

Heart of America Corvair Owners Association
VairCor



October 2020

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September meeting

Weather being uncooperative, our usual spot being occupied and a smaller than usual turnout sure gave our September meeting a different feeling. Due to the aforementioned circumstances, our 13 present members met in the "Hornet's Nest" area of Paul and Jack's.

The meeting started with member news, with new member Paul McDonald being in attendance. It was also reported that Janet Cozad, after having knee replacement, opted to have her recovery at home, only to have COVID-19 delivered to her. She was showing no symptoms and is recovering well. Gary Moore has also been on the mend, with orders from the doctor to stay home a bit longer to be on the safe side.

Following this, the minutes from the last meeting were read along with the treasury report. After that, crickets

could be heard chirping as Travis Bolton, Webpage Chair and Chris Green, Newsletter Editor, had nothing new to report.

Kat King was next on deck with a parade report, stating that Dearborn would have one September 26. Ken Ragan wasn't present for the tool crib report but we know it's there. A couple of cars were mentioned for sale as well. Fred Bybee brought up a '64 and Scott Allison told of a '62 at a very reasonable price (read: FREE!).

Though our meeting date was somewhat dreary, our Social Chair brought up a few items to put on the calendar. CTC, or the Corvair Track Classic, was scheduled for the following weekend and eight HACO members, in addition to their guests, were attending

Continued on page 3

HACOA Calendar at a glance

Date	Event
Tuesday, October 13	HACOA monthly meeting, Paul and Jack's Tavern, North Kansas City, MO
Saturday, October 17	MCCA Luna Tuna, Kalp shop, Valley Center, KS
Tuesday, November 10	HACOA monthly meeting, Paul and Jack's Tavern, North Kansas City, MO
Friday, December 18	HACOA Christmas party, Cascone's, North Kansas City, MO

Presidential Ramblings

Is 2020 Over Yet?

Who really thought when this whole thing started that it would still be going on in October. I know I didn't. But once again we will be having our meeting outside - weather permitting.

Elections are coming up. Our nominating committee is working to find people willing to service as club officers for 2021. If you are approached by one of them, please consider running. This year we will for sure be replacing our Treasure (Suzy), our Secretary (Helen) and one board member (Sandy) although any position is up for a vote. So if you would LIKE to be any position on the board, just let the nominating committee know. Members are Mike Dawson, Dominique Allen, Paul Sergeant, Mike Kliethermes and Don Wagner. I want to thank them for their service, it can be a difficult job.

I think we may have a short program with input from those of us who went to the Aircooled Track Classic in Hastings in September so I won't say much about it here. Except that I had a pretty hot lap at the end of my first session.

I hope everyone is doing well and I hope to see some of you at the meeting on the 13th.

-Travis

September Meeting, continued

(the biggest group showing at the event); Kat King even mentioned attending as a spectator. On September 26, there will be a tech session at the Dawson residence, so hopefully people can bring some projects to knock out and check in on other members. Also, October 17 is the Luna Tuna at the Kalp shop and December 18 brings our Christmas party (it's still a go as of now).

With the more intimate setting, we were able to hear from folks present about their current projects. Travis has made good progress on his blow-through turbo setup on his car and Don Cory has been prepping the Unsafe car, both for the CTC. Scott did some detective work along with recovery to bring his recent '69 back to life (it's moving under its own power!). Paul M reported that his second '69 is in a total reconditioning state and Kat is going to have her carbs inspected (by Mike D) from her red car, Candy. Additionally, Dominique (who is now back home after being deployed!) has been tracking some starter issues, of which Mike D gave some helpful tips.

It is also that time of year for a nominating committee to be formed so if you're asked, please consider helping! There was also a bit of talk about our venue, and meetings in general. We're planning on being outside for the October meeting at Paul and Jack's but the question was raised if we would like to have a venue with a heated outdoor location. If anyone has feedback, it is welcome. After this, our meeting was adjourned for a bit of socializing.

As of this writing, we are still planning on meeting at Paul and Jack's on the patio. Hopefully the weather cooperates so we can enjoy a nice autumn evening. Stay tuned just in case but we hope to see as many as possible on October 13!



The Preventive Maintenance Series

Mike Dawson

Starter Solenoid: Click, But No Start

Over time I have experienced instances of owner complaints about starters “clicking” but not powering the starter motor, and in the process of rebuilding starters, I have found new starter solenoids that would also “click” but not turn on. Checking voltages, I found two different but yet connected reasons for this annoying situation. In all of the incidents the starter would immediately operate properly when jumping directly from the positive cable to the solenoid wire harness (purple wire in the two wire connector). Obviously the issue is low voltage and this is what I found in my checking:

The GM Shop Manual states that the OEM Corvair starter solenoid is designed to operate properly with a minimum voltage of 7.7 volts. Researching I found many references that stated that the early solenoids (GM not Corvair) should work with a minimum of either 8 or 9 volts, depending on where you look. Since the Corvair has a very long path for current to travel when starting (battery to key and back to starter with 12 connections and switches in between), I wondered if the Corvair had a special solenoid just to tolerate the voltage drop of a rear engine car. I could find no reference to that. **However**, if you weigh an original Corvair solenoid and then weigh today’s aftermarket units, you will find the OEM solenoid weighs 4 oz more than the current replacements (even the top dollar ones). Since the current solenoid springs are also lighter than the OEM, one can surmise that there is less copper in the windings compensated for by a lighter spring.

Here is what I came up with as a compromise (?): To test all the starters after I rebuild them, I have assembled a complete late model Powerglide wiring harness from front to back and I attach that to the starters that I mount on an engine in the garage. I check cranking amps and voltage drop to make sure the solenoids I use work properly. The SS200 Standard Products solenoid will operate with Corvair wiring and shows 9 volts at the S terminal when cranking (after I cleaned and tightened all 12 connections).

If you have a starter that clicks but does not crank (or does it intermittently), check the voltage at the S terminal as mentioned above. If it is lower than 9, check the battery voltage under cranking and if it shows 10 volts or more then you have a voltage drop in your wiring. There can be a (normal) 0.20 volt drop over any connection or switch (industry standard number) and your wiring harness has 12 connections between the battery and the solenoid. With a battery cranking at 10.5 volts and a possible 2.2 volts loss in the wiring, you are now at 8.3 volts, probably borderline close to the clicking issue.

Listed below are the connections that may have excessive resistance. The harness is continuous from front multi connector behind the defroster duct to the left front of the engine compartment so you can access all of them except the solenoid terminal from either under the dash or in the engine compartment.

- 10ga battery to frame connection (screw)
- 12 wire multi-connector left front of engine compartment
- 12 wire multi-connector behind defroster duct
- Connector in to ignition switch
- Ignition switch
- Connector out of ignition switch
- Neutral safety switch connector in
- Neutral safety switch
- Neutral safety switch connector out

12 wire connector under dash
2 wire connector in left front of engine compartment
Terminal on solenoid

You can take apart the switches, clean, lube and tighten the securing lugs for maximum contact and use electrical cleaner with a brass brush on push together connectors.

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	\$.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
exchangeRebuilt harmonic
balancer
\$105 exchange for a
rebuildable coreRebuilt Corvair
starters with
solenoid \$90
exchangeMike Dawson
mdawson1961@sbcglobal.net
816-322-4057Professionally 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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Helen Moore
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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. 678-650-4246

Free-Late model block with two pulled studs.
Has crank (will need turned) and -891 (110/140 HP) cam.
Contact Chris Green (call or text) 913-369-5861.

Classifieds, continued

Wilson Litter has several items for sale, including:

- 1966 transaxle, code AA (3.27 non-posi) and V8 bellhousing: \$400
- 140HP engine (code T0223RN). Engine turns over but has not been apart: \$600

-
- Set of 6 Sealed Power 0.060" over pistons on rods with cylinders (one has a crack): \$600
Or \$1,500 for all. Wilson Liter 417-667-6927. wilsonliter@hotmail.com

Other Events and Tidbits

Corvair Track Classic

Looking at the weather forecast for this year's Corvair Track Classic almost conjured up images of last year, with the rain and wet track. However, the rain was done by Friday and everyone arrived without issue.

Friday night was fairly laid back, with people arriving and getting tech inspections done on their car along with munching on tacos and hanging out at the track and hotel (we arrived late so it was just hanging out in the hotel lobby for us). Nice and relaxing, right!? Then came Saturday. It decided to change all of those "laid back" descriptors from Friday.

First up Saturday morning was the driver's meeting. It was during this time that we found out a requirement was to have long sleeves and long pants. This wasn't a big deal for some who were already wearing that attire. However, I was wearing neither and that meant a trip back to the hotel, which wasn't a huge deal but I still hadn't swapped my track tires onto the car. Luckily, Scott and my brother Josh were able to help out in my absence.

Since they weren't doing the bus ride like before (George, the owner, would drive everyone around the track so they could see all the turns, etc.), drivers were able to take their car on the track for a "parade lap". Keith and his daughter Rebecca were among those participating and discovered some cutout issues in the carbs so he and Scott set about fixing that. However, not long after that, Keith received a phone call that his sister-in-law had passed away so he and Rebecca loaded up the car and headed home.

Once drivers were in their heats and on the course, Dick hit the track. With just one lap in, he heard some strange noises so he brought the car off the track. Nothing seemed out of the ordinary and Charlie drove the car as well. Then Dick got back in the driver's seat for his next heat and in the first lap his engine gave up the ghost. He decided to play it safe and call it quits (waiting on final engine demise diagnosis), so he and Charlie were no longer driving.

Next up was Don Cory, who brought the Unsafe car. While on his second lap, the linkage for his carburetors broke so he had no throttle. Unfortunately, the carbs are triple Webers so no one at the track could offer any replacement parts. With that, he decided to pack it up and head back home.



At this point, half of our drivers were done for the weekend and it was barely lunch time!

Travis took to the track next and while he was on his second timed lap, his engine caught fire. The fuel inlet nut on the passenger side carb leaked fuel onto the hot exhaust and caused a heck of a commotion. Fortunately, the track's team was able to safely extinguish the fire before too much damage occurred (oil drain hose, a spark plug wire and engine to body seal were lost). Travis contemplated getting it back on the track but decided instead to play it safe and not drive it, but he was able to drive Scott's car for the autocross.

Our member's cars were not the only ones with issues. The tow truck was called upon several times during the day, as the track took its toll on many other cars (a couple of V8 cars and at least one turbo car, among others). Kat King was able to witness it all, as she made the trek to check things out and have some fun.

Despite this, we all still had a great time and were able to put in some decent runs! Scott started off by setting the bar high; he beat his former personal best by five seconds, which is a significant improvement. Dominique, in a borrowed car from Armen Badeer no less, did an amazing job of flying around the track and even got second place in his class. I had a great time putting my car to the test and even getting a couple spinouts in the process.

It was a rush of a weekend, and

some fun times were had by all. After racing around, we all got to hang out and relax at the track with some local pizza and a Runza 'run' by Scott (after he tossed the keys to my brother and told him, "you're driving!"; we'll see if we can get my brother convairted yet!).

Even at the end of the weekend when we all were packing up the excitement didn't stop. While loading things in his truck, Scott's fire extinguisher must have gotten jealous of Travis' car because it went off while he was loading it,



putting out a fire that wasn't there. Not to mention, while driving home, his truck was erroneously giving him a symphony of dings and warning lights that his door was ajar. Add to this that Travis' truck was giving him codes during the ride home and it makes one think that maybe the trucks were jealous that the cars got to have all the fun!



'Faux' River Run

When I first heard the news that the Ol' Marais River Run in Ottawa, Kansas, was canceled due to COVID, I was disappointed, as yet another bastion of normalcy toppled to the relentless assault of this unforgivable phenomenon. Whew, sorry, that was a lot of big words for me! I meant to say that I was really disappointed, but not surprised. However, my mom (who lives in Ottawa) sent me a link that a guy in town was trying to organize an impromptu meeting of cars to take the place of the River Run, named All Hot Rods Matter. It was to take place on the same date that the River Run was originally scheduled, September 19.

I visited the Facebook page and it seemed like a few people were interested so I thought I'd check it out. Plus, my sister, who also lives in Ottawa, was having her baby shower that day so I thought it'd be a good excuse to go but not go. I mentioned it to Larry Sherwood and he was interested, as he attends the River Run every year as well. By the time I got there, Larry was set up in the park along with a couple hundred other cars. I was pleasantly surprised at the turnout! After all was told, I believe there were over 300 cars at the show. Granted, this is very shy of the roughly 2,500 cars that usually show up, but it was a good turnout for an unofficial meet. Hopefully next there isn't a need but it's good to know people want to get out!



From left: The only two Corvairs there; my dad driving my uncle John's '72 Impala; fire-breathing hot rod!



Dearborn Parade

Chas and I participated in the Dearborn Parade on September 26. They were celebrating Reminisce Days. They had 24 street vendors, a car show, and Delicious BBQ dinners. I drove Kandy and had my patriotic flags flying from my windshield. Chas threw the candy (he threw candy from Kandy), how sweet!

I did get a few pictures as I was driving and trying to avoid all the little children. Got to brag on the children, they were so behaved and did not run out to grab the candy like many. The parents and grandparents had them very respectful of the danger and we heard "thank you" everywhere. You could also see them sharing with their siblings.

Unfortunately, we did not get to celebrate their little town's history or festivities. We headed to Belton to Dawsons' TECH SESSION. I took a picture of Kandy with her flags there because I did not have time while we were lining up for the parade.



Fall Tech Session, Saturday, September 26

We had 39 members with 23 Corvairs show up on a sunny and breezy day; lots of hands on Corvair work and great socializing! Sandy sends her “**thanks!**” to all that brought compliments to the burgers, brats and hot dogs. The serving tables were full, providing a fine selection of members’ favorite dishes.

Newer member Paul MacDonald was first to arrive and spent some time diagnosing a charging issue, front end noises and pulling brakes. Other newer members were Paula and Larry Roberts who got in a good test drive in their late model coupe that Paula inherited from her dad; long time member Jack Hill. Fred and Sharon Bybee drove their '69 which had an inoperative wiper motor and went home with it back to working properly (I doubt that it gets rained on much). Kat and Charles King arrived from St. Joe in Kat's convertible which needed a gas leak corrected at a carburetor inlet nut, points and timing reset, and a loose fuel pump tightened. Don & Wilma Cory brought their black convertible to check pulling brakes but found the previous owner had not left the complicated wheel lock key in the car so it was put off for another day. Don spent the afternoon helping Jim Nelson assemble an engine which is approaching installation time.

Jeff Schwartz brought his '63 convertible and worked on packing front wheel bearings and checking the tune, including replacing a bad breaker plate (a usual suspect with distributors). Bill Bennett and assistant Scott Allison pulled all four carburetors from Bill's (very original) '66 Monza coupe for cleaning and replacement of various parts to stop gas leaks. At the end of the afternoon he and Scott took a long test drive and came

back all smiles. Kevin Rafferty drove his Rampside and investigated the necessary items for a heater this coming winter, including a relay for a high speed motor.

Floyd Becker brought his '63 Monza coupe from Garden City to correct a turn signal canceling issue and also found a wiring problem left from the previous owner which included a missing "Gen Fan" indicator light. Ironically, once the light was corrected and he headed home, Floyd broke a belt which previously could have been a disaster without the light. Gary and Helen Moore drove to Floyd's rescue with a new belt and all was well. Ray and Dean Sego came from St. Joe with a differential for inspection and rebuild and spend some time removing five early car and three FC bearings from axles for future reconditioning. Larry Sherwood brought his newly repainted late convertible and did some trim replacement along with a trunk weather strip.

The ladies gathered in a breezy area and included Sharon Bybee, Barb Wagner, Sheila Rafferty, Pam Nelson, Kat King, Suzy Sherwood, Bri Schaefer, Wilma Cory, Helen Moore, Paula Roberts, and Sandy Dawson. Hopefully they were not discussing us men.

Other attendees that aided in diagnosis, spend the afternoon socializing or just stopped by to say "hi" were Chuck Morris, Dick Berger (who has added a dune buggy to his garage inventory), Chris Green (VairCor Editor & Photographer), Gary Moore, Gary Jones, Don Wagner, Mike Kliethermes (who is not afraid to drive his 2017 Best in Show CORSA Convention coupe), and Joan Bennett who provided reading glasses to Bill for improved carburetor accuracy. We even picked up a new member couple; Rusty and Bri Schaefer, who own a '68 Monza convertible. Lots of members had a fun day and every car that came was driven home!







HACOA birthdays

October	
Name	Date
Martha Martin	2
Donna Pentzer	2
Brent DeGreene	7
Larry Sherwood	7
Shaunda Irwin	9
Stefani Sergeant	11
Suzy Sherwood	17
Don Barta	18
Kevin Rafferty	22
Mike Dawson	29
John Miller	30