

Heart of America Corvair Owners Association
VairCor



March 2020

Volume 56-3



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February meeting

It's February, it's close to Valentine's Day, and love is in the air! Or is it Corv is in the air?! Okay, don't worry, I'm not going on tour anytime soon. In any case, it was our February meeting, and it took place on the 11th.

We had a pretty good showing, with 38 members in attendance (along with two Corvairs driven to the meeting). The question for this month's meeting was "What is the sweetest Corvair you ever owned?" There were varied responses, including Rampsides, Mr. Peabody, Dream Machine, 'the one owned now', 'one that runs' and several '65 Corsas.

Once things got rolling, Travis called the meeting to order at 7:16. First was an update on Sheila Carlino's mother, who has been moved to hospice care (unfortunately since the meeting she has passed) so keep them in your thoughts and prayers.

Membership chair Don Wagner introduced new member Don Deardorff, who has a '66 Corsa convertible which with Mike has previously worked. I had to stop him after the meeting because coincidentally, I have a longtime friend with the same last name but as luck would have it, they are no relation. Oh well, it was good to meet him anyway! Along with that, we had some familiar faces present that we haven't seen for a bit, including Bill Bennett and Wes, Kim, and Linda Mellies. It was good to see everyone!

Secretary Helen Moore played double duty at the meeting, starting with refreshing our memory by reading minutes from the previous meeting. She then switched hats to Treasurer, as Suzy Sherwood wasn't able to be at the meeting, and read the treasurer's

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HACOA Calendar at a glance

Date	Event
Tuesday, March 10	HACOA monthly meeting, Paul and Jack's Tavern, North Kansas City, MO
Tuesday, April 14	HACOA monthly meeting, Paul and Jack's Tavern, North Kansas City, MO
Tuesday, May 12	HACOA meeting/auction, Paul and Jack's Tavern, North Kansas City, MO
Saturday, May 30	HACOA Dustoff, Linda Mellies residence, Kansas City, KS

Presidential Ramblings

It looks like spring-like weather is finally here. So that means it's time to get those Corvairs out of their winter slumber and back into the public eye. Did you do any winter projects on your Corvair? Did you get a new one to enjoy this season? Either way, I'd love to hear about it at the meeting, that's why I have started the new Project News portion of the meeting. I like to hear what people are working on.

Spring of course also brings the annual club auction in May. A couple of notes on the auction: First, if you have always wanted to be the auctioneer, please let me know. Although Bill has agreed to do it again if no one else is interested, if someone else would like to do it, he would step aside. He has done a fine job for several years but if you think you're the next great HACOA auctioneer, please let me know!

The other auction item is the proposed change that we discussed at the February meeting. An idea was brought to the board again to allow members to collect a portion of the selling price of higher priced items. The board considered this, and came up with a proposal which will be voted on at the March meeting to allow members to tag items they bring to the May auction as split which means that when the item sells the seller will get 50% of the winning bid price. The buyer and seller will be responsible for trading the money owed to the seller - the club treasurer will collect only the portion going to the club. These items will NOT have a reserve, and the intent is to use it only on valuable items. I know "valuable" is a subjective term but I think most would agree that the old door knob removed from your bathroom is probably not in this category. The hope is to encourage members to bring items of higher value that they are willing to part with but can't afford to give away. It is not an encouragement to leave the other smaller items at home.

This is a change, and one that I know some members are opposed to. That's why it wouldn't be a permanent change but a one-year trial. If it works, it could become permanent. If it doesn't, this could be the only year we do it. Personally I don't see any risk to the club but each member has their own opinion, which is why the board is bringing it to the membership to decide. After all, it's your club and your auction!

Normally I close by saying, "See you at the meeting," but unfortunately I will not in March. It is the swim team's banquet that night, and since Marie is a senior, it will be her last one, so I will be going to that instead. But I'll be there in spirit and look forward to reading the minutes to see what I missed.

Travis

February meeting, continued from page 1

report. This was followed up with the trophy report, which was very short because there were none!

Our committee reports came next, starting with Don Wagner mentioning that he will have a new roster at the next meeting and your humbled newsletter editors receiving a compliment from the previous editors (if you can't see it, I'm blushing right now). Webmaster Travis Bolton then gave an update on the website, discussing the possibility of conducting a survey to gauge what members would like to see on the website. We missed Kat King to give a parade report, but it was okay because there weren't any parades anyway! Ken Ragan reported that he has "one or two" tools to borrow from the tool crib and parts as well. Social chair Scott Allison followed and updated us on some upcoming events, including the Cold Tuna at Terry Kalp's shop on the 15th, the Bybee Bash on the 28th and the Dustoff on May 30th. He advised everyone to check the website's calendar for up-to-date information.

There are a few projects brewing in the cold recesses of members' garages right now. Some of them included Kevin Rafferty, who is doing some work on his turbo car to include engine work by painting and heater-box installation. There's also Paul Sergeant, who received some rod bearings from Scott Allison to do some work on one of his engines. Speaking of Scott, he had been busy installing an engine in Travis Bolton's wagon. Yep, winter doesn't slow down a lot of our members!

Our list of old business was short, consisting of Paul Sergeant having tickets for the CPF (Corvair Preservation Foundation) raffle car seen [here](#). Also, if anyone is planning on going on the Lyceum Theater trip this summer, get in contact with Cliff Carlino.

Moving next to new business, a motion had been presented to update our terms for the annual auction that takes place in May. Members were given details

for their consideration and it will be voted on in the future. Looking ahead, HACO is also on tap to be the host for the 2021 Great Plains Corvair Roundup. The club will need a member who can be the chair for this event, so please consider helping if you can! Beyond this, we also need a chair for the Christmas party, as it's never too early to start planning for this yearly event.

The meeting was adjourned at 7:45 PM, so following this we had our program for the evening, otherwise known as socializing! We look forward to seeing everyone at the next meeting on March 10!



The Preventive Maintenance Series

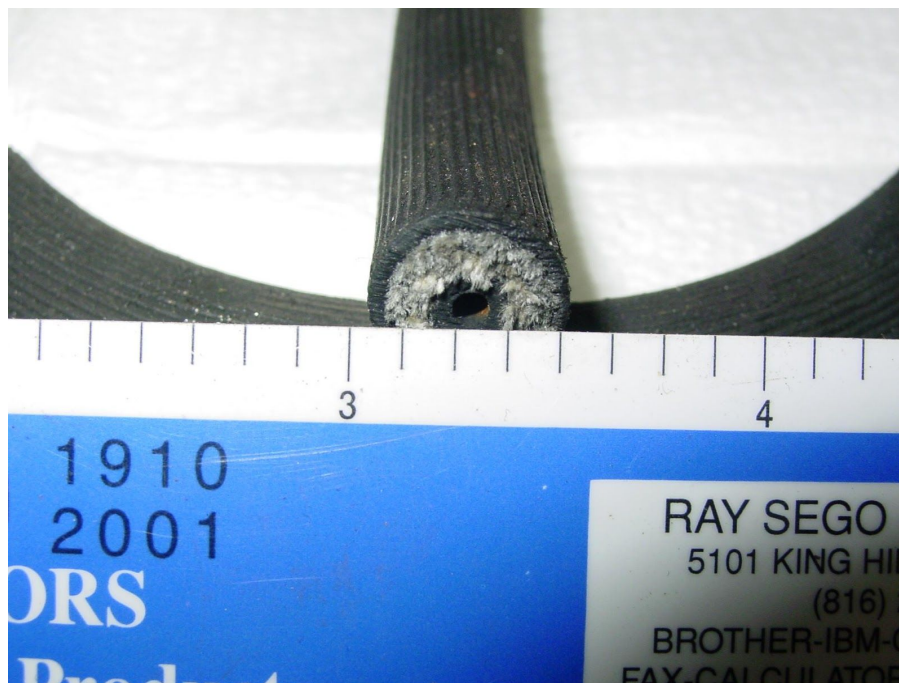
Mike Dawson

Brake Hoses

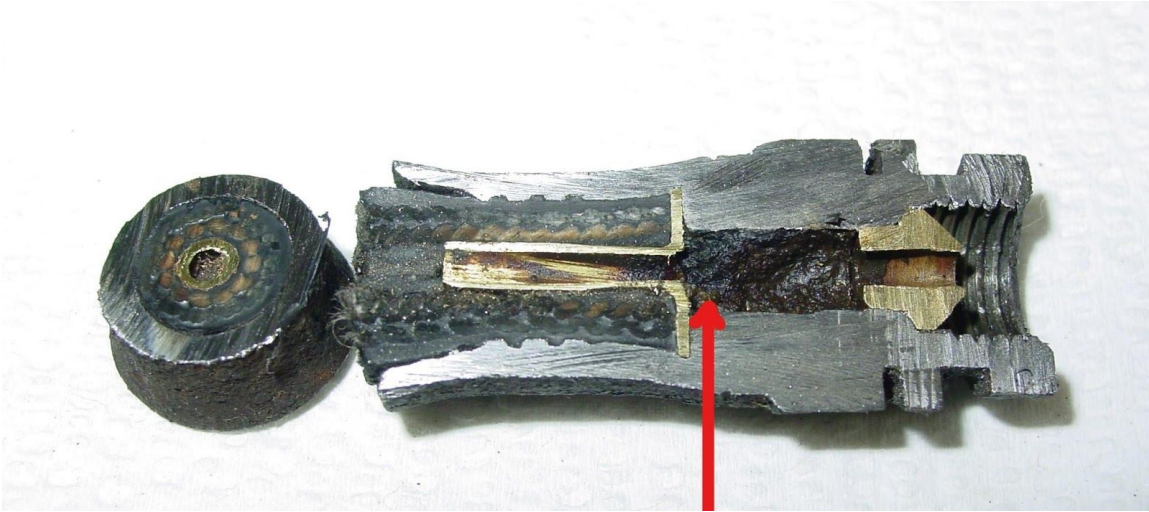
All Corvair vehicles except late model cars have flexible brake hoses on all four corners that attach between the steel lines on the body and the wheel cylinders. The late model rear wheel cylinders have a short steel line between the wheel cylinder and the trailing arm where the hose is mounted.

The hoses are approximately $\frac{1}{2}$ " in outside diameter but only $\frac{3}{32}$ " inside diameter. This creates a heavy duty hose which is needed to withstand the hydraulic pressure without deforming and causing a soft pedal. The outside covering will crack from flexing and be noticeable long before the hose would ever fail; a nice design feature that alerts you to needed maintenance. There is a tendency to only change hoses if no cracks show but after 50+ years in service another issue comes up regularly — plugged hoses.

Note the picture below which shows how small the internal diameter is. If the crimped steel ends rust badly and expand, they may crush the hose enough to partially or totally restrict the fluid. And a partially plugged hose can act like a one way valve; letting high pressure from the master cylinder through but stopping lower pressure fluid from returning. Locked up or dragging brake shoes may result.



Another blockage can occur when the area between the two brass inserts rusts badly and ends up plugging the hose. The picture below shows this type of issue, and the adjacent cross section from a similar hose demonstrates the blockage.



The rust formed between the two brass inserts after the brake fluid absorbed moisture. Avoid leaving the lid off of brake fluid containers and your master cylinder, flush the system every few years and replace the half-century-old parts to ensure you stop when you need to.

When replacing any hose, you should check the new clearance to other parts while turning the front wheels and bouncing the rear. A hose that is the wrong length can either rub on another component or be stretched by suspension movement. And leaving a twist in a front hose can cause tire contact in tight turns.

Classifieds

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 groove cleaner	\$3.00	\$1.00
Dwell/tach meter	\$5.00	\$1.00
Greaser: Fan and idler bearing	\$5.00	\$1.00
Ken's advice	\$0.02	Grain of salt
Hubs: Rear (towing LM PowerGlide)	\$5.00	\$1.00
Pushrod tube extractor	\$10.00	\$2.00

Internally regulated
63 amp Corvair
alternators \$85
exchange



Rebuilt harmonic
balancer
\$105 exchange for a
rebuildable core

Rebuilt Corvair
starters with
solenoid \$90
exchange




Mike Dawson
mdawson1961@sbcglobal.net
816-322-4057


Professionally rebuilt Corvair clutch disc on a
welded center Borg & Beck core with a thickness
of .325" \$55 exchange with same core.

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 each





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Handmade Ceramics



816-678-8860
hrmoore14@gmail.com

Dick Berger still has several sets of wheels and tires for sale. Most are 14" diameter. Let him know if you're interested.

Due to a dropped valve seat, Jeff Biaggi is looking for a serviceable left side head for his '62 Spyder while he sends it to be machined. His email is: boulderforkfarm@gmail.com.

Other Events and Tidbits

As our Corvairs sit forlornly in the garage, storage, or driveway, they yearn for the time that they can get out and stretch their legs! If you have any photographs of your Corvair sneaking out for a drive or doing something it's not supposed to do (hopefully not rolling over so you can pet its belly!), send them in. It's always fun to see what other members are out and about doing!

Cold Tuna

It's that time of year, and Terry Kalp hosted another Cold Tuna at his shop on February 15. With being somewhat centrally located, it's always cool to see the geographical representation at the Tuna's. Obviously there were members from MCCA, but Oklahoma had several members make the trip along with Keith, Mike, Scott and myself from our club. Mike and Scott drove down together, Keith and his daughter Jacy came from Willard, Missouri, and I met everyone there as I was already in Wichita.



With the welcoming aroma of hot coffee, doughnuts, and chili cooking, the shop was bustling when I arrived. I first noticed Terry's (former) white Corsa convertible being worked on by its new owner Mark Welte. He was doing some work on the front brakes and had the front end up to take care of business.



Adjacent to them, Terry's Greenbrier was backed into the shop while Mike had the engine lid propped open. It was having drivability issues so he was doing some investigating to see what might be the problem. After probing around and checking, he found out that the fuel pump was not delivering fuel sufficiently, demonstrating the pump's lack of suction when the rod was actuated. A replacement was sourced and Mike took it for a test drive and came back successful.

The aromas in the shop reminded us that lunch was due, so the line formed and everyone grabbed a bowl of chili or soup and socialized. With eating going on and getting finished up, there was one more "project" planned for the day. Keith was grabbing the valve cover track trailer from Terry's shop to take back home so Jerry Pentzer could get it from him for the Arkansas club. They are hosting this year's roundup and Keith is helping out by getting it "halfway" for him.

Thanks to Terry for keeping this tradition for members from many places to gather, work, discuss, talk and just hang out!



Mike Dawson
doing what he
does; making
things work!



Apparantly, there
needs to be proof
that the transfer of
valve cover trak
trailer keys was
made from Terry to
Keith. Or was it the
other way around?

HACOA birthdays

March	
Name	Date
Dominique Allen	2
Marilyn Killion	6
Robert Franklin	12
Paul Skeans	13
Dean Segó	13
James Gargano	18
Ada Koch	22
Charlie Clark	24
David Irwin	25
Jim Conway	28
Jack Bacon	30