



VISION

JUNE

2012

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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LAS VEGAS, NV 89109 (734-1295)

VISITORS ARE ALWAYS WELCOME!!!!

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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

LAS VEGAS, NV. 89162-1925

OFFICERS:

PAUL BERNARDO, PRESIDENT

MEL JACKSON, VICE PRESIDENT

G. HARRY RANSOM, SECRETARY

INGRID HOWARD, TREASURER

BOARD MEMBERS

BOB HELT

PAUL GREEN

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:

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JUST RELEASED

Hot off the press is the updated and revised edition of my book, CORVAIR SECRETS. It has had some 70 pages of new material (a lot of which has been published in our Vegas Vairs Newsletter, but now is available in book form).

CORVAIR SECRETS contains facts, stories, and data about little known aspects of the Corvair's design, operation and maintenance.

CORVAIR SECRETS is now available from me, the author, for \$30 plus \$8 S&H if ordered by mail. But I will have them available at the next meeting (June) for no S&H charges if you prefer to wait.

Thank You,

Bob Helt

3016 Pearl Harbor Dr.

Las Vegas, NV 89117

702-256-2008

BOOKS NOW AVAILABLE

--THE CLASSIC CORVAIR.

A technical maintenance and upgrade manual. 330 pages. \$35+\$8 S&H.

--CORVAIR SECRETS.

Major revision adding 70 pages. Things you probably don't know about the design and operation of the Corvair automobile. 250 pages. \$30+\$7 S&H.

--HOW TO IDENTIFY AND REBUILD CORVAIR ROCHESTER CARBURETORS.

Comprehensive non-turbo carburetor rebuild information. 110 pages. \$20+\$5 S&H.

--HOW TO IDENTIFY AND REBUILD CORVAIR CARTER YH CARBURETORS.

Comprehensive turbo carburetor rebuild information. 90 pages. \$25+\$5 S&H.

If interested in purchasing any of these books, please call me, Bob Helt, at 256-2008 or email me at Bobhelt@aol.com for delivery to one of the Vegas Vairs club meetings for no S&H charges.

Check or money order (sorry no Paypal) to:

Bob Helt

3016 Pearl Harbor Dr.

Las Vegas, NV 89117

256-2008

Bobhelt@aol.com

CORSA CHAPTER #891 VEGAS VAIRS

Minutes of the Regular Monthly Meeting

May 9, 2012

1. Prez. Paul Bernardo called the meeting to order at 7:01 pm.

We had no guests. The fifteen members present in alphabetical order were Paul Bernardo, John Charaska, John D'Angerio, Paul Green, Bob Helt, Marty Katz, Bill Lager, Ernie McKinney, John Miller, Jack O'Shea, Harry Ransom, Arlon & Suzan Sibert, Howard Stoner, and Steve Wentworth.

2. Treasurer Ingrid Howard was not present but we have no fears about the status of club money matters.

3. Upcoming activities included discussions of the Team Ford and Pappas Motorsports shows and the Saturday get-together at the Bonanza Lounge.

4. The various events held at the *LVMS Bullring* were discussed AND recommended.

5. Marty Katz next gave an update on his move back to Las Vegas from L.A. and his ties with Larry Shapiro's closed Corvair business. He relayed that he's getting his home shop reorganized. Also, he has some new 175/80X13 W.W. tires for sale at \$93.00 each or mounted & balanced for \$100.00. Such a deal - - - -

6. Prez. Paul announced that he is selling a clean 1990 5-speed Ford *Taurus SHO*. Such a deal #2 - - - -

7. Paul Green asked about the proper technical name for the oil filled balance canisters that were installed in the fender corners of late model *Corvair* convertibles. It seems that Bonneville racers have taken note of their vibration absorbing capabilities and have started to scavenge for remaining units. Protect your topless beauty!

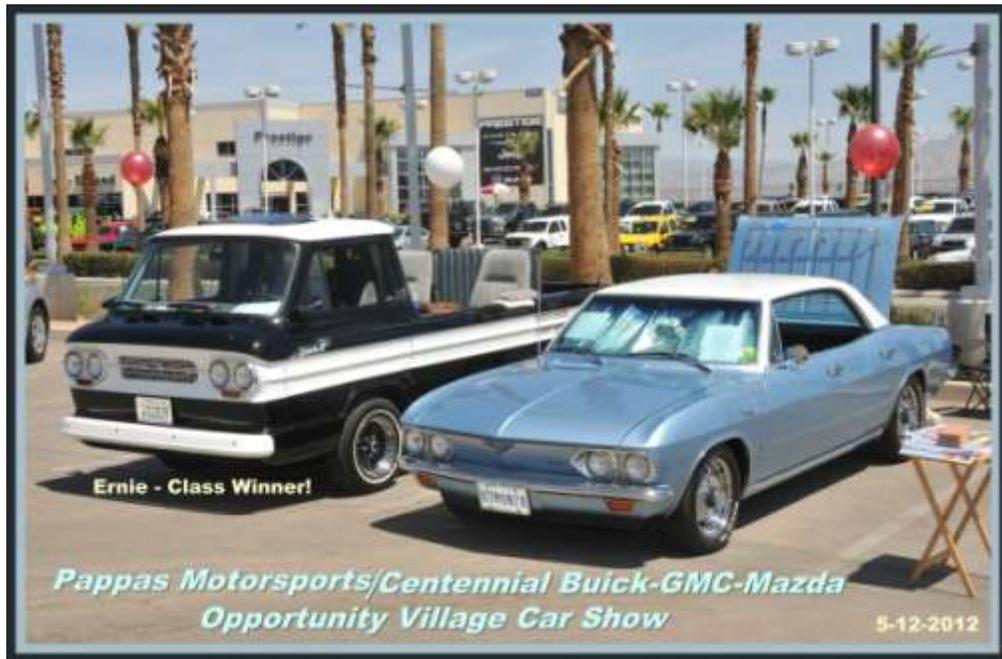
8. John D'Angerio will be going in for some serious surgery and plans on missing the next two to three meetings. We certainly wish him well.

9. The usual raffle was initiated by Howard Stoner and door prizes were selected by the winners.

10. The meeting was adjourned at 7:24 and the air cooled gang proceeded to the parking lot to STS (shoot the s--t) about cars.

- - - - Submitted by the *Vegas Vairs* club secretary G. H. Ransom (*Dirty Harry* to you)

CLUB MEMBER ACTIVITIES



THANKS FOR THE PHOTOS, HARRY!!!!

Here is a picture of the four Corvairs that attended the event at Bonanza Lounge May 19th. Paul, Ernie, Steve and Sallie were the only attendees. They went in and had breakfast then headed their separate ways Ernie bought for the "whole club"--all four of them!!!! Super sweet!!!! Yay, Ernie!!!!



THANKS FOR THE PHOTO, SALLIE!!!!

ENGINE COOLING WITH AN ELECTRIC FAN

By Bob Helt
May 2011

It seems that every few years someone new discovers that the engine-driven cooling fan on the Corvair saps considerable horsepower from the engine. This horsepower is reported to be around 10 hp at a speed of 4400 rpm, and exponentially higher at higher speeds. So it's natural that one might then think about replacing their stock fan with the common pancake-type electric cooling fan that has a high CFM rating and requires little electricity to run.

It is tempting to think that replacing the engine-driven fan with a large electric fan would accomplish adequate cooling while relinquishing considerable horsepower back to the engine. This is especially common thinking when one starts comparing the CFM air flow capabilities of both types of fans.

But in fact this replacement isn't feasible at all. While the apparent airflow capabilities of both fans are similar, the problem is that they are like comparing apples and oranges. The Corvair fan is rated at its CFM while developing sufficient pressure to force air thru the restrictions of the engine. And the electric fans are rated while blowing air into free space. Once an electric fan is forced to blow air thru an engine, its actual flow is reduced considerably from its free-air flow. It just doesn't develop sufficient pressure to do this.

Another way of looking at this fan comparison is to consider that the stock Corvair fan does really consume around 10 hp while even the largest and most powerful electric fans are rated at the standard 12 volts and a current of around 20 amps. So let's be generous and realize that the actual voltage supplied is around 14 volts and the car system could supply as much as 20 amps. Mathematically, then the horsepower consumed would be $14 \times 20 = 280$ watts, which is divided by 746 to get horsepower = 0.38 hp. Do you really think that a 1/3 hp fan is going to cool as well as a 10 hp fan?

But since this subject comes up every once in a while, a group of Corvair enthusiasts decided to install the best commercially available 16 inch electric fan cooling system in a Corvair test car and give it an actual test. They set up an engine monitor and data logger to record outside temperature, head temperature, oil temperature, manifold vacuum and car speed, while driving a prescribed course of about 20 miles with speed changes including some freeway driving at 65 mph for an hour and half. First they drove the course and speeds with the stock cooling system installed. Then they installed the electric fan cooling system and repeated the exact schedule of the course.

The results were detailed in a lengthy report with charts and graphs. But the bottom line was that with the electric fan cooling system the engine overheated, and did so badly on the freeway. The driver had to frequently stop the test and let the engine cool off before proceeding.

As could have been predicted from just a paper analysis, the electric fan just didn't have anywhere the needed cooling capacity to cool a Corvair engine under most conditions.

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I am parting out the 65 convertible I purchased. Of course I have taken a few parts off of it to put on the 65 coupe I purchased for my grandson. If you are looking for body, steering, suspension and other small parts, give me a call. I also have a 65 evaporator, compressor and brackets and the copper tubing for the 65 A/C system I removed from the coupe. Call me at 928-201-8631 or email me at: vichoward@frontiernet.net.

THE EDITOR SEZ:

I missed a couple of birthdays in **May**- - - - Harry Ransom and Jack Cornwell and in **June** we have - - - Dan Ward, John D'Angerio and Rudy Scheindt making it successfully through another year.

HAPPY BIRTHDAY GUYS!!!!

Sallie Wentworth and Dan Ward have provided me boxes of Vegas Vairs memorabilities, which include newsletters from other clubs dating back 10-12 years and other club records. Any member who would like to see some of these, please contact me. I had intended to put some of the old papers in our newsletter but there are just too many. When I have time, I will try to organize and list them in a future newsletter.

I will be sending a current roster of the membership along with this months newsletters to the club members only. Please check the information I have for you and let me know if corrections are necessary.

Updating a Late Model Dashboard

How's this for some modern gauges in that old dashboard?



Pretty nice looking don't you think? Notice the two small upper lights between the gauges. Those are LEDs that replace the Temp/Press and Gen/Fan lights in the stock gauges. The gauges from Classic Instruments are mounted to a piece of aluminum which is attached to the back of the LM dash. Here's a picture.



Credit for this classy update goes to Dave Keillor in Rochester, MN. Dave's username on Corvair Center.com is MonzaDave and submitted to VEGAS VAIRS VISION BY JACK O'SHEA.