



VISION

FEBRUARY 2012



IT'S TIME TO "RAILROAD", OOPS, I MEAN
VOTE FOR OFFICERS THIS MONTH. PLEASE
BE THERE!!!!

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TREASURER ----- INGRID HOWARD
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VEGAS VAIRS, CHAPTER 891 OF CORSA, MEETS AT 7:00 P.M.

THE 2ND WEDNESDAY OF EVERY MONTH AT:

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AND \$13 FOR NON-CORSA MEMBERS

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

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The Fifth Annual Mesquite Motor Mania Car Show

~ OR ~

Open Headers In A Normally Quiet Community!

Report and Photos by G. Harry Ransom

There I was gingerly coaxing my mostly all original 45 year old *Corvair* northbound on Interstate 15 out of Las Vegas. Class 8 semi rigs are swooshing me towards the shoulder with each high speed pass. Yikes, that *Mustang* must be doing 85! Well I'll be, that deuce coupe with the straight pipes just passed the *'Stang*. Holy ____, that *'Vette* must be going at least 100! Wow, that black '57 Chevy 'vert must be riding on 24s. Show offs.

I (and those aforementioned brethren) were all heading towards the burgeoning though basically sleepy town of Mesquite, Nevada. But every January for the past five years this relatively quiet hamlet hosts the largest annual car show in the southern portion of the Silver State. And for four days a transformation takes place here that's anything but subtle.

Street rods, muscle cars, classics, sports cars, antiques, and rat rods ruled the Mesquite streets over the MLK weekend. Hey, what's that blue haze by the *Casa Blanca* hotel? Uh, that was a burn-out contest. All right then, what's with all the decibels? Well, that be a roaring engine competition. And the parade with so many of these specialty rides? Well, that's just for the fun of it. Oh. Cool. Yes, definitely cool.

This multi-faceted event is organized and hosted by the *Las Vegas Cruising Association* under the direction of Art Kamm. The *Black Family Gaming Corporation* is a co-sponsor of the slick happening and they welcomed and supplied all participants with vastly reduced room rates in their four hotel/casinos.

Attendees journeyed from numerous western states as well as New York, New Jersey, and Ontario and British Columbia, Canada. There were 714 official vehicle registrations. Trophy plaques were awarded to 150 *Most Outstanding Vehicles* along with 10 specialty awards such as *Best Chrome* and *Best Engineered*. The variety of entries would satisfy any gearhead. Of course there were tons of the omnipresent *Mustangs* and *Camaros*. But how 'bout a Bonneville record holding Ford flathead powered '41 Willys *American* coupe? Would you like a '32 all steel jennie deuce convertible with a polished tri-powered flathead? No room or desire for modern *mouse motors* here.

Would you believe a *Corvair* powered monocoque *Ultra Van* bopping around with straight pipes? That, of course would be our friend Chuck from Mesquite. Can you identify a

Graham *Hollywood?* Could you recognize a '37 *Terraplane P/U?* Would a '31 Packard convertible tickle your fancy? And just how cool is a '38 Buick hearse for a unique ride - that is, a ride that you can enjoy BEFORE assuming ambient temperature!

Yeah, it was a fun filled event. But there were still *a few dragons in the rose garden.* Once again the International Chili Society hosted the expansive *Smokin' Big Chili Challenge* cook-off. That's all well-and-good in its own right. But I don't believe this strictly culinary event should be held on the *very same weekend* as the car show. The organizers of *Motor Mania* weren't even advised ahead of time that the chili event would run concurrently and intrude heavily on all facets of car parking.

The *Oasis* is the epicenter of the automotive extravaganza. Most participants want to be on exhibit there. Across the street the *Casa Blanca* serves as the headquarters for the *Motor Mania* but unlike earlier years much of the car exhibit area there was commandeered by the chili folks.

Many of the cars featured at the *Oasis* came in on Thursday and "camped out" there for the entire weekend. The other two participating hotel/casinos are miles away and as a result attract very few registrants. I would suggest that in the future, the owner of any vehicle who wishes to be judged must park a specified minimum amount of time at ALL FOUR properties! Fair is fair.

And speaking of judging, many of us were *more* than disappointed when seeing new cars, sand rails, and golf carts win trophy plaques. Certain rides were absolute slam dunk winners in specific categories but didn't receive the correct accolades. The best paint award comes to mind. Did no one critique or appreciate the incredible graphics on that cream colored '66 *Chevelle?*

This assembly of the faithful is just too big and too good to have developed some chinks in its armor. \$15,000 in prize money is handed out over three days. That's fantastic. Try to find that kind of payout anywhere else. The hotel room rates are almost free! But parking for both visitors and participants can be a nightmare. Let the barbeque gang do their thing on *any other* weekend.

Next year I think I'll plop myself down on the cordoned off *Virgin River* or *Eureka* lots. Unless things change I'll have little company but lots of room to stretch. Regardless, when all is said and done, it's always fun to commute on I-15 in the company of cool classic rides; most especially with the ones NOT on trailers!

- - - *Dirty (I fell in love with that 100 point Model A sedan) Harry*

Mesquite Motor Mania 2012

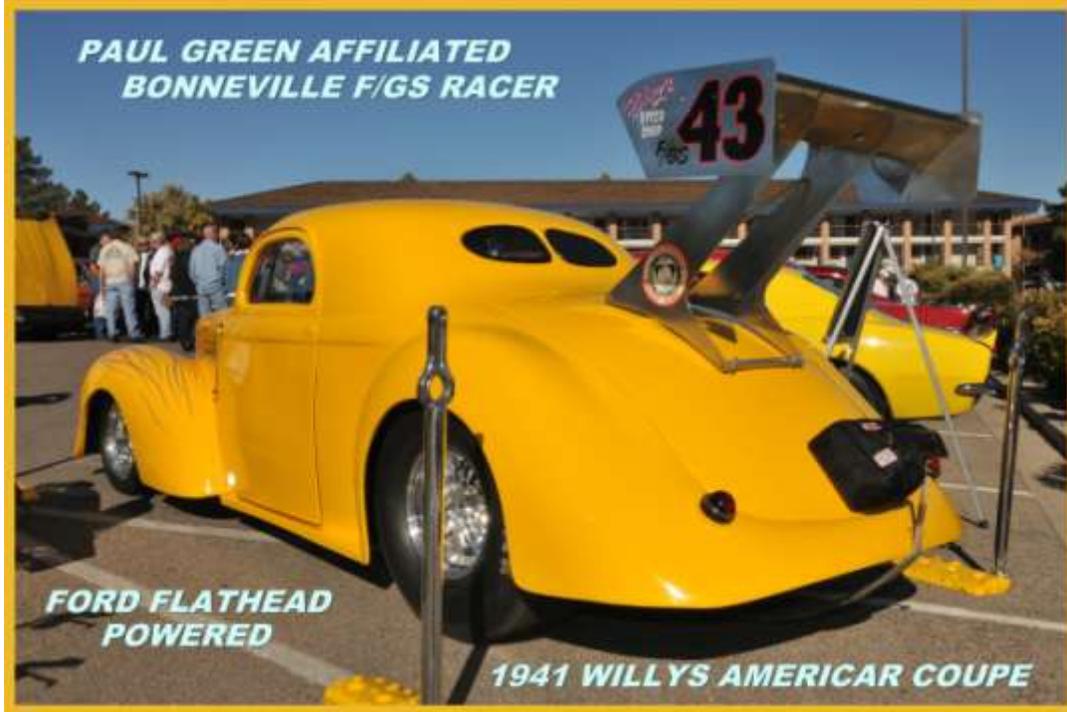


**Ernie Has
Two Guests
In His F/C
Rampside**

MESQUITE MOTOR MANIA 2012



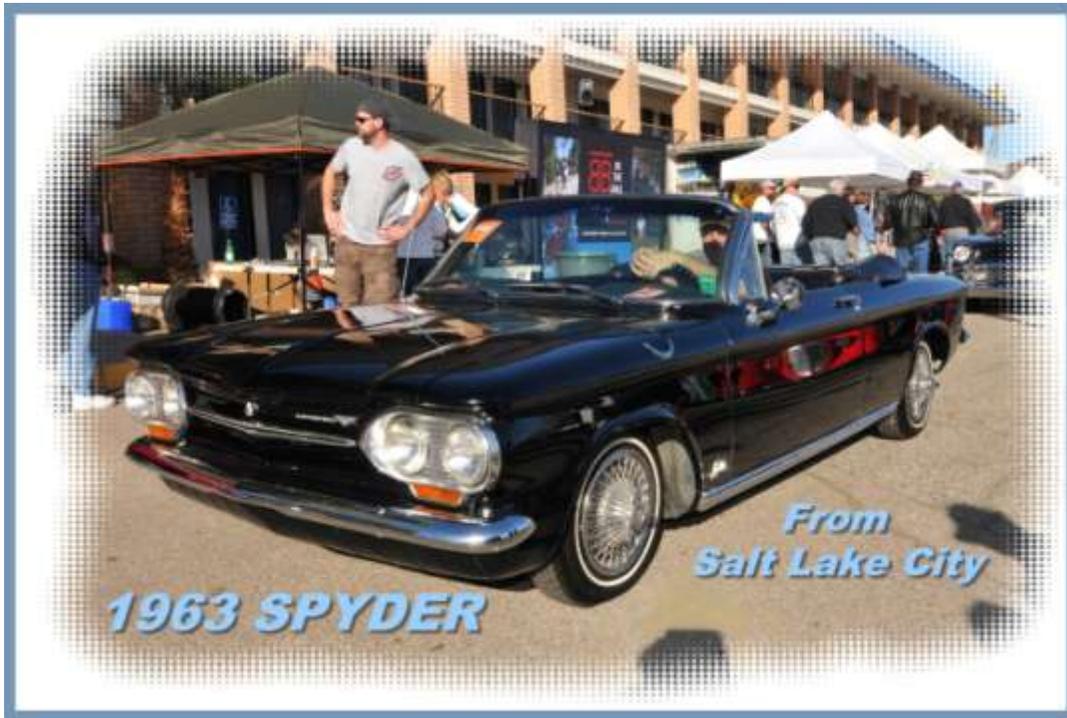
"Yup, it's a rare 4-door Camaro!"



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BONNEVILLE F/GS RACER**

**FORD FLATHEAD
POWERED**

1941 WILLYS AMERICAR COUPE



**From
Salt Lake City**

1963 SPYDER

CONSIDERATIONS PRIOR TO INSTALLING A PERTRONIX 1 IGNITOR

By Bob Helt
Nov 2011

The stock Corvair ignition points system has the serious problem of rapid wear that makes it require frequent maintenance. The cam follower wears and this alters the dwell and timing, which hurts performance and gas mileage. In addition the contacts tend to burn and oxidize, and that reduces spark intensity and thus performance. So there is an ongoing cost and nuisance of performing this replacement and adjustment of the points periodically. But by eliminating the points you will gain many benefits and enhanced reliability.

The Pertronix Ignitor 1 is an inexpensive and desirable points replacement that will provide consistent performance with high reliability for the life of the car. But anyone performing this replacement might also want to include Pertronix's FlameThrower coil too, for a matched system. This could be a problem.

THE COIL DECISION

Tests have shown that the Pertronix 40,000 volt coil recommended for use with the Ignitor 1 is really no better than the stock Late Model Corvair coil producing a real maximum of about 25,000 volts (not 40,000 volts). So it's your choice whether you want to keep your stock coil for use with the Ignitor 1, or whether you want to use their FlameThrower 1 coil.

If you choose to use the "40,000 volt" FlameThrower 1 coil, then you should be aware that there is a potential problem here. Pertronix recommends that a #40501 (chrome coating), 40511 (black), or 40611 (epoxy filled) is correct for 4 and 6 cylinder applications. These coils all have a primary winding resistance of 3 ohms. But despite Pertronix's recommendations, *none of these coils is correct for any Corvair application retaining the stock ballast resistor wire.*

What you want is one of the following coils: 40001 (chrome coating), 40011 (black), or 40111 (epoxy filled). These all have a primary winding resistances of 1.5 ohms (1.35-1.5 ohms) and are recommended by Pertronix for just 8 cylinder applications. But this is misleading. Any of these will actually be correct for any Corvair application, since all Corvairs are designed to use a coil with this primary winding resistance. (actual stock Corvair coils are spec'd at 1.35 ohms.)

If you purchase your FlameThrower coil from a Corvair vendor, you can expect to get the correct 1.5 ohm coil. It is just the non-Corvair vendors and Pertronix itself that may sell you the incorrect coil.

So it is suggested that the first thing you do is use a quality ohmmeter (a function of most voltmeters) to actually measure the coil's primary resistance no matter which, or what, coil you are planning on using—even the stock one. If it measures 1.35-1.5 ohms, then you should leave the stock ballast resistance wire in the circuit and connect your coil the same way the stock one was wired.

But if you somehow have a coil with a primary resistance greater than 2.6 ohms (nominally 3 ohms), then you should either replace it with the correct type, or bypass the resistance wire eliminating the ballast resistance from the circuit to allow the full battery voltage to get to the + terminal of the coil.

CHECKING FOR THE BALLAST RESISTANCE

This won't work with the engine running. Turn the engine off, but turn the ignition switch on. Remove the black wire from the negative coil terminal. Measure the voltage at the + terminal of the coil. It should be battery voltage of 12 volts. Now temporarily jumper a wire from the coil's negative terminal to chassis ground. Again measure the voltage at the + terminal of the coil. It should measure about 5-6 volts if the ballast resistor is in the circuit and it is a 1.5 ohm coil. If you measure battery voltage, there is no ballast resistor in the circuit. If you measure 8 volts you may have a 3 ohm coil.

CONNECTING THE COIL

The 1.5 ohm coil should be connected with the ballast resistance in the circuit, exactly as the stock coil was. No changes.

If you are using the 3 ohm coil, then you will want to bypass the ballast resistance wire. This is done by running a jumper wire from the ignition-switched 12 volt source terminal in the large connector (located up near the firewall in the engine compartment) to the + terminal of the coil. This is best done by referring to the wiring diagram in the appropriate year's Shop Manual. The resistance wire is the 20W/R/B wire at this connector for the 1965-69 Corvairs. In the Early Model Corvair's Shop Manuals, this resistance wire is already identified in the same location.

CONNECTING THE IGNITOR WIRES

There are two wires to connect on the Ignitor module. The Black wire is always connected to the negative terminal of the coil. You have a choice with the red wire. The simplified method is to connect it to the coil's + terminal. However in some setups this might not work properly because the voltage is not high enough. In that case you will want to connect the red wire to the 12 volt ignition-switched source already mentioned.

~ *CORSA Chapter #891 - Vegas Vairs* ~
Minutes of the January 11, 2012 General Monthly Meeting

- (1) - The meeting was called to order at 7:02 pm by President Paul Bernardo.
- (2) - There were two guests for this meeting: A big welcome to Kent & Steve Burk.
- (3) - Attendance numbered 25. This was one of largest gatherings in many moons.
In alphabetical order: Paul Bernardo, Bob Boehm, Marcia Boehm, Kent Burk, Steve Burk, John Charaska, Jerry Dunning, Paul Green, Bob Helt, Ingrid Howard, Vic Howard, Melvin Jackson, Gail Keenan, Bob Kettleon, Ernest McKinney, John Miller, Jack O'Shea, Harry Ransom, Arlon Sibert, Suzan Sibert, Howard Stoner, Sallie Wentworth, Steve Wentworth, Dan Yarger, and Nora Zale.
- (4) - Mel showed part of Paul Green's video from the 2011 Bonneville Salt Flats annual competition. Paul is heavily involved with the George Poteet/Ron Main racing team. Their *Speed Demon* racer proved to be the fastest piston powered single engined car in the history of the sport. The aircraft shaped vehicle uses a twin turbo 347 cu. in. small block Chevy that produces 2,200 h.p.! They achieved a two-way average of 457.964 mph!!! During race week they consumed three engines, three transmissions, and five differentials. A tip of the hat to our fastest club member.
- (5) - Ingrid gave the Treasurer's Report - \$633.02 presently in the account.
- (6) - Upcoming activities were discussed. The most prominent being the *Mesquite Motor Mania* car show. Participants will include Ernest, Paul G., and Harry.
- (7) - The *Vegas Vairs Spring Picnic* will be held at the Howard's home in Arizona on Saturday, April 21st. at 11:00 am. Our gracious hosts will supply the meat and rolls while everyone else is encouraged to bring "something" substantial.
- (8) - Paul G. will host an Indy Car museum tour/W.W. II aviation memorabilia tour/chrome plating demo/C-119 aircraft tour and barbeque at Ed Rachanski's complex in Henderson on Saturday, March 31st. Times to be announced. Be there, or be square.
- (9) - Under old business all current officers volunteered (or, were volunteered - there's a difference) to serve another term.
President ----- Paul Bernardo
Vice President --- Melvin Jackson
Secretary ----- Harry Ransom
Treasurer ----- Ingrid Howard
Director ----- Bob Helt
- (9B) - AND, Vic Howard graciously volunteered to continue producing the club newsletter for yet another year.
- (10) - Parts for sale by Vic and Paul G. were discussed. This is anyone's last chance to buy Paul B's wicked Chevy *Cyclone* - any takers???????????????
- (11) - Prez Paul suggested that club members buy matching *Corvair* themed jackets or shirts to show our pride and unity.
- (12) - Vic presented an electrical problem involving his backup lights that was proving to be a real challenge. Much discussion followed.
- (13) - Next, the raffle was held and administered by Howard Stoner. The 50/50 drawing was won by Bob Helt.
- (14) - The meeting was adjourned at 8:01 pm with the majority of those in attendance relocating to the parking lot where club cars were examined and critiqued.

- - - Minutes submitted by G.H.Ransom, club secretary (No, I won't sit on your lap!)

Why are all those holes in that lower air shroud?

Some Corvair folks that live in the Southwest remove the two lower air shrouds from the engine during the summer months to get better cooling. Here are two pictures of a way to improve summer cooling without removing the shrouds.



A 7/8 inch hole saw was used to cut the shroud. The metal cover plate is secured to the shroud with 3 number 10 rivnuts and machine screws. If you're not familiar with rivnuts, Google it and you will find lots of information. A low cost rivnut tool with several sizes of rivnuts included can be purchased locally from a Harbor Freight store. For driving in wet climates you could create a gasket on the bottom of the cover plate with a bead of high temperature silicon and let it set up before attaching the plate.

Who put that clock in there?

Hey all you early model folks. The glove box door in the picture is from a 1960 Corvair 4 door. Somebody did a pretty nice job of putting that clock in there, don't you think? Who do you suppose did that? If you think some amateur did that work in his garage you would be so wrong. The General himself did that, as in GM, but it would be very unusual if you found one of those around here. Clocks like the one in the picture only came in Corvairs sold in Switzerland. Bet you didn't know that.



Why is this Corvair Engine Standing on end?



It's being used as an outboard engine on a hydroplane

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