



# *VISION*

**JULY 2015**



# **VEGAS VAIRS, CHAPTER 891 OF CORSA** MEETS

**AT 7:00 P.M.**

**THE 2ND WEDNESDAY OF EVERY MONTH AT:**

**DENNY'S RESTAURANT  
3081 S. MARYLAND PARKWAY  
LAS VEGAS, NV 89109 (734-1295)**

**VISITORS ARE ALWAYS WELCOME!!!!**

**COME EARLY TO MEET AND GREET !!**

**ANNUAL MEMBERSHIP DUES ARE**

**\$20 FOR ALL MEMBERS**

**DUE BY FEBRUARY 1ST OF EACH YEAR.THEY MAY BE PAID AT THE MONTHLY MEETING OR  
MAILED TO:**

**VEGAS VAIRS**

**WEBSITE: [www.vegasvairs.com](http://www.vegasvairs.com)**

**P.O. BOX 62925**

**LAS VEGAS, NV. 89162-1925**

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**BOB HELT**

**CHUCK HANSON, VICE PRESIDENT**

**PAUL BERNARDO**

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**If you wish to submit articles, ads, photos, etc. email the editor at :**

**VWH5574@FRONTIER.COM**

**or send it to:**

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## FROM THE PREZ:



Hi Corvair Fan's

Another month has gone by, things are moving fast this year.

Well, we had the Corvair Club picnic at our home and the turn out was well received. Those who came I think had a nice time, the weather was a little warm but we made the best of it. The food was great and lots of it. Mel Jackson did a great job on the BBQ, thanks Mel. We had about 9 or 10 Corvairs there and they were all looking good. I was able to get a good look at Bob Soliday's V8 Corvair, what a nice car.

I went to John Miller's Estate sale on Sat June 27, there were lots of things to auction off. There were some RC model cars and old trains, book's, more model cars, and lots of other items for sale. I was most interested in the street cars that he had, a 31 model A, 23 T Bucket hot rod, 63 VW Bug in great shape and 55 chevrolet Nomad, it had lots of rust. A 63 Corvair convertible in great shape and a 2000 Corvette that was in perfect shape. At the auction there were lots of Buyers and all the cars sold. It was a super hot day but was enjoyable to be there.

Don't forget the Corvair meeting on July 8th see you there.

That is all the news for now.

Paul Green, President

# **VEGAS VAIRS - CORSA Chapter #891**

## **MEETING OF JUNE 10, 2015**

1. - Meeting called to order by President Paul Green at 7:09 pm.
2. - Only 14 people attended the June meeting. In alphabetical order they were Paul & Vicki Bernardo, Kevin Britt, John Charaska, Paul Green, Chuck Hanson, Bob Helt, Stephen Hendricks, Vic Howard, Harry Ransom, Jack O'Shea, Bob Soliday, Howard Stoner, and Mike Wade.
3. - Asst. Treasurer Vic Howard reported \$855.74 in the coffers. He also relayed that the December issue of the VV newsletter would be his last club publication. Will someone PLEASE come forward and take over this duty. Vic has done an exemplary job but he deserves to let someone else enjoy this most important responsibility.
4. - Prez. Paul outlined a rundown of the upcoming tech session and picnic at his home on Saturday, the 13th. We will be (mainly) checking suspension alignments on various club cars. The VV will supply meat and buns whilst members should bring ALL OTHER side dishes. It should only be about 102 degrees F. Since this newsletter will be published AFTER the event we hope that attendees brought their own chairs! The gathering should have started around 11:00 am.
5. - Harry Ransom outlined some various upcoming events that might be of interest to many. Some of the highlights included the West End Boyz, the Great American Race in Kingman, the Bullring "Boat Races" at L.V.M.S., the Brianhead Car Show, the Cars, Stars, & Guitars Show on Mt. Charleston, the National Championship Air Races, the Summerlin Car Show, the NASCAR Truck Race out at L.V.M.S., the Los Prados Dust Devils Car Show, and the VMCCA High Rollers Car Show. If you desire more specific information about any of these events, then come to the meetings!!!!!!!!!!
6. - Prez. Paul gave a detailed tutorial about em and lm Corvair suspension adjustments. He presented fascinating comparisons to Bonneville race car set-ups.
7. - Kevin Britt was the featured "My Corvair History" person of the month. His interest in our waterless ATVs (see the original GM ad promoting the "better-than-a Jeep" compact car video) started at a very young age. Over the years he's owned AND DRIVEN 15 models! Of particular note was info about his head-on collision with a full sized pick-up on I-15. Kevin passed around photos of the resulting damage to his '65 Corsa coupe. To say we don't know how he survived (and not as a vegetable) is a genuine mystery. Let's just say that when all the dust and sparks settled, he reached for the door that was no longer there; neither was the roof! Phew!
8. - Next we had the for sale items, items wanted, and extra club business cards were handed out.
9. - The raffle was held and the 50/50 was "earned" by Jack O'Shea.
10. The formal meeting was adjourned at 8:02 pm. Most of us then transferred to the parking lot to ogle Mike Wades "new" pristine 1962 turquoise Monza sedan; what a jewel he bought off E-bay. Okay, when Vic finishes his Sport Sedan we will then have four four-door rides in the VV to bully the other wimpy two-door subordinates!!!!!!  
SEDANS - practical at any speed. So there!

- - - Minutes submitted by G. Harry Ransom - Backup Secretary

**~GREEN ACRES~**  
**And A Good Time Was Had By All**  
**Report by Dirty Harry**

The *Vegas Vairs* celebrated the club Spring (late) picnic and a *Corvair* tech session on Saturday, June 13, 2015. Gracious hosts Lea and Paul Green opened up their lovely home for an invasion of the "air cooled" crowd.

Wow, 11 *Corvairs* showed up for duty. We had early and late models, coupes, convertibles, and sedans. Also, Bob Soliday brought his stunning V-8 water pumping *CORSA*.

But, best of all, once again we got to play with Uncle Paul's trains. He has a fascinating collection of not so full-sized railroad toys on a two acre (it seems) layout.

The main theme projected for this gathering had been a tech session centering around *Corvair* suspension alignment. Paul has the tools for the job and he and John Charaska demonstrated the techniques for reading and measuring both front and rear alignment issues. They conscripted my *Cora Vair* as a willing guinea pig.

However, most in attendance were using this gathering primarily as a social interaction event. And, that was just fine. We are primarily a social club using a unique and superior automobile as a catalyst to bind our union. We're the local *Corvair* club and we're cool at any speed!

Many, many thanks to Mel Jackson who once again served (did he volunteer?) as chief chef in the triple digit outdoor kitchen. But, as Mel (always the gentleman) said, "Hey, that's okay - I was in the shade."

May your castor, camber, toe-in, and control arm bushings be all they can be. And may your ball joints and tie rod fittings be in harmony with your sway bars and idler arms. May your wheel bearings be true and your absorbers full of shock.

- - - *Happy motoring, Cora's Dad*

**(SEE PICTURES NEXT PAGE)**



## Dave Newell's Corvair Sign Restoration

As many of you know by now (at least those that have attended our meetings lately), Dave Newell obtained an old Corvair neon sign that was originally from a dealership that was closing. This sign spent some years with Mell in San Jose before Dave obtained it. By the time he got it home some tubes were broken and the sign was in general disrepair. It would need a complete restoration. He found an outfit that could fix the neon tubes and he was able to do the rest. One of the choices he had to make was what color for the letters and the back lighting. As you can see (below) he chose red back-lighting with bright yellow for the letters. It turned out great, don't you think?

This is a rather big sign and it took three (or more?) people to put it up. Besides Dave and Tony, there is someone else in the background who can barely be seen. I don't know who is taking the pictures.

Just below the sign are two Corvair engines. On the left is a cut-away late model Turbo engine that's been nicely detailed. The other, I believe, is a GM experimental engine, Webber carburetors with unique valve covers. You can probably find this engine mentioned in one of the books.

Great job Dave and the others who helped. I can't wait until our Club gets a chance to visit the "Corvair West" museum!



Here Dave is getting the area ready for the sign being held by Tony and ? Check out the literature collection along the wall!



The sign is up and is being secured. This will surely light up the room.



With the sign mounted, plugged in and turned on, it makes the area look great.



With the room lights turned off, it's a very impressive sign.

## VIC'S CORVAIR ADVENTURES

My first Corvair was a brand new 1965 Corvair four door that came equipped with 3 speed transmission, radio, heater and rubber floor mats instead of carpet. I loved driving that car but could not convince nor teach my wife to learn how to drive on a stick shift so we traded it in on a new 1966 Chevy Impala. We kept this car for about seven years until it was totaled in a dispute with another 66' Chevy at an intersection on my way home from work. I did not own another Corvair until 1979 when my son was about to turn 16 and wanted a car. I convinced him a Corvair would be perfect and we found a 63' coupe that only needed some interior work and a paint job. After we spent some months working on it he decided teenagers don't drive Corvairs and wanted either a Camaro or a Mustang. We quickly sold the 63' and found him a 69' Camaro that he drove for several years. I also bought a 61' or 62', I don't recall what year, monza convertible that needed everything except it had no rust. I worked on it on and off for about 2 years and finally traded it for a Greenbrier. That was my first experience with a forward control and I loved it.

About a year and a half ago, I decided it was time to add to my Corvair "garage" and since all I had at the present time was a 66' Corsa Convertible I acquired from a gentleman in Salt Lake City Utah and a Corvair trailer made from an early model coupe that Kevin Britt convinced me to buy.



I wanted either a four door or a Greenbrier. In June of 2014 I found a four door in Santa Fe, New Mexico that looked, in photos, like the car I wanted. It had a 4 speed tranny and was equipped with air conditioning even though the a/c wasn't working. I drove there with my car trailer in tow to look at it and if it matched the photos I was determined to bring it home. It wasn't quite as good mechanically as I expected. The young man who was selling it wasn't that familiar with Corvairs and the owner prior to him had been creative in repairing things that literally was put together with bailing wire. I bought it anyway and spent many hours and dollars getting it roadworthy as well as ready for the summer heat with the a/c working. Below are photos of it before I got it and the way it looks today.



I still wanted a Greenbrier and Marty Katz said he had one he would give me if I promised I would get it roadworthy or restored but not taken apart as a parts van. I drove to Las Vegas and hauled it home. As you can see by the photo, it needed lots of work. the drivers door was held on by only one hinge and duct tape, the front had been hit and a front clip was installed but not completely nor correctly. I am not a body and paint guy so it sat for awhile until I decided it should go to someone who could and would do something with it. Back to Las Vegas it went, delivered to another Vegas Vairs member, John Charaska who will someday get it back on the road.



So, I kept looking in Craigslist, Ebay and Corsa ads. One day in April a Greenbrier in Phoenix showed up on Craigslist. It had been owned back in the 80's and early 90's by the late Tom Schrum who was very active in Cactus Corvairs and Corsa. He owned this FC and others as well as several Devins that he autocrossed and raced. This Greenbrier had won awards at several Corsa Conventions and other car shows and events in Phoenix. The pictures made it look like it had just been restored. I contacted the seller and his price was way more than I wanted to pay so I backed off. In June I found it on Phoenix Craigslist again at a lower price and contacted the owner again and we found a price I might be willing to pay after I saw the van. I drove to Phoenix with my car trailer in tow and when I saw this Greenbrier I immediately knew this one was for me. I loaded it onto my trailer and headed home the same day. As you can see by the pictures, it is a beauty. I plan to keep it looking this good for a long time.



After some efforts to get the engine running, new Carbs from The Carbmeister, cleaning the plugs, replacing plug wires, new distributor cap and fan belt, I cranked it over and it purrs like a kitten. I would have taken it for a test ride but it was so hot (115 degrees) outside I decided to wait til the next morning to drive it. The brakes needed a bit of work, I greased every zert fitting I could find, changed the engine oil and replaced the lube in the tranny and differential so I know it is ready to go. Oh yes, the gas tank was really "gunked" up and I cleaned it out as well as the pickup tube, put a new sock filter on it as well as adding an external gas filter and that is ready to go. Lots of work in a short time but I was anxious to get it running and driveable.

Now my Corvair stable is full and complete to my desires. As you can see by the photos, I have my pick of beautiful Corvairs to drive.



**~SOME ACTIVITIES TO CONSIDER~**  
**For The Vegas Vairs Corvair Faithful**

**July 3, 2015 - L.V.M.S. Bullring - Regular class races plus the ever popular "Boat Races" and fireworks display - enter from L.V. Blvd. North through Gate #2**

**July 4, 2015 - Chapman Mopar Car Show - Free B-B-Q - On 3175 E. Sahara - Bring a shade tent!!!**

**July 24-26, 2015 - Brianhead Ski Resort, Utah - L.V. Cruising Asso. Car Show - Details at (702) 643-0000 and (702) 348-5512**

**August 4-9, 2015 - Hot August Nights rolling car extravaganza - Reno, Sparks, Carson City, & Lake Tahoe - Virginia St. Parade on Sunday**

**August 21-22, 2015 - 19th. Cars, Stars, and Guitars Car Show on Mt. Charleston - Details at (702) 259-1975**

**September 12, 2015 - South Coast Corvair Car Show - Downey, CA. Punch in [southcoastcorsa.org](http://southcoastcorsa.org)**

**September 16-20, 2015 - National Championship Air Races - Stead Field, Reno, NV. - Punch in [airrace.org](http://airrace.org) or call (775) 972-6663**

**September 20, 2015 - Summerlin Car Show - Mt. Shadows Comm. Ctr**

**October 3, 2015 - NASCAR Truck Race At L.V.M.S. - Rhino **Linings** 350 - Everything on one day - Race at 5:30 pm**

**October 17, 2015 - Los Prados Dust Devils Car Show - Off Lone Mtn. Road between Jones & Decatur - 10:00am-2:00 pm**

**October 23-24, 2015 - Great Western Fan Belt Toss in Palm Springs, CA. - CORSA West sponsor - See Communique for details**

**October 24, 2015 - VMCCA High Rollers Car Show - At Twin Peaks Bar & Restaurant on south Eastern (Cars & Coffee location) 10:00am-2:00pm (I think???)**

**October 29-November 1, 2015 - NHRA Fall (Toyota-UGG!) Nationals At The Strip At L.V.M.S.**

**October 14, 2015 - Valley of Fire Car Show - Must pre-register - 9:30 am-1:30pm**

**November 21, 2015 - Findlay Chevrolet Thanksgiving Car Show - CC215 and Rainbow**

**December (?) - Vegas Vairs White Elephant Christmas Party**

**EVERY Saturday - Cars & Coffee - Eastern South of CC215 -**

**6:30-9:30 am**

# **~THE GREAT RACE~**

## **Hemmings and Hagerty Sponsor A Route 66 Rally Report & Photos By Harry Ransom**

**Do you think you're tough? Can you face adversities head on? Are you resilient, stalwart, and able to take punishment? No, I'm not recruiting you for the Marines or the Special Forces. I'm just asking if you have what it takes to drive an *OPEN* 100 year old car thousands of miles in all kinds of weather just for the fun of it?**

**Well, there is some prize money too. How's \$50,000 for first place *Grand Champion* sound? But, you gotta' earn it!**

**Welcome to the crazy world of cross-country rally racing. The *Great Race* has been plying the major and minor roads of America since 1983. It's considered to be the premier timed speed and endurance rally for vintage cars. This year's 30th edition in 2015 spanned nine days from Saturday June 20 through Sunday June 28th. Kirkwood Missouri was the start and 18 cities later Santa Monica, California would greet the survivors.**

**Entrants include drivers and navigators for each car that can't be newer than 1972. The oldest participants this year included a 1915 Hudson 6-40, a 1916 Hudson "Hill Climber", and a 1917 Peerless "Green Dragon." 124 cars were pre-registered. 117 started, and, as of Friday, June 26th, 12 had dropped out due to terminal mechanical failure. The decade breakdown was as follows: after the 3 teens there were 6 from the 1920s, 36 from the 1930s, 9 from the 1940s, 17 from the 1950s, 37 from the 1960s, and 10 from the 1970s. Aaaaaaaand, two of them were 1962 *Corvairs*; a wagon and a coupe! That's quite a mix, eh?**

**The cars leave each starting point at spaced timed intervals so there's no continuous convoy as I had previously expected. As the cars arrived for their 13th stop in Kingman, Arizona from Flagstaff, they were checked in and configured against their assigned driving times. Rally racing is incredibly precise and truly in need of a navigator to feed directions and speed**

averages to the driver. It ain't just wind in your hair and bugs on your teeth pleasure cruising.

So, there we were, Jack O'Shea, myself, and 13 members of the *High Rollers* marveling at these over-the-road clock combatants with their incredible classic motorcars. We had arrived around 10:00am so we had previously taken the tour in the *Route 66 Museum*. After spending about 1 1/2 hours greeting the *Great Race* teams and critiquing their rides we all went to lunch as a group. I've said this before and I personally can't stress it enough that I firmly believe that multi-car-club activities offer great unique benefits for all. Gearheads are gearheads! It's easy and rewarding to enjoy each other's company. So, get out and drive that classic car. It doesn't have to be a concourse queen. Who will drive it when you are gone??????????????

- - - - *Cora's Daddy*



## FOR SALE ITEMS:

**MARTY KATZ** 63/64 Spyder Convertible, 95% restored, never any rust, Original silver/blue exterior with black top and interior, runs beautifully Asking \$12,000 or will entertain reasonable offers

N.O.S. 62/63 rear exhaust grill- \$1200

NOS Corvair Wire Wheel Covers for 64-66 with spinners or 67-69 center caps. \$1000 for the set

MARTY is also has Corvair parts for sale. Contact him at: phone: 702-303-7829 or email:

[martykatz53@yahoo.com](mailto:martykatz53@yahoo.com)



**PAUL BERNARDO** Custom built corvair engine/transmission run /test stand for \$450 it would cost well over \$1000 to duplicate and this one is proven. May trade for corvair stuff?

Paul Bernardo 702-398-3972 evesbest

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