

Heart of America Corvair Owners Association
VairCor



April 2021

Volume 57-4



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March meeting

Well, we finally were able to have a real life meeting with real life people! On March 9, we met at Paul and Jack's for the first time since November. President Travis Bolton called the meeting to order at 7:16 and things got underway.

Don Wagner started off by introducing member Rusty Schaefer and he also advised that a hard copy of the new roster would be forthcoming and available at the next meeting. In other member news, Cindy Anders broke her fibula so please keep her in your thoughts and prayers. Along with those, it seems it's a small world after all, as new member John Gervais had actually met Travis previously through some door sales and a Spyder.

After the treasurer's report we had the trophy report and parade report; not surprisingly, there weren't any trophies or parades! Newsletter editor Chris Green said he's always looking for photos of cars and

members in the wild and web chair Travis Bolton said there's nothing new to report for the website (www.hacoa.org).

On the social front, one of the topics is the mini convention in Springfield, Illinois, from May 19-23. Early registration deadline is April 15. Other upcoming events include a tech session at the Dawson's in June, the Corvair Track Classic in September, and the Great Plains Corvair Roundup in Little Rock, Arkansas, in October.

Speaking of the Roundup, Kat King has been tirelessly working for the 2022 version that we are to host. She's been in contact with the Stoney Creek Hotel in St. Joseph to get the ball rolling but could also use some help. Dean Segó, co-chair, has been doing a lot of legwork as well, and Helen Moore volunteered to be the trophy chair. This is a big task, so if anyone is able
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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

From the President

Once again, I am looking forward to seeing everyone for our meeting. We will be meeting April 13th at Paul & Jack's. I feel like we are starting to get back on track.

Since my last article in which I wrote about the Corvairs traversing the Darien Gap on their trip along the Pan-American Highway from Alaska to Argentina I heard from a couple people about that epic journey. Jim Pennell, President of Central Coast CORSA in California called me to say that there was more coverage of the trip in *Automobile Quarterly* in 1962. If anyone happens to have a collection of those magazines, I'd love to find that article. It apparently contains lots of pictures plus an interesting write up. HACOA member Rodney Rom also contacted me about an article written about a group of 4 wheel drive vehicles that made the trip and found the Corvair that was abandoned in the jungle. Rodney also has the video produced by GM on VHS. A separate discussion on Facebook also talked about the Road & Track article. Someone in that discussion mentioned that the video is available on YouTube. I searched and sure enough it's there. I should've known that - just about everything ends up on YouTube. I'd like to watch that after a meeting for our program later this year when we have more consistent attendance.

Right now it's looking like there will be more Corvair related activities going on this summer. Unfortunately the National Convention was cancelled, but there is still the mini convention in Springfield, IL, the Air Cooled Track Classic in Hastings in September (assuming enough racers sign up by May 1st) and the Roundup in Arkansas in October. I'm sure there will be more so keep an eye on the calendar - Scott does a great job of keeping that up to date for all of us. If you'd be interested in having a social or even just going to a cruise or a car show, be sure to get the word out and Scott or I can put it on the calendar for you.

Let's get out there and enjoy our cars this summer!

Hope to see you at the meeting.

-Travis

March meeting, continued from page 1

to help, please consider and get in touch with Kat or Dean!

Members have been working on projects during these colder months as well. Scott Allison has been working on his newest 4 door, prepping it for the paint booth. Gerty, the newer 4 door's sibling from another (assembly) mother, has been helping by supplying parts and a little bit of love. Dick Berger has also been busy, getting his race car engine rebuilt. He's stepping it up a bit to have his first new engine in 50 years (and not using questionable parts this time!) so he can have some more fun. However, as a result of that, his dune buggy is looking forlorn!

With other project news, Gary Moore is getting his new shop finalized, with doors finally arriving. Travis is also planning on installing a rebuilt Judson supercharger on his convertible sometime this spring.

Looking ahead, we plan to have our next meeting on April 13 and the annual charity auction for the May meeting, which will be May 11. Start the planning and gathering of those items to bring since it'll be here before we know it. In any case, we hope to see you on April 13 at our next meeting.



The Preventive Maintenance Series

Mike Dawson

Padded Dash Replacement; Early Model Tips

After installing three padded dashboard covers on early model cars I thought I would share my experiences, both to encourage folks contemplating the project, and to remind me in the future of what I had learned.

The pad from Clark's is virtually perfect in appearance when you finish the job according to instructions, patience and common sense. Be prepared to spend a lot more time on the project than you expect, but it will be worth it.

- Before the dash arrives, check the condition and color match of all of the trim pieces that you will remove and replace, to include the radio mount, instrument panel (partial removal), ash tray and glove box trim as well as the edge trim. I had to repaint all of mine as they were faded and had some small surface rust. I found a spray can of Rust-Oleum at Home Depot with good color match and in satin to reduce glare like the original. One caution: the solvent in the Rust-Oleum lifted the original paint even after I used steel wool and paint prep. I corrected the issue with Dupli-Color Automotive Self Etching Primer from O'Reilly.
- Removing the dash trim around the windshield required a special tool for me since some of the screws were obviously installed without the windshield in place and were screwed in vertical and not angled toward the interior where a conventional screwdriver would reach. I fabricated a tool with a screwdriver bit and a fuel pump fitting as shown in the picture. Finger pressure downward and a wrench removed the almost impossible screws.



- The included instructions for preparation are good; you may need to adjust to what conditions you find in your car. Read everything before doing anything. I needed to remove the radio, radio mount and speakers in order to get the nuts off that hold the speaker grill frame in place. The radio mount has three nuts on vertical studs; one is accessed through the ash tray opening. Good time to recondition the ash tray and housing. It is easier to work with the steering wheel removed and with the end of the shaft protected from your forearms. One of the two lower screws securing the instrument panel is covered by the heater control. When you pull the panel out it will be stopped by the speedometer cable, reach around from the left side and unscrew it. I found it helpful to pull the panel out as far as possible without unhooking wiring and used a wood block to hold it there.
- The new pad will need to be trimmed around the entire edge to fit your car, as well as carefully cutting out the speaker grill area and ashtray mount. I found it helpful to do the speaker grill cutout first, fit the pad on the panel, set the speaker frame in place and then mark the ashtray cutout from the bottom. I transferred the

marking to the top of the pad and measured the ashtray frame to confirm the dimensions of the hole. Do not make the cuts until you are sure that the frame will extend the 1/8" necessary beyond the hole so the cut edges will not show. This is the most critical step in the installation.

- You will probably have to remove some of the foam backing around the speaker grill and around the ash tray. I had a little trouble getting the ashtray lid to operate properly until I carefully removed some more of the foam (do this before gluing the pad).
- Check the position of all the sheet metal clips you will be putting screws back in to around the instrument panel. They may be loose and move while pushing the dash panel back in. Align them with an ice pick or hose tool through the vinyl where you will insert the screws.
- Perform a good trial check that all screw holes, cutouts for trim stops, etc. are good. Do this with a trusty "nerves of steel" assistant who will assist you when glue time arrives. Perform a couple of trial installations watching the edges of the vinyl that might try to hang up during installation. My pad stuck twice before getting it all the way forward in the correct position, but it did come loose and move until both of the "eyebrows" were firmly seated.



Thank You Clark's Corvair Parts!

Working Tech Session & Front Yard Car Show

Saturday, June 5, 2021 12:00 – Until Finished

16001 Oakland Ave, Belton, MO

Take this opportunity to enjoy some great socializing, get to know other members, and most important, take care of any repair or maintenance item you have been contemplating doing. Come and be comfortable knowing that parts, tools and advice will be available to make sure you can drive home whatever project you take on. There will be a sign up sheet for assistance.

A sample of items that can easily be addressed during the afternoon are: greasing fan bearings, packing wheel bearings (front and rear), carburetor balancing, distributor rebuilding, brake jobs, oil changes, etc. Brake replacement requires turning drums; I can have exchange items ready if you let me know ahead of time. Also available is gas and Mig welding, sandblasting, and glass beading.

The following will be furnished: grill food, service, soft drinks and adult beverage. Please bring a dish or snack to share; grilling begins at 4:00 and spouses are encouraged to attend.

Please feel free to do whatever you feel comfortable with if attending, such as masks and sanitizer; at recent events I have noticed that all the folks in our groups have been very respectful of others. Consumption of alcohol based beverage is encouraged for disease control but I doubt if germs can live very long in my garages anyway! We do plan on grilling burgers and brats.

Please RSVP to insure food and beverage supply and I will email all potential attendees of any changes.

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

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
-

Other Events and Tidbits

From Cliff Carlino regarding the Lyceum Theater:

The Lyceum Theater has notified me that the upcoming show season has been delayed a few months. The new date for our upcoming trip to Arrow Rock to see Sister Act has been moved to September 26th. It will still be a Sunday Matinee show. This is the week before the roundup in Arkansas, so it will be a nice test run to make sure our cars are ready for the drive south.

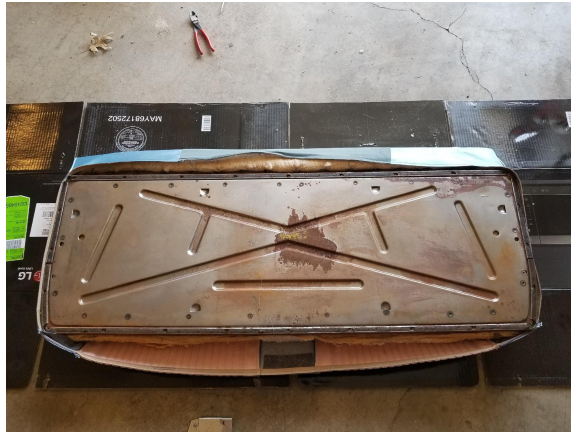
Covering a bench seat

Scott Allison

When the new-to-me 65 Sedan, in blue, comes out of the paint shop I will be installing a newly covered rear seat. I purchased the seat cover from Clark's, which is always a safe bet, and I'm happy with how they match the door panels which I've elected to not change out. I have been asked to share any tips that I learned from the installation process so below are some pictures and notes.

When removing the old upholstery be sure to save any and all metal bars that are present in the old cover! Also, when you remove any trim or cardboard that you plan to reuse now would be the time to perform any reconditioning of these items. Also, check the frame for rust and repair or replace.

The installation process is different for the two pieces. The back (note that it's a fold down rear seat) doesn't use the hog rings but rather has a strip around the back of the seat where the upholstery is stapled. The metal trim piece goes over the area to somewhat secure the staples. Working the cover over the padding is not difficult and the only challenge is to make sure the bolsters on the new cover line with the memory on the foam from the old covers. This provides a smooth appearance when you are done. Be sure to make sure the padding, used or new, is smooth and there are no gathers in the corners. The thick cardboard strip provided on the Clarks covers is the same size as the area to staple so the new covers fold over nicely onto the frame. After about 300 staples you are good to replace the frame hardware.



The seat bottom was a bit simpler as the hog rings are used in this application. Since the seat may have been removed multiple times it's good to make sure the lower frame is straight before you begin. Again, make sure the padding is smooth and not bunched in the corners, line up the bolsters, and make sure it's centered on the seat (it should be if you correctly line up the new bolsters to the old bolster pattern). The hog ring locations are easily identified around the front and side of the seat by holes in the wide metal frame. Around the back of the seat the new cover simply attaches to rear spring, not all the way to the frame.



It just takes patience, hog rings, hog ring pliers, staple gun, and dykes (strong enough to cut the old hog rings out). As you would expect, the old staples are sharp so be careful and I suggest removing them one-by-one versus trying to rip off the old cover and risk grabbing the back side of one by mistake. The areas that are puckered are from where the item was folded in shipping and will smooth out over time.



I've done bucket and bench seats and I have to admit the bench seats are much easier with the bottom being the easier of the two bench seat pieces. Stretching the new back cover and installing enough staples to hold it, while sitting on it to compress the springs, can make for a fun adventure. With the metal rods around the seat bottom perimeter things are a bit more manageable. The padding on the bucket seats are split where you are to pull bolster straps of the new cover through the padding and attach these to the bottom/inner frame. This provides support of the sides of the seat which aren't needed on the bench seats but it does create a challenge in getting the padding in the right place, smoothed out, and the piece pulled through enough to a place where the hog ring pliers will fit.

I wouldn't want to do it for someone else but for my own cars applying a new seat cover is satisfying and not that difficult. However, I do only seem to do it about every 4 years as by the time I decide to do it again I have forgotten how much patience is required. It's your car so a little literal blood, sweat and tears under the covers makes it that much more personal.

Mystery LM coupe spotted out and about in Olathe, Kansas

The response to Larry Sherwood's spotting of the late model coupe was fun! Many facts and information were given by some very knowledgeable people; I feel very humbled. Hopefully Larry will be at the April meeting with the bounty for the lucky person who was able to spot the discrepancies in the car!

CORSA mini-convention

May is rapidly coming, and the Prairie Capital Corvair Association has worked on the mini-convention to be held May 19-23 in Springfield, Illinois. Details and daily schedule can be found at the website below. With this being close to our area, this should be one of the easier events to attend, especially considering the breadth of events.

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

HACOA birthdays

April	
Name	Date
Terry Kalp	3
Jim Gately	7
Edye Bruner	8
Dorothy Morris	13
Bill Kiely	14
Linda Reece	15
Gary Jones	17
Greg Osorio	20
Jean Gately	22
Annie Lentz	26