

Heart of America Corvair Owners Association
VairCor



January 2021

Volume 57-1



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January 2021

Without having an actual meeting for December, there are obviously no meeting notes or highlights to contribute. With that said, we're all hopeful that we can meet again soon. "The New Normal" seems to be the en vogue statement of the past 10 months so I'm not going to use them. In fact, I might ask any of you to whip me with a fan belt if you ever catch me using those terms around you!

In lieu of a meeting recap and photos, I'm including a few shots from the early part of last year (continued on page 4). Best wishes everyone and stay safe!



Last winter's tech session at the Dawson's.

HACOA Calendar at a glance

Date	Event
Saturday, January 30	Winter tech session, Dawson residence, Belton, MO
Tuesday, February 9?	HACOA monthly meeting, Paul and Jack's Tavern, North Kansas City, MO

Presidential Ramblings

Keeping it in the Family

Hopefully everyone had a wonderful holiday season and the New Year has started out well.

We have been enjoying time with Marie while she's been home from college. She came home right before Thanksgiving and goes back around January 22nd or so. In the meantime, I have spent some time out in the shop with her working on her Corvair. Technically it's mine, but it will be hers someday. It's a 1965 Monza 4 door with a 110 and 4 speed. I bought this car from Gary Moore years ago to get on the road and use as my winter driver. Unfortunately I didn't really check it for rust before I spent the time and money on the engine reseal, brakes, etc. First drive I wondered why the shifter was so loose. Lifting the carpet revealed the giant rust holes in the floor. Then I started looking at it more closely and discovered that the rear package shelf was rusted through, the lower windshield was rusted through, of course the floors, the door jambs and nearly everywhere else also had holes.

I cut the panel behind the rear seat including the package shelf out of a parts car and grafted that in. Did some other small patches. Then the car sat for a few more years. I considered parting it out and junking it but couldn't ever bring myself to do it. Then Marie started showing interest in having it. Unfortunately we didn't spend much time on it before she left for school but we have been lately. I got all the old floor cut out, patched a few braces and we've got the new floors mostly trimmed and almost ready to weld in. Marie got to use several different cutting tools including the plasma cutter, which she likes better than the others. She also got to drill about 20 holes in the new panel for spot welding back in. Take a look at the pictures and you can see some of our progress. In the grand scheme of things it doesn't seem like much, but it's been progress just the same, and some priceless time out in the shop with one of my daughters.

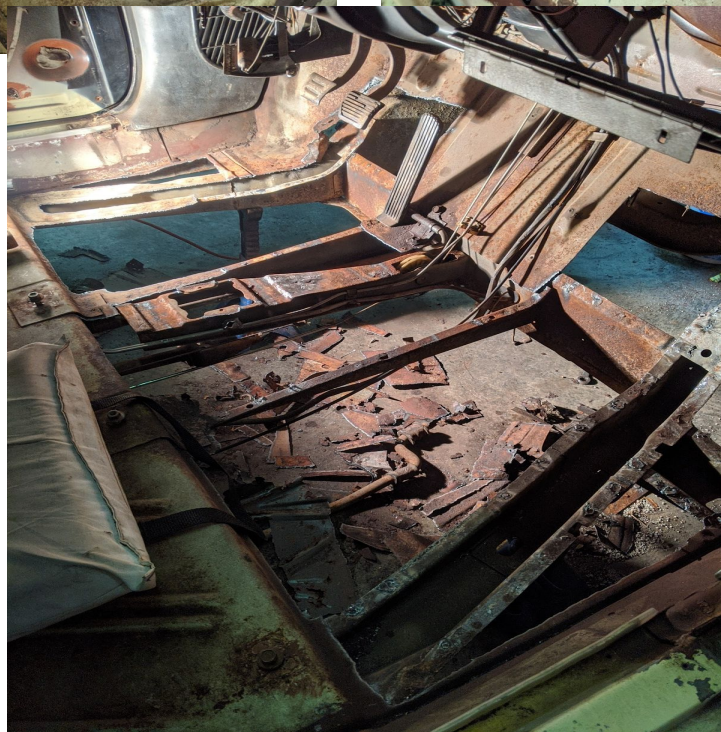
I've also spent some time out there with Julia and her Mustang. We pulled the original engine that was making bad noises (maybe it's just Ford noises?) and I bought a replacement 289 to install to get us by until we can rebuild the original. We are working on cleaning it up to paint before installation. Fifty plus years of grease and dirt are hard to get off no matter what brand the engine is! More priceless shop time with one of my kids so I don't mind.

In club news, there isn't much. The board canceled the January meeting as you know (and hopefully found out before you drove to P&J). It was a difficult decision but all the feedback I received was that it was the right decision. We will have to see what February brings. Mike and Sandy Dawson have scheduled a winter tech session - see elsewhere for information on that and attend if you are comfortable!

Hope to see you soon!

-Travis

Keeping it in the Family, continued





A few photos from our last meeting before things shut down; Cold Tuna break; Keith Hammett peeking out while moving stuff.



The Preventive Maintenance Series

Mike Dawson

Maintenance of Electric Fuel Pumps and Pertronix Units

Both electric fuel pumps and Pertronix installations are great upgrades for our Corvairs but they should not be considered maintenance free.

Electric Fuel Pumps

- All of them require a pre-filter and the filters supplied with them are quite small. Of course how often you need to check or change it depends on the condition of your gas tank, how clean the fuel is that you purchase, and how efficient is the filter element. I check my wife's daily driver every year (now a 20 year old gas tank) and replace it every two years but have never found it actually restricted. And you can be creative and add a larger see-through filter if you have room.
- If the pump is exposed to possible damage from road debris you should do an examination any time that issue is suspected.
- Check the electrical connections (including the fuse) watching for corrosion or rust. The ground wire is usually exposed to the elements and there are usually two splices in the wires at the pump.
- The usual installation will have three rubber fuel hoses. They need to be inspected yearly and depending on how much ethanol you use they will become brittle. Note: The one next to the starter has to flex with engine movement. Originally it was under vacuum but is now under pressure with the pump mounted close to the tank. Below: a late model installation with a larger fuel filter.

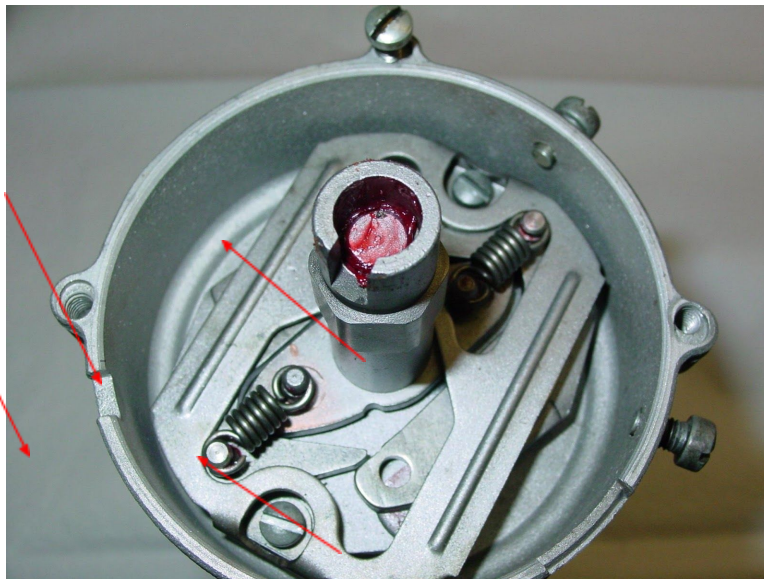


Pertronix Ignition Units

- Pertronix systems (or any electronic replacements) eliminate the rubbing block wear, the deterioration of the points, and any initial timing changes caused by same, but the mechanical advance and vacuum advance are

unchanged by the electronic systems. You need to do periodic inspection and lubrication or the advantage of the upgrade will be marginalized.

- Confirm that the red wire from the Pertronix module is attached to the 12 volt ignition source at the engine compartment multi-connector and not to the + side of the coil which receives less than 6 volts during run time. See instruction 25 in the installation guide.
- Inspect the center carbon button in the distributor cap and the six contacts for any corrosion or start of carbon tracking. Check the rotor for fit and also that the metal contact finger is not loose. Check the air gap between the module and the magnet sleeve; it should be the same when you finish maintenance (0.030).
- Remove the Pertronix magnet sleeve and remove the two screws holding the breaker plate, lifting it off and lay it aside. Apply a small amount of light grease in the area under the rotor where the cam rotates on the shaft. Inspect the springs and weights, looking for rust, badly worn pivots or excessive oil from a worn bushing. Check the breaker plate pivot and the vacuum advance arm pin, lubing if necessary. Temporarily install the rotor and twist clockwise to observe movement of the parts and where small amounts of light grease need to be applied. Re-install the breaker plate and magnet sleeve and check that the air gap between the module and magnet has not changed.



Lightly lube at these points on both sides of the assembly as well as under the rotor.

- Bring the engine up to operating temperature and confirm that your initial timing has not changed and then rev the engine while watching the timing mark, both with vacuum advance connected and disconnected, verifying the three functions of advance that are necessary for overall performance (although vacuum advance is only an aid to fuel economy).

Make a note in your maintenance records that all is well and hit the road for some Corvair fun and adventure!

Mid-Winter Tech Session

For many years now Sandy & I have hosted a mid-winter tech session at our place in late January. We have talked it over quite a bit this year for the obvious reason and we have come to the conclusion that by using the widely recommended precautions we are comfortable continuing the series with the following changes:

- Masks would be required for the presentation; bring any other precautions you wish such as gloves, sanitizer, etc.
- Seating will be spaced out.
- Instead of the usual feed we will order pizza and use both of the downstairs rooms along with upstairs rooms in order that folks can space safely while eating. Pizza will be served with no feeding lines.
- On Wednesday before the tech session Sandy & I will reserve a visit to the Belton Regional Medical Center drive through test site, canceling our event if we test positive.

The tech session topic is (no real surprise): fuel pumps, both mechanical and electric.

1. I have enough bad mechanical fuel pumps for everyone to disassemble, examine, and reassemble a pump. Plus there will be examples of correcting the short screw issue and how to correctly install a pump.
2. I have several models of electric fuel pumps to consider with examples of configurations with various filters and fittings.
3. Also available will be examples of Clark's "flow through block" installation in a mechanical pump. This is the quickest and easiest way to keep all-metal lines in the engine compartment.

Date: Saturday, January 30, 2021

Time: 3:00, pizza at 4:30

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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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 (can probably be easily repaired). Has 164 ci crank (will need turned) and -891 (110/140 HP) cam.
 - 4 late model 13" wheels with tires (decent tread but show cracking) and Monza wheel covers.
- Contact Chris Green (call or text) 913-369-5861 or email: hacoa1news@gmail.com.

Classifieds, continued

Wilson Liter 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

Coffee Break

It's rare when we here in the Midwest get a decent temperature during the winter. One of the weekend mornings in December was mild enough for me to head out to the deck and enjoy my cup of coffee, so I figured I'd take a photo since the mug seemed to be begging for it.

If you ever needed confirmation that Helen Moore does great work, my HACO A coffee mug has been going strong for the past six years. It's put up with a lot of abuse and is the *only* coffee cup I use at home. Cheers!



Captain Ahab's Nemesis

Speaking of mild winter days, Meaghan and I were doing some outside cleaning and organizing since it was a nice day in late December. I was putting some things away in the garage when she called out, "Hey come look at this car coming down the street!" Not thinking much of it, I went out to the driveway and to my surprise, saw an Ultravan pull in!

This particular one belongs to Joe Scalet, who lives in Edgerton, which isn't far from us. He had stopped by last summer when he saw my Corvair in the driveway and mentioned he had an Ultravan and that he'd swing by sometime; well on that day he did. Vairy cool!



A fool and his Errands?

With it being winter, I made the (most likely foolish) decision to install headers on my car. They've been sitting in my shed not doing anything for the past year and a half since I removed them from a previous engine. Combine that with the fact that the stock u-pipes on my 140 have holes in them, I figured "why not?"



As mentioned, I was previously running this system on my former car/engine setup but never got around to use them on my current car/engine. I'm making a couple deviations from my previous install, namely in that I'm going to try wrapping them with insulation AND (here's the foolish part) try to have shrouds so I can possibly have a little bit of heat. As you can see, they still need some finishing and trimming but hopefully it works. We'll see!

HACOA birthdays

January	
Name	Date
Don Cory	2
Kristine Rutherford	9
Richard Bruner	12
Helen Moore	12
Kim Mellies	20