

HACOA Calendar at a glance

Date	Event
Tuesday, July 12	Monthly meeting, Paul and Jack's Tavern, North Kansas City, MO
July 12-16	CORSA International Convention, Peachtree City, GA
Sunday, July 17	The Great Car Show, Liberty Memorial, Kansas City, MO
Saturday, August 6	KC Auto Museum tour, Olathe, KS
Tuesday, August 9	Monthly meeting, Paul and Jack's Tavern, North Kansas City, MO

President's Tapping

July 2022

I hope this note finds everyone staying cool during the days and getting your Corvairs out in the evenings. It's been a bit for some of us since we've received any measurable rain but I'm hoping your Corvair events stay dry. I have not reached out to Kat King or Gary Moore since the meeting so I'm hoping they continue to recover and are both doing well. I've heard from Mike that Kevin's treatments are suspended at the moment while his body takes the needed time to recover from the prior regimens. The good news is that it's now been 6 months and he's within the 25% of individuals with the same diagnosis to tolerate the treatments. Prayers continue for Kevin and Ada.

We had a nice turnout for the meeting in the park. Hopefully Taylor will share some of his pictures with Chris and Meaghan for the newsletter. The weather was decent for an evening in June and many stuck around after the meeting to visit. Thank you to Dorothy Morris and Barb Wagner for the wonderful treats.

Chris Green joined Mike and me for the MCCA Tuna at the Kalp Kompond. MCCA had a great turnout with lots of work and visiting taking place. The hamburgers, hotdogs, beans, chips, cookies, salad, and strawberry-rhubarb pie made certain that no one went home hungry. Thank you MCCA for hosting yet another great event!

For an update on the GPCRUI, Marcia Bolton and Corly Allen have graciously volunteered to provide some food items for the hospitality room. Marcia reached out for suggestions and I could only come up with cupcakes, lemon bars, Chex mix/popcorn. For some reason cookies completely slipped my mind at the time; I'll blame it on Sandy Dawson, Dorothy Morris, and Barb Wagner for keeping my cookie meter full. If you have any suggestions or would like to contribute something let them know, I'm sure they would appreciate the ideas. Kat King is also asking for a few volunteers to assist the NWMSR with the dice run. My understanding is that the NWMSR group will be working the checkpoints but Kat would like someone from HACOA to send off the cars, collect the sheets at the end, and tally the results. Please let Kat know if this is something you could assist with. Remember that our August meeting program will be a RoundUp checkpoint so if you have volunteered for any event this is time to bring your questions and ideas. The 2022 GPCRUI was featured in the June CORSA Meet Up. You can watch the video at <https://youtu.be/lvrAvxRKjKw> on YouTube (our presentation is 26 minutes into the video). For those watching closely I did say 5 states when it's 4 states but 5 clubs. You may search for "Corvair Society of America" within YouTube to find all of the past Meet Up videos, I highly recommend watching them.

I've shared the list of individuals that have volunteered their Corvairs with Roscoe Yoder of the Kansas City Automotive Museum. He should be reaching out to each of you during July with instructions on what to when the exhibit is ready to be set up. I think we have a full house but should there be room and someone has a late model convertible or 4-door and wants to display it, reach out to me as soon as possible.

Chris Green and Larry Sherwood have found us a place for lunch on the 6th of August when MCCA comes up to tour the exhibit. Spoiler alert, it will likely be BBQ. A hotel has been suggested should anyone from MCCA elect to come up the day before and spend the night or stay over Saturday night. Bill Smith has reached out to the MCCA club and hopes to have a count soon. Initial plans are to tour the museum first, when they open at 10am, and then head off to lunch. After lunch folks are welcome to stick around or even head to the Parkville Car Show that runs from 4 to 8pm. I've reached out to Roscoe about group tickets and will share what I learn when details have been provided.

The June Belton Cruise night was well attended. Adam Fisher & Tabby Saysoff, Dominique, Corly & Kyndall Allen, Mike & Sandy Dawson, and I met Matt in front of his shop, 816 Vintage, and lined the cars up. It was a hot day but comfortable in the shade or the brewery. I've included some pictures that our editors may find fit to include later in the newsletter.

Always check the calendar at hacoa.org or your latest VairCor for up to date events added by Paula Roberts, Chris & Meaghan Green, or myself.

Vairy Best Wishes, Scott



Corvairs at the Belton Cruise Night.



The Preventive Maintenance Series

Mike Dawson

Steering Wheel Return in Cars

One of the things that has always made Corvairs fun to drive is the quick and light steering. No power steering necessary, just drive and enjoy. However, there are a lot of issues that can detract from that enjoyment, including having the steering wheel making slow or no return to center at the completion of a turn. If you experience a slow or “dead” steering wheel once you complete a turn, the following may contain useful suggestions. In no particular order since you may find one or all to be issues.

Underinflated tires. And the recommendation is a 10-12 psi difference from front to back (such as 25 front and 35 rear).

An idler arm that is freezing up due to lack of lubricant. They sometimes start to creak.

An aftermarket nylon pitman arm bushing that is galling in the sleeve (common issue). If you have a nylon bushing, they need to be taken apart and lubed as part of regular maintenance. The original rubber design is actually best since it helps the wheel return due to wind up and release, plus it absorbs road shock that otherwise would be transmitted into the steering box.

Four tie rod ends along with four ball joints have to be free and lubricated.

The steering box may need lubricant; there is a plug for doing that. The steering column has one or more bearings/joints and although rare, they can be dry and rusty causing hard turning.

Misadjustment of the steering box. Remove the nut and washer holding the steering wheel on the shaft and check that the two alignment marks match. They must match before you adjust the sector/ball nut lash. Then check the box adjustment; the shop manual describes the adjustments and specs. When you make the steering box lash adjustment, it must only be finger tight and made with the road wheels straight ahead.

Corvair's light front end is made more stable while driving by adding positive caster. Along with stability, another function of caster is to help with steering wheel return. Cars require between $1\frac{3}{4}$ and 3 degrees (the '60 was set at $3\frac{3}{4}$), check the manual for your specs. Caster is checked with a gauge and is adjustable using the struts that connect the bottom of the A arm to the suspension. Not easily done, since the procedure may require torch work and new parts, so plan ahead.

To initially determine if there is a mechanical issue or if caster adjustment is the problem, you could raise the front end, separate the pitman arm from the center link, and turn the steering wheel lock to lock with one finger. If that is successful, separate the idler arm from the center link and turn both of the joints by hand. Support the center link with wire or rope so it will not drop down and try turning the front wheels with two hands. To further check just ball joints, remove the two outer tie rod ends from the steering arms and turn the wheels in and out. They should turn smoothly and equally. If there is no evidence of binding and the steering wheel still does not return after turns, checking the caster would be next. The caster setting would also need to be the same from side to side to prevent drift or brake pulling.

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 grove 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 exchange



Rebuilt harmonic
balancer
\$110 exchange
for a rebuildable
core

Rebuilt Corvair
starters with
solenoid \$105
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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- 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

For Sale: 1965 Corvair Monza Convertible 110 HP/PG

Bill Bicknell, of Rolla, Missouri, has a '65 convertible for sale. New items include: gas tank and sending unit, shift cable (Powerglide), parking brake cable, alternator, and a rebuilt fuel pump. It is rust free but the top is weathered and the rear window needs to be replaced. He also has many extra parts and a car cover. He says to make an offer. 970-218-1352 (call or text).

Classifieds, continued



Parts for Sale

Bob Shellhorn has some parts he would like to sell, including:

3 - 14" 2 bar spinner Corvair wire spoked hubcaps - \$25 each

1 - 13" 2 bar spinner Corvair wire spoked hubcap - \$25

8 - 13" stainless steel LM Corvair hubcaps, most with plastic center caps but of poor condition, \$15 each

3 - LM dash instrument panel with most gauges

chrome trim handles, lots of misc. engine components, carb. bodies, etc.

No blocks, intakes, drive train, or body sheetmetal.

Contact Bob Shellhorn, at Bshell46@sbcglobal.net

Parts in Arkansas

Clyde Jones passed away about 3 years ago and his wife Dee Jones is needing to find homes for his many Corvair parts. She is in Harrison, Arkansas. Talk to Gary Jones, Jerry Pentzer, or John Miller for a rundown on what's available; I've heard these folks have visited and have an idea of what she has. Please talk to one of the individuals mentioned before you call her as she has no idea what's there but you may call her to schedule a time to visit at 417-693-2323. Please do not share Dee's number with anyone outside of the Corvair club.

For Sale : 1964 Corvair Spyder Coupe \$22,500

Purchased Fall 2015, the engine and body work were completed Summer 2018.

Suspension, brake, and interior work were done through 2020.

It has a '63 transmission with short throw shifter, '64 differential and the 180 HP engine from '66.

The odometer showed 51,200 at purchase and I have put 10,000 miles on it in the 3 1/2 years since the rebuild, both in town and on the highway. Maintained summer / winter oil changes and drained and refilled the transmission and differential Nov 2021.

Aside from the attached work summary, additional work includes rebuilt starter and battery / new back up switch / new bi-metal thermostats replacing bellows system / new headlamps.

I kept a ledger and receipts for work done along with photos available to any interested. This is a car that can go anywhere at any time. Please feel free to call or email with any questions.

Dan Hardin
dustdevil.dan@gmail.com
816-547-0410



Seats for sale from a '67 coupe; need to be recovered but good solid frames

Contact Dean Sego at: see_dean_go@hotmail.com



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

Wilson Liter 417-667-6927. wilsonliter@hotmail.com

Other Events and Tidbits

Spring Tech Session, June 4, 2022

The Saturday tech session brought out the most convertibles (6) we have ever had at this event. I guess the threat of showers must have been the inducement. Long distance acknowledgment goes to Robin and Kathy Retzlaff (guests) who drove their '65 Turbo convertible (top down) from Springdale, AR just for the day's visit. They had just recently completed a 7,400 mile Route 66 road trip and wanted even more! His pressure retard unit needed some adjustment in its mounting but after all that mileage that was all that required attention.

Other long distance folks included Terry Kalp from Wichita and the Wagner's from Savannah. Terry needed a starter drive replacement and he checked the unit for amp draw and voltage drop after bolting it to a stationary engine. Don & Barbara Wagner drove from Savannah checking A/C operation. He reported 40 degrees and 20 mpg at 70 mph. The Wagner's should get the 100% attendance award for coming to everything – reinforcing the idea that driving Corvairs and being around other owners is great fun!

New member Brad Stauffer drove his '66 140 convertible and completed installing his non-existent choke rods, checking on oil leaks (tightening things) and learned how to do a much needed clutch adjustment.

Paul Sergeant worked on several carburetor issues, both on and off his '65 140 convertible. One accelerator pump bore had part of an old pump cup stuck to the walls even after cleaning that prevented the new pump's function and later it was discovered that an idle mixture pickup tube had something in it preventing proper mixtures.

John Martin drove his '64 Monza convertible and (although still recovering from long term Covid) spent the afternoon socializing after doing some spring checking and getting one idle circuit cleaned out.

Floyd Becker journeyed from Garden City and did an R&R of his early speedometer cable for lubrication plus he did some torch work creating a new fan belt wrench at exactly the correct angle.

The following completed the social circle: Dick Berger arrived in his Spyder convertible (which had not yet recovered from being attacked by a large tool box), Scott Allison in his '66 Corsa Coupe, Mike Kliethermes brought a much appreciated tent that served as a garage annex during a light shower, and Chris Green brought daughter Olivia who was very good at totally ignoring all of the dirt, tools, parts and noisy Corvair folks surrounding her. She did get in on the door prize drawing since she spent the afternoon in the pits.

Special thanks to Bill Bennett for doing chef duties and creating perfect grill food. Bill arrived in his semi-vintage newly purchased daily driver van ('95 Astro) which he is not afraid to drive in the rain.

The ladies gathering included Barbara Wagner, Kathy Retzlaff, Martha Martin and Sandy Dawson. We had 18 attendees with 14 Corvairs on the grounds.

A great ending was a well rounded selection of participant furnished dishes to accompany the burgers, brats and hot dogs. And, as we always strive to achieve, everyone was able to drive home what they came in!

Mike Dawson



Juna Tuna

"Would you like to come to the Tuna with us?" Scott asked me. He and Mike were already swinging by my house to pick up a collection of parts to be delivered to MCCA president Bill Smith so I figured why not!? After a couple hours of driving while solving the world's problems, we arrived at Terry Kalp's shop in Valley Center.

We got everything unloaded, including a Powerglide transaxle rebuilt by Mike Dawson, and chatted a bit before heading into the shop for caffeine and calorie replenishment. Inside, Bill Smith had Gertie the '65 4 door on the lift, preparing to drop the engine to replace seals (she currently has a mystery 110 HP engine that was swapped in from another car). Other than that, members were doing a few things here and there to their cars along with some keys getting cut.

After a grilled burger and dog lunch, we chatted for a few more minutes before hitting the road to head back home. Thanks to Scott and Mike for letting me tag along and thanks to Terry for hosting a helpful social and technical event for members to partake!



The Great Car Show

Registration is open for the Great Car Show, to be held July 17. More information can be found here: <https://www.thegreatcarshow.com/>

KC Auto Museum tour

With the Corvair being a featured display, HACO is planning on taking a tour of the KC Auto Museum in Olathe, Kansas, on Saturday, August 6th. The museum opens at 10 AM and after touring, we will have lunch at Joe's KC Barbeque, which is just down the road from the museum. Members from the Midcontinent Corvair Club in Wichita (MCCA) are planning on joining in as well so it should be a good time!

2022 Great Plains Corvair Roundup



Registration: <http://www.hacoa.org/index.php/miscellaneous>

Poppies for Patriots Calendars

Bri Schaefer has Poppies for Patriots calendars available for \$15 each. You might catch her at the next meeting or visit their website: <https://midwestpoppiesforpatriots.com/>

Remember → CORSA Membership Perks:

- 1) CORSA now has a formal relationship with Mecum auctions! Your membership in CORSA now permits you to purchase the \$200 bidders registration for just \$100!!
 - 2) We have many fresh new items of CORSA-wear now available on our website. www.corvair.org <http://www.corvair.org>. We have a new vendor, new artwork and new items. I think you'll be excited about the selection.
 - 3) Please remember, if you have members who are new to CORSA, they will receive a free copy of the "Corvair Basics" book with their paid membership in CORSA.
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HACOA birthdays

July	
Name	Date
Bill Mann	3
Wilma Cory	9
Carol Sego	9
Scott Allison	10
Larry Eilenberger	10
Teresa Miller	14
Adrienne Gargano	17
Wayne Yost	19
Linda Mellies	26
Terri Gordon	27
Sandy Dawson	29
Mary Reynolds	31