



MARCH 2012

THE EDITOR SEZ:

ON OUR ACTIVITIES AGENDA, WE HAVE:

Paul Green will host an Indy Car museum tour/W.W. II aviation memorabilia tour/chrome plating demo,C-119 aircraft tour, Engine Dyno demonstration and barbeque at Ed Rachanski's complex, 2550 Sun Pac Ave., Henderson, on Saturday, **March 31st** 10:00AM to 2:00 pm. Bring a side dish if you can. If you missed the last tour of this complex, you can't miss this one!

ALSO ON OUR ACTIVITIES AGENDA:

Ingrid and I happily invite all Vegas Vair members to join us at our home for our Spring picnic on **April 21st** at 11:00 A.M. We will arrange for the meat, buns, condiments and soft drinks and ask that those who attend bring a side dish of some sort. Salads, chips or desserts will do nicely. I will even handle the barbeque duties to make sure your hamburger or hot dog are cooked exactly as you like them!

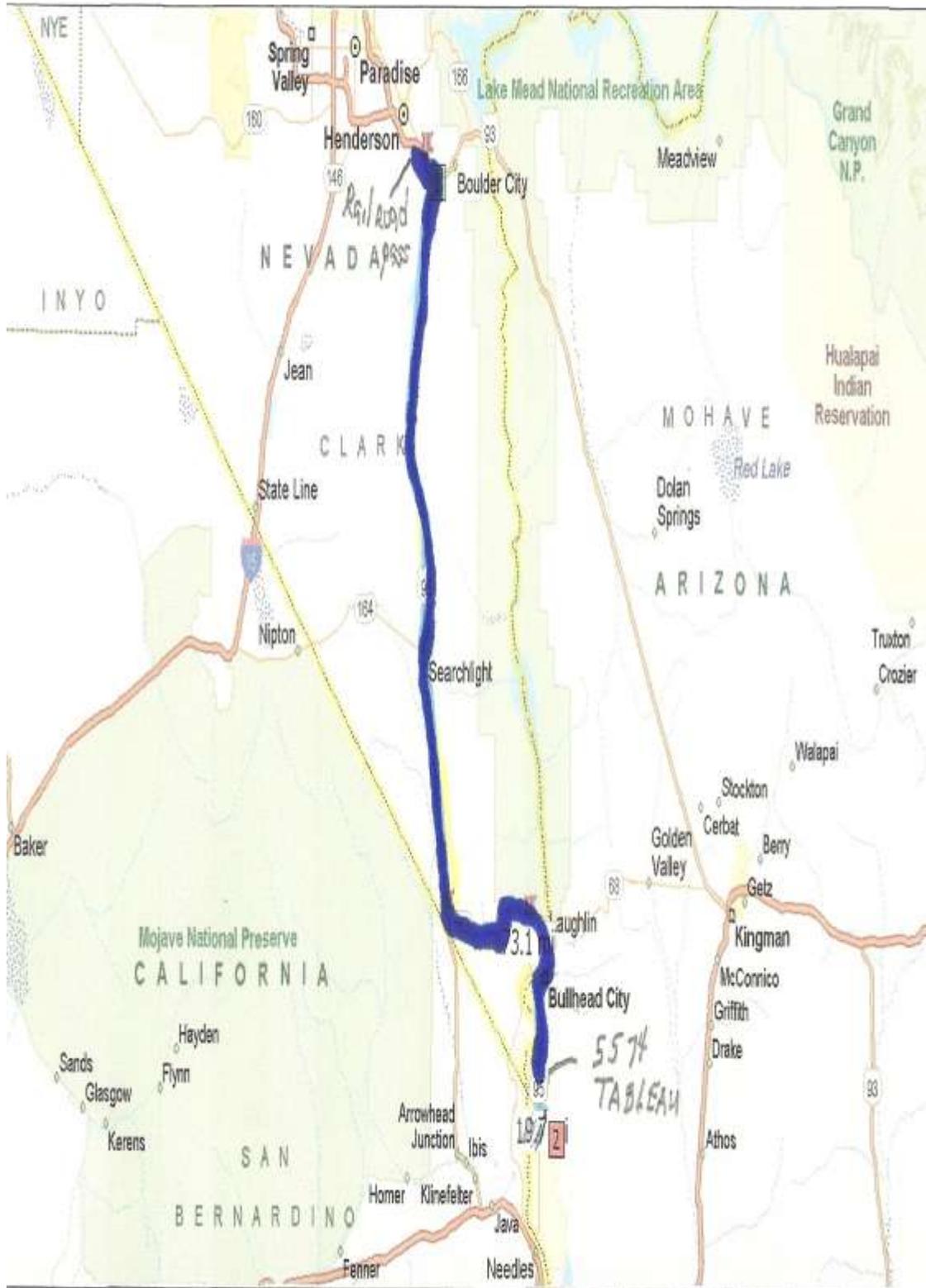
Our address is: 5574 Tableau, Fort Mohave, Arizona. Below are directions to help you find your way!

Drive past Railroad Pass to US-95, turn South and drive approx 55 miles to State Rt. 163, turn west and drive 15.7 miles to Needles Highway, drive thru Laughlin Township to Aha Macav Parkway, turn east for approx 5 miles to Aztec Rd. (next to AVI Casino), turn left on Aztec Rd. to Arizona Hwy 95 (3 miles), turn South for 1.5 miles to Joy Lane, turn east to Tableau (.4 mile) then South on Tableau. Our house is the third home from the corner on the east side of the street. Gray manufactured home with big gray garage behind it.

ON THE NEXT PAGE IS A ROUGH MAP TO OUR HOME

PERHAPS A CARAVAN CAN BE ORGANIZED?

Please drive in and join the fun and food!!!



MORE FROM THE EDITOR:

IF YOU HAVEN'T PAID YOUR 2012 DUES YET, THIS WILL BE YOUR LAST NEWSLETTER SO SEE THE TREASURER AT THE MEETING OR MAIL THEM TO HER!

THE FOLLOWING MEMBERS WHO HAVE NOT PAID:

CHRISTY CAMPBELL

JOHN CHARASKA

JACK & JANET CORNWELL

JOHN D'ANGERIO

MARTY & BERTHA KATZ

KEN LOVERME

KELLY MAGOWAN

GIL MILLER

RUDY & CHAR SCHEINDT

DAN & CANDICE WARD

THE FEBRUARY MEETING HAD A VERY SMALL TURNOUT. IT HAPPENED TO BE OUR ANNUAL MEETING AND TIME TO VOTE IN NEW OFFICERS. THE SLATE WAS A REPEAT OF LAST YEARS OFFICERS PLUS ADDING ONE NEW DIRECTOR, PAUL GREEN. IT CERTAINLY WOULD BE NICE IF OTHERS WOULD STEP UP AND TAKE ON SOME OF THESE POSITIONS. SOONER OR LATER THEY WILL DECIDE, AS I DID A FEW YEARS AGO, TO HAVE SOMEONE ELSE AT THE REINS. PLEASE SUPPORT YOUR OFFICERS AND DIRECTORS AND CONSIDER TAKING ON ONE OF THOSE JOBS NEXT YEAR.

VEGAS VAIRS, CHAPTER 891 OF CORSA, MEETS AT 7:00 P.M.

THE 2ND WEDNESDAY OF EVERY MONTH AT:

DENNY'S RESTAURANT

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VISITORS ARE ALWAYS WELCOME!!!!!!

COME EARLY TO MEET AND GREET !!

ANNUAL MEMBERSHIP DUES ARE

\$10 FOR CORSA MEMBERS

AND \$13 FOR NON-CORSA MEMBERS

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

VEGAS VAIRS

P.O. BOX 62925

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OFFICERS:

PAUL BERNARDO, PRESIDENT

MEL JACKSON, VICE PRESIDENT

G. HARRY RANSOM, SECRETARY

INGRID HOWARD, TREASURER

ADVERTISING IN VEGAS VAIRS VISION:

FREE TO CLUB MEMBERS, \$25 PER YR. FOR BUSINESSES AND NON MEMBERS.

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

vichoward@frontiernet.net

or send it to:

VIC HOWARD

5574 TABLEAU

FORT MOHAVE, AZ. 86426

928-768-6062

HAVE YOU GOT A CORVAIR WITH A FEW RUSTED NUTS AND BOLTS?

BY JACK O'SHEA

Rusted nuts and bolts are an endless problem on older cars. Here's some information that might help get things turning smoothly again. While numbers like these have been published in several newsletters over the years, it never hurts to review things that work and those that don't work so well. Machinist's Workshop Magazine tested penetrating oils for break out torque on rusted nuts. They arranged a subjective test of all the popular oils with the control being the torque required to remove the nut from a "scientifically rusted" environment. Here are the results:

PENETRATING OIL AVERAGE TORQUE

None	516 pounds
WD-40	238 pounds
PB Blaster	214 pounds
Liquid Wrench	127 pounds
Kano Kroil	106 pounds
ATF-Acetone mix	53 pounds

The ATF-Acetone mix is a "home brew" of 50-50 automatic transmission fluid and acetone. Are you surprised that the mixture made at home worked much better than all the commercial products? So were a lot of other people. Are you going to mix some up for yourself?

Chapter #891 - Vegas Vairs

February 8, 2012 Monthly Meeting Minutes

- (1)-Prez Paul Bernardo called the meeting to order at 7:03 pm.
- (2)-14 members and one guest were in attendance. In alphabetical order they were Paul Bernardo, Vicki Bernardo, Jerry Dunning, Lea R. Green, Paul O. Green, Chuck Hanson, Bob Helt, Ingrid Howard, Vic Howard, Ernie McKinney, Jack O'Shea, Harry Ransom, Arlon Sibert, Suzan Sibert, and Howard Stoner.
- (3)-Chuck Hanson was technically a guest but not for long - he joined the club!
- (4)-Ingrid gave the treasurer's report and stated we have \$874.02 on hand. However, we are supposed to have 31 club members though only 18 have paid their 2012 dues. It's only \$10.00/year folks; and only \$13.00 if you aren't a national CORSA member. Come on, that's cheap!
- (5)-New officers for the fiscal year were voted in and accepted:
- President - - - - Paul Bernardo
 - Vice President - - Mel Jackson
 - Secretary - - - - Harry Ransom
 - Treasurer - - - - Ingrid Howard
 - Board Members - - - - Bob Helt & Paul Green
- (6)-Paul Green suggested that someone volunteer to be a featured event/presentation coordinator for club meetings. All agreed that we like being entertained but that may not be all that easy. However, this could evolve into something simple like stories about Corvair happenings in our lives????????????
- (7)-It was requested that those folks wanting new or additional club name tags be given the address and info once again. The cost should now be about \$6.00 plus tax. The engraving info is in the trophy company's computer. All they need is the spelling of your name.
- - - Contact Vegas Trophies, 6336 W. Sahara @ Torrey Pines (N/E corner)
 - - - - - Tel. 702-871-1065
 - - - - - Steven Richards should still be the owner.
- (8)- A motion was made and approved, after much discussion, not to pay the Corsa dues of the club officers and the consideration of waiving the club dues of the officers was tabled and will be discussed at a future club meeting when more voting members are in attendance.
- (9)-Paul Green reviewed the upcoming tour/swap meet/barbeque at Ed Rachanski's Indy Car/W.W.II aviation memorabilia museum at 250 Sunpac Ave. in Henderson on March 31st. We will also see an engine dynamometer run and how chrome plating is applied. Bring your own beverages and a side dish and maybe even a friend. The times will be from 10:00 am to 2:00 pm. Maps will be available closer to the date.
- (10)-Vic and Ingrid reminded everyone about the club's spring picnic to be held at their home in Fort Mohave, AZ. at 11:00 am on April 21st. Bring a side dish and your CORVAIR! Be there or be square.
- (11)-A sell or buy session was initiated as the next phase of the meeting. Jerry Dunning's '64 convertible and '65 CORSA coupe are still available.
- (12)-The door prize drawing was held and Jerry Dunning won the 50/50 pool.
- (13)-The meeting was adjourned at 7:59 pm.
- (14)-The usual bench racing/car critiquing post meeting gathering assembled in the parking lot and a good time was had by all.

- - - Minutes submitted by G. H. Ransom, Vegas Vairs Club Secretary

THAT PLASTIC COOLING FAN

By Bob Helt

It must be a slow day in the technology world when the subject is the ill-fated and never released Corvair Delrin-plastic cooling fan. But for sure that is what we will be discussing today.

But first a refresher on the Corvair cooling fans. The original fan introduced on the 1960 Corvair was a 24-vane steel fan. After the higher-speed 95 and 98 horsepower engines were available, coupled with the change to the direct air heater, the fan was changed to a 16 vane steel one of different design, around mid-model year 1961. The reasons for this change are not known but were reported to be a high-speed air delivery problem by Bill Fisher in his "How to Hotrod Corvairs" book.

Chevrolet intended to introduce a new plastic cooling fan for the 1962 model year. The reasons are well known. They were to reduce the polar inertia of the high speed rotating fan. The inertia of the previous fans created a serious fan belt following problem during spirited driving with multiple gear changes at high engine speeds. This new fan would allow the belt to more easily follow these anticipated engine speed changes.

But due to previously discussed problems with this new fan creating a dangerous gas when bombarded with microscopic acid particles from an overcharging battery, this fan was quickly removed from all production and the previous 16-vane steel fan continued to be used.

For the 1964 model year a new 11-vane magnesium fan was introduced and continued in production thru the end of Corvair production in 1969. This fan apparently solved most belt following problems.

OK, back to that plastic fan. Despite the fact that Chief Engineer, Bob Benzinger, indicated that all of these were removed from production and destroyed, several seem to have escaped and are kept as examples. For example one is on display in the CPF Corvair Museum in Ypsilanti, MI. Dave Newell reports that he has another one in his collection. All of these plastic fans have 11 vanes and are similar in appearance to the 1964-69 magnesium fan. So these fans are examples of the fan that was intended for production in 1962, right?



The Delrin plastic fan on display at the CPF museum in Ypsilanti, MI. Note the thin vanes and lack of any vane reinforcement at the periphery. Check the chip knocked out of the vane at the 9 o'clock position. Photo courtesy of Dave Newell.

Well, maybe not. It seems like the fan intended for production starting in 1962 was different, having 16-vanes (not 11) and the vanes were shortened in height as they approached the periphery (see photo).

How can that be? Well first, the annual Chevrolet booklet released to dealers called, "New Product Information" showed a photo of the new fan on the 1962 cover. This photo was one of a 16-vane fan as described above. This was likely published at the introduction of the 1962 model year, around September 1961.



The 16-vane delrin-plastic fan shown on the cover of the Chevrolet 1962 New Product Information Booklet. Note the reduced height of the vanes at the periphery.

Since the late 1961 steel fan had 16 vanes and the 1964 and later fan had 11 vanes similar to the 1964 fan. It is logical that the plastic fan finally decided upon would have been the 11 vane one. In addition, and probably conclusive, is a copy of the *1962 AMA Specifications*, modified 3/1/62 (page 7), states that the plastic fan had 11 vanes. This is the latest information available and indicates that 1) the plastic fan was planned for introduction along with the turbocharged engine in April 1962, and 2) the plastic fan was intended for both the 102 hp and turbo engines (which were intended for high-speed sporting driving) while the 80 hp engine would retain the steel 16 vane fan.

So the fan likely intended for production was actually the 11-vane one.

Does it really make any difference which fan was intended for production at this point in time? Of course not, but it is an important historical fact for those who follow Corvair trivia.

~Snakes Made To Order~

We're Enticed By Cobras - And Others

*But No Humans Were Harmed At This Reptilian Factory
- Report and Photos By G.Harry Ransom -*

Welcome to Speedway Classic Cars; a Denbeste Motorsports facility. Members of the Los Prados Car Club, the Vegas Vairs Car Club, and the Commemorative Air Force visited this incredible gearhead "holy land" on February 4th, 2012. Wow.

*Meet Tom Barnard, the shop manager, head wrench, and professional sports car racer. His factory has been finish building specialty vehicles for Shelby Cars since 1995. If you've ordered a Shelby Cobra roadster, Daytona Coupe, or Ford GT-40 this is where the production gestation takes place. This facility is *not* to be confused with the three Shelby locations that customize Ford Mustangs.*

I guess the first thing that grabs you is the cleanliness. When you consider that this facility is located in the eastern Mohave desert where the wind is usually blowing it's more than impressive that there's only just a little bit of dust here and there. The cars (at least 25) sparkled. Some were brand new while other registered vehicles were in for tune-ups or upgrades.

Tom and his wife Dorothy led tours and answered any and all questions with genuine enthusiasm. They love their work and take enormous pride in all facets of the business. We learned that the GT-40 bodies are fabricated in South Africa while an aluminum Cobra roadster is hand hammered in Poland. Some other units are mold formed out of carbon fibre.

The Barnards were eager to show off their new hemispherical head small block Ford engines. These castings created quite a stir at the recent SEMA show. They were designed mainly for street cars; not racers. However - - - - - ? We shall see, eh?

This unique "garage" is located in the industrial complex at the *Las Vegas Motor Speedway*. It's a working automotive assembly line with regular production hours. Visitors are welcome but only by invitation. The Barnards set up our tour day on *their* time on a Saturday. If you'd like more info you can e-mail them at www.SpeedwayClassicCars.com.

If a *GT-40* passes you on the street, and it *WILL* pass you, now you know where it was fabricated. If you want to race your sporty machine in a *VARA* event, or certain *SCCA* bashes, you may want to watch out for a bright orange *Cobra* driven by a guy named Tom. You lose!

- - - *Dirty (I'm snake bit) Harry*



What's that funny looking thing on top of that Corvair engine?

BY JACK O'SHEA



It's called an engine trapeze and it's used to remove or install Corvair power trains. A friend of mine put one together about 35 years ago. He gave me the measurements and I built the one in the picture.

As most of you know, the GM method for removing Corvair power trains is with a transmission jack and a special cradle that fits under the bottom of the engine. There aren't many of those cradles around these days and most of us don't have a large transmission jack. There's an item in the CORSA Tech Topics describing how to make a cradle out of wood which works with a floor jack or an ATV jack. Many folks these days just use a floor jack with a piece of wood on top and balance the power train as they raise and lower it. Obviously, if you're home alone balancing the power train on a piece of wood and a floor jack, and you are working under the car, there are some safety issues.

There are a few disadvantages to using a trapeze to remove or install the power train in a Corvair. I'll mention those later, but there's one big advantage – Safety. Nothing is going to fall and you can safely work alone. It's very nice to have nothing under the car to get in the way as you are getting ready to lower the power train. Using a trapeze also reduces the distance you have to jack up the rear of the car to move the power train out from underneath. A simple low profile wooden 2 X 4 dolly with casters can be used to roll the power train out. Turning the large nut on the trapeze for precision up and down adjustment is also a plus, particularly when putting the power train back in the car.

Here's a picture that shows the all thread rod and the large nut that raises and lowers the power train. At the top of the picture you can see the crossbar support pieces bolted to the car frame rail. There are identical pieces on the other end of the crossbar. The yoke at the bottom of the all thread rod is bolted to steel angle pieces that in turn are bolted on each side of the engine top cover.



Taking up slack on the large nut allows you to crawl underneath the car with nothing in the way while you unfasten everything required before lowering the power train. It's so easy even a cave... Oh well, you know what I mean.

Here are a few more pictures of the trapeze.





Pretty simple gadget, eh? You can get everything you need to make one at a hardware store, Lowe's or Home Depot.

I mentioned earlier that there are a couple of disadvantages to using the trapeze. You have to drill and tap four holes in the frame rails, two on each side. That's easy to do, but some Corvair folks may not like having small holes in the frame rails. I leave the mounting bolts in the holes all the time. On the driver's side the wiring harness covers the holes anyway. On the passenger side those holes and bolts have been in plain view on my car since around 1976. So far, nobody has asked me why they are there. Another possible disadvantage for some folks is the requirement to remove the center air shroud and fan while the engine is in the car. It's not difficult to do that, but some people prefer to remove the power train without removing anything from the engine. One other thing: The point where the yoke attaches to the top cover is slightly behind the balance point of the power train. When everything is disconnected the forward end of the power train will want to tilt down, but the balance is close enough that you can easily push up under the transmission.

Here's some information about the pieces needed for a 65-69 Corvair. Some measurements may be slightly different for a 60-64 Corvair.

Crossbar	Two pieces of 1.5" X 1.5" X 1/8" steel angle 36 1/2 inches long
Uprights	Two pieces of 1.5" X 1.5" X 1/8" steel angle 8 inches long
Upright feet	Two pieces of 1.5" X 1.5" X 1/8" steel angle 1 1/4 inches long
Angle braces	3/4" EMT conduit. Left side 12 3/4 inches. Right side 15 1/2 inches
Flat braces	Two pieces 1 1/4" X 1 1/4" X 1/8" flat steel 7 inches long
All thread rod	5/8" diameter X 29" long with 2 nuts and 3 flat washers
Top cover attachment	Two pieces of 1.5" X 1.5" X 1/8" steel angle 11 1/4 inches long
Yoke	One piece of 1 1/4" X 1 1/4" X 1/8" flat steel 13 inches long
Trapeze assembly bolts	Fourteen 3/8-16 X 3/4" with lock washers and nuts
Frame attachment bolts	Four 3/8-24 X 3/4" with flat washers

The crossbar pieces are through bolted back-to-back in six places. The crossbar hole for the large rod is not in the middle. Allow for the engine offset. Years ago quite a few people built trapezes like the one shown here. Some of those were built using a single heavy duty round or rectangular tube for the crossbar which would result in a much stronger trapeze. The nut on the bottom of the all thread rod is secured with a pin through the nut and the rod. Obviously it's essential that the bottom nut not unscrew during use.

Here's the obligatory disclaimer:

People can get hurt building tools and removing or replacing automobile engines regardless of what type of equipment they use and that includes the trapeze described in this article. Remember that you are responsible for your own safety SO BE CAREFUL!

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<http://rides.webshots.com/album/582299876DhmkvE> Vic Howard

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