

# Heart of America Corvair Owners Association

# VairCor



September 2022

Volume 58-9



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## August Meeting

Well, we doubled our July meeting attendance, as 26 members attended the August 9 meeting. That number would have been larger but due to COVID and previous obligations, several people were out (including me).

However, new members Tom and Marsha Norman were present (they have a '64 convertible) along with Kevin Koch, who is currently undergoing chemotherapy. In other member news, several people, including Don Wagner and Mike Kliethermes, attended the CORSA convention in Georgia, with Mike receiving a gold in the concours for his Corsa coupe. Nice job!

Socially, numerous upcoming events were discussed for members to participate, including the Belton parade on August 27. Other items on the calendar include the SCCA Solo Nationals in Lincoln, Nebraska (we will have a few representatives attending), and the Great Plains Roundup at the end of September. Although we have met our contractual agreement with the hotel,

members are urged to book their rooms as soon as possible. Further into the future, our Christmas party this year will be at the Creekmore Clubhouse in Raytown, Missouri, on December 2.

For projects, many of our members are busy getting things done. Paul Sergeant has been working on his '61 Rampside, and Mike Kliethermes has been putting time into his '67 Monza. Although he's planning on racing on pavement in September, Dick Berger, along with Charlie Clark, are prepping and rallying his blue Monza coupe for driving in the dirt.

Our next meeting will take place on September 13, and we hope to see you there!

## **HACOA Calendar at a glance**

<b>Date</b>	<b>Event</b>
September 5-8	SCCA Solo Nationals, Lincoln, NE
Tuesday, September 13	Monthly meeting, Paul and Jack's Tavern, North Kansas City, MO
September 29-October 2	Great Plains Corvair Roundup, St. Joseph, MO

## **President's Tapping**

### **September 2022**

I hope that everyone that had the misfortune to acquire Covid this past month is now doing well and has forgotten about the lost days. I made it over 2 years without Covid but then it finally got me as well as a few others in the club. The experience for me was more of an inconvenience than unpleasantness. There were only about 8 hours where I was experiencing some discomfort and the rest of the time was simply a positive test but feeling fine. Since I was forced to stay home and miss the Museum and our August meeting it did allow me to get started on assembling another engine with serviceable parts from the shelf. I'm pleased to report that the '66 140hp engine, Taylor West assisted in the final "what will it be" decision, is already sold and is going to Wichita, KS. Additionally, when I deliver the engine another Corvair will find its way onto my trailer for the trip home.

Thank you Taylor West for taking care of the meetings this month. I understood that there were 3 board members present and I hope the general meeting was a bit better attended. We appreciate your efforts on the Christmas Party planning and look forward to your selection and ultimate great night with the club.

I have had good feedback from the Round Up planning program after the August meeting. Registrations continue to come in and I can only hope the hotel reservation list continues to grow. The date is approaching fast. This will be our last meeting before the event so please help out where you can if you are approached. I hope to see everyone in St. Joseph, MO.

Thank you Chris Green and Larry Sherwood for your help with the joint Museum day with our sister club, MCCA. Chris reported that the day went well and there was a decent turnout. I enjoyed the pictures and article in the MCCA newsletter and it looked like everyone was having fun.

It is time to select the nominating committee for 2023 HACOA. I will be nominating 2 individuals and the BOD will be nominating 2. The 4 will then nominate a 5<sup>th</sup> to round out the committee. If you are approached, to be on the Nominating Committee or for a position on the board by someone on the nominating committee, I ask that you give some consideration to the inquiry. The nominating committee will be selecting individuals for all positions with only a board seat, presently held by Michael Kliethermes, and the treasurer, Mike Dawson, requiring replacement due to term limits. There is also a chance that someone presently on the board does not want to retain their seat for another year which the nominating committee will determine in their inquiries.

The Belton 150<sup>th</sup> sesquicentennial was a nice event to get me out of the house again. There were three full days of events capping things off with a cruise on Sunday. Matt Olson, owner of 816Vintage on Main Street in Belton and a 64

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coupe, organized spots along Main Street for Mike & Sandy Dawson, Lloyd Folger & his son, and I from the club to participate in the event.

Check the calendar at [www.hacoa.org](http://www.hacoa.org) or your latest VairCor for up to date events added by Paula Roberts, Chris & Meaghan Green, or myself.

Vairy Best Wishes, Scott

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## The Preventive Maintenance Series

Mike Dawson

The following is a collection of items that might raise questions during various maintenance or rebuild efforts, the kinds of things that may be unclear or missing from shop manuals. I wrote this several years ago but some items needed updating and I was inspired by recent actual events to reprint an edited version.

**Spark Plug Gaskets:** Most later design plug gaskets are an “S” shaped sandwich gasket that is designed to crush for better sealing. One side can be slightly wider than the other and the wider side should be placed towards the aluminum head, which is softer than the steel spark plug.

**Head Gaskets:** The stainless head gaskets are also a sandwich gasket designed to crush and provide a better seal. Again, one side is wider than the other and should be placed towards the aluminum head.

**Cylinder Base Gaskets:** The early design gaskets were copper and they disintegrated over time. They were replaced with steel gaskets with a dimple. I have not found a written bulletin on them but mid '64 is likely and after inspecting original '65 and later engines I am pretty certain that the raised dimple was installed towards the aluminum case at the factory.

**Pressure Plate Bolts:** These are a special shouldered bolt designed to center the pressure plate perfectly on the flywheel and thus maintain the necessary balance. Use the correct bolt ( $\frac{3}{4}$ ") and a lock washer. And do not use a longer bolt as it can interfere with the clutch housing behind the flywheel.

**Flywheel and Flexplate Bolts:** These special thread bolts are two different lengths. The longer bolt (1") is used with a reinforcing ring on the manual flywheel and the shorter one ( $\frac{3}{4}$ ") is used with the flex plate on a Powerglide. Using the longer bolt on a flex plate will break the teeth on the aluminum cam gear which is located at the exit of the threaded holes. The same goes for omitting the reinforcing ring. Use a thread sealer on the bolts.

**U-joint Strap Bolts on '65 Models:** The original  $\frac{1}{4}$  – 20 bolts had a standard head and used a lock washer. Bolt heads would rust and have dirt built up around them. Combine that with odd angles for sockets and the heads would round off. After service complaints, a re-designed bolt was issued for dealer installation that had a taller head, but not many of these made it into actual service. The caution is to be sure and use new grade 8 bolts with lock washers to make the next removal easier. This issue was resolved in '66 with a redesigned strap and bolt.

**Early Model Turn Signal Switch Screws:** The two screws holding the early turn signal switch at bottom of the column are a special length machine screw and sometimes hard to get started back in the hole. Periodically folks will

opt for a pointed sheet metal screw which is much easier to get started but it will be long enough to contact the steering shaft. You would get several strange noises on turns depending on how much the shaft is out of true.

**Special Thread Studs:** The studs used for cylinder head mounting, carburetor mounting, lower studs on the oil pump housing and exhaust manifold clamps are a special cut thread. You cannot use a thread chaser; they are designed to stay in place while you remove the nuts. If you do change them, replace them with a like stud, clean the threads as much as possible and be sure to use anti-seize (they can gall on re-entry). If you have to use a helicoil or an insert, then you must re-cut the threads to fit the coil using a standard tap.

**Use of Screws and Nail Guns in Car Floors:** Floor repair or carpet installation by others can result in gas tank and wiring damage. When drilling holes, using self-drilling screws and using nail guns during floor repair, the tunnel pan area in the front and back must be avoided – it contains wiring, gas lines, brake lines and cables. Another danger area is across the front of the front floor on both sides as the floor slopes up – you are only ¼” from the gas tank. A third area that can attract gas tank damage is the horizontal package area in the trunk (just under the master cylinder & wiper area). Mounting anything on this shelf with screws should be reviewed for gas tank clearance.

**Clutch Housing and Converter Housing Bolts:** There are 7 bolts with 1 3/8 shank and thin flat washers and 2 bolts on the bottom with 1 5/8 shank and no washers. Use of thick flat washers on the bottom two bolts or use of bolts with thicker heads may result in the flywheel rubbing on the bolt heads.

**Generator, Alternator & Starter Washers:** Generators came with lock washers, alternators had a special narrow OD flat washer and starters were installed with no washers.

**Oil Filter:** The Corvair oil filter is not a spin on filter. If you are new to the car or have others change your oil and filter, you should be aware of the need for 15-20 ft lbs of torque (changed to 20 in the '69 manual). Check the bolt again after engine heating and cooling cycles; the fiber washer supplied with some filters will crush slowly.

**Powerglide Differential Pinion Shaft Front Seal:** This is the seal that does not press in flush with the front pinion bearing adjusting sleeve (flush will contact the race and block lubrication). There are conflicting pictures in all of the shop manuals which show it installed with the flat side toward the differential and also installed with the flat side towards the transmission. After working on differentials for over fifty years I know that the seal was installed at the factory both ways and has been installed during service both ways. Furthermore, it appears to work fine installed either way. Most of these seals leak because the pinion shaft bearings were not pre-loaded properly during service or the bearings were worn enough to let the shaft wobble; this allowed the seal to leak. If you use logic, the flat side would be towards the differential as the more fluid ATF might be harder to contain. Neither side receives pressurized fluid – gear lube is being thrown into the differential bearing and transmission fluid is spraying out of the governor and draining back from other areas. If you press the seal in from the bearing race side of the sleeve you can easily see how far to press it in, which is important for bearing lubrication.

As a final authority, I would quote the GM publication Servicing the Corvair 4 Speed Transmission and Differential. On page 7 of the differential section it clearly states: “**install with flat side toward carrier**”.

## 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](mailto: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 exchange



Rebuilt harmonic  
balancer  
\$110 exchange  
for a rebuildable  
core

Rebuilt Corvair  
starters with  
solenoid \$105  
exchange




Mike Dawson  
[mdawson1961@sbcglobal.net](mailto: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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*Helen Moore*  
Handmade Ceramics



816-678-8860  
[hrmoore14@gmail.com](mailto: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

## 102 Engine for sale

Freshly rebuilt 102 engine if anyone is looking for one (can be brought to events such as the Roundup). The heads were redone with new valves and pistons. Asking \$2500.00 (can provide pictures) Ray Morales

## 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](mailto: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.

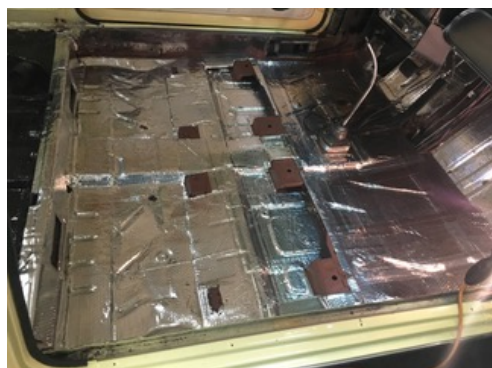
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The odometer showed 51,200 at purchase and I have put 10,000 miles on it in the 3 1/2 years since the rebuild, both in town and on the highway. Maintained summer / winter oil changes and drained and refilled the transmission and differential Nov 2021.

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](mailto:dustdevil.dan@gmail.com)  
816-547-0410



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**Seats for sale from a '67 coupe; need to be recovered but good solid frames**  
Contact Dean Sego at: [see\\_dean\\_go@hotmail.com](mailto:see_dean_go@hotmail.com)



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**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](mailto:wilsonliter@hotmail.com)

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**Other Events and Tidbits****Spider or Spyder?**

Dick Berger found that a little friend made a home on his racing seat. No word if this little buddy plans to make a racing career out of it!



## KC Auto Museum tour

Several members of MCCA (Mid-Continent Corvair Owners Association), including Terry Kalp, Bill Smith, and Marcus Trotter, made the trip from the Wichita area to Olathe, Kansas, to tour the KC Auto Museum on August 6. COVID hit a chunk of our members so there were only a handful present, including the Morris family, Brad Stauffer, Floyd Becker, and myself. Roscoe Yoder was on hand to welcome us and we had a good tour guide get us started before we ventured off on our own.

Obviously the Corvair was the marquee showcase, but the museum housed an eclectic mix of vehicles, including antiques, race cars, and my favorite, a Messerschmidt (it used many components that were originally destined for aircraft, including the cockpit canopy). After touring, we knew we needed to eat so we headed over to Joe's KC to enjoy some barbeque.



## 2022 Great Plains Corvair Roundup



**HOSTED BY: HEART OF AMERICA CORVAIR OWNERS ASSOCIATION**  
For more information see Event Calendar in Communique or Corvair.org

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

For those attending, here is the schedule of events:

### Thursday, September 29, 2022

12:00 pm	-	8:00 pm	Concours d'Elegance Unit 6 Judging	East Hills Library
3:00 pm			Stoney Creek Hotel Check-In	Stoney Creek Hotel-Front Desk

### Friday, September 30, 2022

8:00 am	-	4:00 pm	Concours d'Elegance Set Up	East Hills Library
8:00 am	-	9:00 am	Concours d'Elegance Late Entries	East Hills Library
9:00 am	-	12:00 pm	Concours d'Elegance	East Hills Library
9:00 am	-	4:00 pm	Hospitality Room	Stoney Creek Hotel-Pine Room
9:00 am	-	5:00 pm	On your own Tour-Wild West Tour (Pony Express/Jesse James/Patee Hotel)	Penn Street between 9 <sup>th</sup> & 12 <sup>th</sup> Streets

9:00 am	-	4:00 pm	On your own Tour-Zombie Tour (Glore Psychiatric Museum/Mount Mora Cemetery)	Frederick Avenue
9:00 am	-	5:00 pm	On your own Shopping (Stetson Hat Outlet/St Joe Boot/East Hills Mall)	See brochures in your welcome packet
1:00 pm	-	4:00 pm	Event Registration	Stoney Creek Hotel-Balcony
2:00 pm	-	4:00 pm	Scenic St. Joe Dice Run	Stoney Creek Hotel-Parking Lot
3:00 pm			Stoney Creek Hotel Check-In	Stoney Creek Hotel-Front Desk
5:30 pm	-	8:00 pm	Howdy Cruise In/Welcome Party	East Ridge Village Shops Parking Lot
<b>Saturday, October 1, 2022</b>				
9:00 am	-	4:00 pm	Hospitality Room	Stoney Creek Hotel-Pine Room
9:00 am	-	12:00 pm	Event Registration	Stoney Creek Hotel-Balcony
10:00 am	-	3:00 pm	Country Jamboree	St. Paul United Methodist Church
10:00 am	-	12:00 pm	People's Choice Car Display	St. Paul United Methodist Church
12:00 pm	-	1:00 pm	Prairie Picnic by Church Men's Club* *Donations Welcome	St. Paul United Methodist Church
1:00 pm	-	3:00 pm	Funkhana Rodeo	St. Paul United Methodist Church
10:00 am	-	3:00 pm	On your own Shopping (Jesse James Antique Mall)	Next to St. Paul United Methodist Church
3:00 pm			Stoney Creek Hotel Check-In	Stoney Creek Hotel-Front Desk
6:00 pm	-	9:30 pm	Chuckwagon Buffet & Awards Banquet	Pony Express Stables
<b>Sunday, October 2, 2022</b>				
11:00 am			Stoney Creek Hotel Check-Out	Stoney Creek Hotel-Front Desk
12:00 pm			Scenic St Joe Drive: If you missed the Dice Run on Friday	Stoney Creek Hotel- Parking Lot
Happy Trails to you until we meet again!				

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## Reverse Pyramids?

The original motor mount on my car had seen better days, as the “pyramid” shape it should have at the top was most certainly gone, even when unloaded. I knew it needed to be replaced but had it on the back burner for quite some time. Finally, I got to it and I’m glad to check it off my list!



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## 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/>

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## 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) [<http://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

September	
Name	Date
Jeanette Hammett	1
Cindy Anders	5
Ray Curtis	9
Dennis Gordon	13
Ken Ragan	14
Mike Kliethermes	14
Ray Sego	20
Donna Hill	30