

Heart of America Corvair Owners Association

VairCor



March 2021

Volume 57-3



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March 2021

With no meeting the last couple months, it's been a little quiet. Things are looking a little more hopeful, and coupled with weather getting warmer, we'll be able to meet and have events.



HACOA Calendar at a glance

Date	Event
Tuesday, April 13	HACOA monthly meeting, Paul and Jack's Tavern, North Kansas City, MO
Tuesday, May 11	HACOA annual auction, Paul and Jack's Tavern, North Kansas City, MO
May 18-22	CORSA mini-convention, Springfield, Ill (info and link in this issue)

Presidential Ramblings

Forgot to set my clock ahead

I'd like to begin by apologizing that the newsletter is so late. It's my fault - I forgot to set my clock ahead. Ok, maybe that's not it, but I had a hard time thinking of something to write.

But then Dick Berger alerted me to a Corvair article in the current issue of Road & Track that I thought was interesting so wanted to pass it on.

The title is *Corvairs In The Jungle of Death*. Definitely an eye catching title for a Corvair fan! It tells the true story of a 1961 trip from Alaska to the tip of Argentina along the Pan-American highway. The trip was the brainchild of Dick Doane, a Chicagoland Chevy dealer.

Doane along with a group of test drivers, engineers and *lunatics* (as the R&T article calls them) took 3 Corvairs and a couple support vehicles on the 11,000 mile trip. Part of the trip was through the Darien Gap which separates North and South America. It's 80 miles of jungle. GM sent a film crew and a couple of journalists on the trip. The Chicago Tribune journalists turned in a piece titled "We Drove Thru Panama's Jungle Hell." As you might imagine it was quite an arduous trip, with one team member reportedly being air-lifted out for Malaria treatment before returning to finish the trip. Obviously the jungle held many wonders of nature including scorpions and spiders. Even killer bees.

I don't want to spoil it, but 2 Corvairs emerged from the jungle and were so damaged they were left in South America. The 3rd was abandoned somewhere in the jungle. Unfortunately the GM archives apparently have no pictures of the journey and no film footage survives. Really too bad. I would love to see a picture of a Corvair fording a river with the water up to its sill during one of the 100 river crossings the team had to make. They are tough little cars indeed!

I'll try to remember to bring my issue to the March meeting if anyone would like to read it. It's only a few pages and very interesting.

On another note - it was nice to see many of you at the March meeting. It was nice to feel some normalcy for a night. With vaccinations happening daily I hope that this really is the beginning of the end and that we will get back to monthly.

We are planning to meet in April - so I hope to see you there!

-Travis



The Preventive Maintenance Series

Mike Dawson

Gas Tank Replacement in Early Cars

Gas tanks were obviously installed at the factory before crossmembers were attached, making subsequent replacement a minor challenge. I recently replaced two gas tanks in early model cars and would like to share the following suggestions and tips for those who may be contemplating that project.

- Safety first! No incandescent light bulbs allowed and no loose LED or fluorescent bulbs in sockets that might spark. The car must be firmly supported on stands as removing and installing the tank may require some muscling.
- Acquire all the necessary parts to replace a 50 year old item, including tank, tank sending unit, float, filter, seal, new special size filler neck hoses and the 5/16" outlet hose plus the accompanying clamps. You will probably need the rubber seal for the filler neck to body in the fender pocket. And you may want to check the gas lines just above the tank which are prone to serious rust before starting, in case you need parts. And the correct spanner for the lock ring is useful.
- If you already have an electric fuel pump the best way to drain the tank is unhooking the line in the engine compartment and running a hose into gas cans. This way you filter all the gas for re-use. Switch the electric pump feed temporarily from a switched fuse to either the "Tail,Stop,Dome" or the clock or lighter feed to run the pump without the key on. Use of the old time siphon or a transfer pump works fine except for possibly pulling junk out of the bottom of the tank. Be aware that the tank will still have a small amount of gas left in it.
- Use a big screwdriver to carefully push the filler neck seal through the filler pocket. It will pop through and leave the neck loose for removal. Remove the sway bar (if equipped). Unhook the sending unit wire and ground. Using a drain pan, clamp the outlet hose with a medical clamp or needle nose vice grips. Use a drain pan and cut the hose, catching fuel that drains back from the rear line. Plug the hose ends. Completely remove one nut from the strap then remove the strap and two J bolts (the tank will drop down slightly but stay in place).
- Start working the tank down until it hangs up, then use a pry bar to work the tank past the suspension parts on the passenger side. It will hang up in two places where it needs assistance in removal. Once you are past that, the tank with the filler neck attached will come out.

Installation

- The gas tanks available now are not constructed exactly the same as the originals, and that is for the better, but I still needed to make two minor modifications to the "wings" that stick out on the passenger side of the tank. At the two points indicated on the nearby picture, continue the existing bends until they are completely vertical.
- Before installation, use a long jumper to check sending unit function at the dash unit. Install the sending unit with float, filter and seal. Make sure the lock ring screws in tight (some new ones are loose). Cut the inlet filler neck hose to exactly 3 1/4" and attach the neck to the tank. With the neck in natural alignment with the tank

outlet, measure and cut the ½” vent hose to the correct length. Attach clamps with the screws aligned so you could reach them in the future if necessary from under the car or through the fender opening.

- Plug or tape over the end of the filler neck as it will scrape along the inner fender as you push the tank up, allowing dirt inside. Began pushing the tank up with the filler neck going up first and the passenger side of the tank slanted down. As the tank goes up watch the neck so that it moves toward the pocket (a helper with a dowel would be useful). Even with the two bends you made earlier the tank will need a slight bit of coaching past the suspension areas with a pry bar. Once you get the neck into the pocket you can support the tank loosely on a jack or stand so you can wiggle it to the correct position as you attach the strap and J bolts.
- Add some Vaseline to the new neck seal and push it into place with a blunt screwdriver from inside the pocket.



Bend the “wings” up to vertical on the outside of the sealing line at the two points shown. You can also see some of the changes made to the reproduced tanks in this comparison.

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
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. 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 old 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
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Other Events and Tidbits

Winter weather didn't stop Dean and Ray Sego from taking a cruise on January 21st. While cruising with the top down, they enjoyed the free air conditioning and not having to deal with any bugs. Surprisingly enough, they didn't see any other Corvairs or convertibles while they were out!



CORSA mini-convention

Despite the hard work and effort of the San Diego Corvair Club, the national convention to be (re)held there was canceled. With that, the Prairie Capital Corvair Association has worked on and expanded the mini-convention to be held May 18-22 in Springfield, Illinois. Details and daily schedule can be found at the website below. With this being close to our area, this should be an easier event to attend.

CORSA mini-convention: <http://www.corvair.org/chapters/chapter627/mini2021.htm#schedule>

Spotted out and about

While out and about in Olathe, Larry Sherwood spotted a late model coupe. He spoke to the owner and she bought it in Spring Hill, Kansas. He then posed the questions: What year is it? What defining feature is missing?

Larry said he has \$1 million to give at the next meeting for the person with the correct answers...okay, maybe not, but look at the photo and determine your answers!



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