	\$10.00	\$2.00



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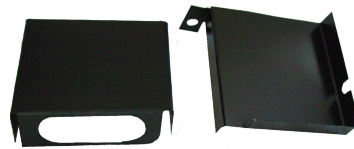
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Reproduced end plates for the 12 and 8 plate oil cooler. These are the two pieces of sheet metal that help keep all the hot air from the oil cooler moving out the bottom instead of back in to the engine compartment. \$10.00 each.

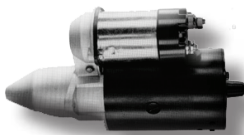


Internally regulated
63 amp Corvair
Alternators
\$85.00 exchange.

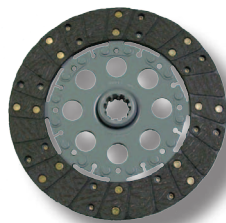


Rebuilt harmonic balancer
\$85.00
Core donation appreciated.

Rebuilt Corvair starters with solenoid \$90.00 exchange.



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



Mike Dawson
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President's Corner

By Mike Dawson

The Articles of Incorporation for HACOIA states "Membership in the club shall be restricted to owners of Corvair automobiles." Our By-Laws further define that a Corvair automobile may be a Corvair powered by another brand of power train, or some other brand of car powered by a Corvair power train.

This 52 year tradition of requiring "Corvair Ownership" has allowed us to make the claim on our website, in our newsletter, in advertising literature and in CORSA articles, that we are the Oldest, Incorporated, Continuously Active, Single Marque Club in CORSA.

However, the fact that membership in HACOIA has always required Corvair ownership in no way prevents someone with an interest in Corvairs but no ownership from attending meetings, social events, tech sessions, using our website and reading our newsletter. They may be interested in acquiring a Corvair and what better way to pursue reliable Corvair information than becoming acquainted and getting advice. The only thing a non-Corvair owner can't do in our organization is hold office or vote for our officers.

Bottom line: If an interested but non-Corvair owner hangs around our group for very long I bet he will become an owner and end up accumulating years of Corvair related enjoyment like so many of our members have!

See you at the meeting-

Mike

HACOIA Officers

President

Mike Dawson

Vice-President

Gary Wolfe

Treasurer

Gary Jones

Secretary

Linda Reece

Board of Directors

Chuck Morris

Dean Segó

Sherman Rutherford

Webmaster

Travis Bolton

Newsletter Editors

Gary and Helen Moore

Social Chair

Scott Allison

Membership Chair

Don Wagner

Convention Corner

By Helen Moore

There will be a Convention Committee Chairperson meeting at 6:00 at Paul & Jack's in the small (quiet) meeting room up front. Everyone is welcome, but we will be working mostly on the theme and logo. Also on the agenda for this meeting will be filling the remaining Committee Chairs (specifically T-Shirts, Parking, and Cole Award), getting the Autocross venue booked, and an update on our status working with CORSA (Gary M). If you are interested in volunteering for an open Committee Chair, please attend this meeting. Any other committee chair with a concern or question should also attend.

Reminders:

- If you haven't paid your 2016 dues yet please do so soon.
- The worst thing to do to a Corvair is let it sit. Take yours out for a spin of at least eight miles to allow for a complete warm up. Or better yet a one, two or three hour cruise and take the camera for photos for the newsletter.
- March 13 Daylight Savings Time: spring forward one hour.
- The Parkville Cruises start April 2
- Johnny Rays Drive In in Lees Summit cruise nights begin April 16
- The HACOIA Charity Auction is May 10 this year. Start collecting your items.
- The Spring Dust Off will May 28 at the John and Linda Mellies home. That same day is the nearby Nebraska Furniture Mart Car Show.
- Due to the national convention the July meeting will be on the first Tuesday July 5.
- If you would like to host a HACOIA social event or have an idea for one contact our fearless Social Committee Chairperson Scott Allison.



Gary Jones, Mike Dawson, Gary Moore and Scott Allison traveled to Wichita for the Mid Continent Corvair Association's Cold Tuna.

VairCor is the official monthly publication of the Heart of America Corvair Owners Association, the oldest incorporated, continuously active, single marque 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. HACOA 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.



Heart of America Corvair Owners Association
 16001 Oakland Ave
 Belton, MO 64012

