



AUGUST 2012

VIC HOWARD, EDITOR

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

THE 2ND WEDNESDAY OF EVERY MONTH AT:

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Vegas Vairs Regular Monthly Meeting
CORSA Chaper #891
July 11, 2012

- 1) - Prez Paul Bernardo called the formal meeting to order at 7:06pm.
- 2) - Two guests were in attendance:
Gary Duszak who owns a 1965 *CORSA* convertible which he bought new when he was 19, and Mike Biron who's owned many *Corvairs* and been a member of *CORSA* since 1978. Howdeedo.
- 3) - The following members were present (in alphabetical order): Paul Bernardo, Vickie Bernardo, John Charaska, Paul Green, Chuck Hanson, Vic Howard, Bertha Katz, Marty Katz, Ernie McKinney, Jack O'Shea, and Harry Ransom.
- 4) - Vic Howard gave the treasurer's report on behalf of Ingrid. We're doing okay thank you.
- 5) - The *Night of Fire* event at the *LVMS Bullring* on July 3rd. was discussed. A description of the dry land boat races peaked most everyone's attention. This phenomenon will return again on Sunday, September 2nd. The idea of a group of club members attending that show together was discussed. This proposal will be reviewed in further depth during the August meeting.
- 6) - The *Overton Car Show and Parade* on October 20th. was debated but it conflicts with another local car show at the Los Prados Country Club which many already plan to attend.
- 7) - October 13th. was selected as the tentative date for our fall picnic. A few expressed a preference for using a public park again?????
- 8) - Items for sale were presented next - - -
*Chuck Hanson explained a new throttle body style fuel injection that utilizes the *Corvair's* own carburetor cast bases. Cost is around

\$400.00 but the buyer must supply their own computer control system.

*Marty Katz is selling a '63 eight door van, a '63 *Spyder* coupe, and three sets of 175/80X13 W/W tires.

*Mike Biron offered some double lip transmission shaft seals for sale.

*Paul Green relayed about the versatile *Plastic Tec* brand of plastic repair kits usually found in motorcycle shops. This material is reputed to be able to fill a silver dollar sized hole with integrity.

*Yours truly sold himself by tooting his own horn about getting published in the recent *Communique* with the article about strengthening the base unit holes on carburetor vacuum choke pull-offs.

9) - After the for sale items were presented Paul Green relayed about an extraordinary man named Abe Jenkins. This automotive pioneer along with Augie Dusenberg (yeah, *that* Dusenberg) custom built a Bonneville racer in 1940 that AVERAGED 166 mph for 24 hours!!! Jenkins drove ALONE for that time while logging 3,000 miles! Paul offered to loan DVDs chronicling these gents and their activities.

10) - Jack O'Shea gave an in depth talk about the applications of rivnuts/nutserts to blind hole sheet metal situations. There are many sizes and varieties though he wouldn't recommend them for most aviation applications. Best prices for the tools and inserts is at Harbor Freight.

11) - The raffle was a bit "disorganized" to say the least! Vic Howard stepped in to improvise some ticket sales for the absent Howard Stoner. A certain Los Angeles transplant now has to pay over \$700.00 in tax for winning the 50/50 drawing!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

12) - The *formal* meeting was adjourned at 8:08 pm however, not everyone dashed outside to the parking lot this time. When I arrived at Denny's it was 115 degrees F. At 8:25 pm it was still 104F. No, most of us didn't drive our NON air conditioned *'Vairs* this evening!

- - - Minutes submitted by club secretary G. Harry Ransom



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.

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BOOKS NOW AVAILABLE

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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.

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~ Night of Fire ~

The LVMS's Bullring Celebrates Our Independence –

Report and Photos by G. Harry Ransom -

How do you celebrate our country's independence each fourth of July? The first thing you probably think of is fireworks, right? What about short track racing, monster trucks, and dry land boat races? Say what?

The Las Vegas Motor Speedway's (LVMS) paved and banked 3/8 mile oval "Bullring" race course is a living tribute to the original local short tracks found all around the country in the 1940s, 50s, and 60s. Most drivers then were local and not professional grade. The 10, 15, and 20 year old cars they wrecked with abandon would of course be worth \$millions today!

So, in resurrecting that historical spirit the powers that be at the LVMS hit a homer when they recreated a "bullring" at their vast motorsports complex across from Nellis Air Force Base. On many, many weekends during the year this facility hosts NASCAR Whelen and USAC class races along with appearances by special invitation nostalgia race teams. The Bullring is a true stepping stone to the big leagues of motorsports. Numerous Super Late Model stocker races garner national television coverage from the "ring." Drivers journey from all over North America.

The various tracks at LVMS often include fireworks as a regular part of an event's offerings. The "ring" is no exception. But, for 2012, a true gonga of a program was put together to celebrate the fourth - but, on the third. Probably, the July third Tuesday date was selected because of the late ending hours of the race program. Thursday the fifth was a work day for most folks so getting home late on the evening of the fourth could be a bummer.

So just what was the planned competition (mayhem?) on the program? There were seven specific race classes that battled. These included Super Late Model Stock Cars, Late Models, Super Stocks, Bombers, Legend Cars, Bandoleros, and USAC Fuel Midgets. We were also treated to the razor sharp skills of Formula Drift drivers during two high speed demonstrations.

Then, of course, there was BIGFOOT. I don't go to every Bullring racing event but this was the first time I witnessed a standing room only crowd. Really - ALL the seats were filled. And the tailgate partiers outside turns three and four were more numerous than I've ever seen. I'm sure this attendance was due because of the aforementioned monster truck. This was the only appearance by the legendary icon in the entire state for 2012. We're talking about a 10,000 pound pick-em-up that launches truly airborne over derelict vehicle bodies. You either love it - or hate it. But, it's the most polished



automotive schtick in the business!

However, if the roaring crowd came out for **BIGFOOT** in July, they'll return September 2nd. anxious to see a repeat of the thee most unusual and totally outrageous spectacle ever performed on a short track.



Welcome to the world of dry land boat racing,

Lemme explain - - - here's the scenario. A commercial water truck made a lap of the track whilst spraying the entire circuit. Now, of course, we can race boats, right? Here they come. Seven previously campaigning Super Stockers pull out of the pits towing a variety of somewhat derelict hulls utilizing about three feet of heavy chain. "We don need no stinkin' trailers!" The boats ride directly on their keels, or their gunwales, or upside down; doesn't matter. It's a high speed demolition derby for tow packages.



The crowd determined the victor by audible vote. Who won, and why? Basically, the most aggressive driving scored the most support from the cheering stands. Having the most remnants of a water vessel left dangling behind you also helped sway the judging. But, you could steal another competitor's boat (remains) if you lost your own! We watched intrepid (read certifiable) drivers climb their cars ON TOP of another boat and then using their rear wheel drive thrust forward on an angle to break the chain and claim the new aquatic relic as their own. Of course, this technique didn't allow for much controlled steering (read, none!) but who cared? Some cars were traveling around the track in American counter-clockwise orbits while others were motoring along in a European manner. Now, I mean now, can you picture the mayhem? Twuz totally unique boys and girls. The Taliban would just never understand these crazy Americans.



During any Bullring venue you're getting the best package deal in Las Vegas. How about a regular event \$10.00 dollar entry fee along with \$1.00 hot dogs and soft drinks? All in all it's just good 'ole American automotive entertainment.

And oh yeah, sometimes they have fireworks, too.

- - - - Dirty (see you at the 'Ring) Harry

2012 schedule for The Strip at Las Vegas Motor Speedway

August

17 – Dodge Midnight Mayhem Presented By Tony Rowe Enterprises Operation Street Legal.

18 – Short Line Express Jr. Dragster Series race No. 10 (8 a.m.- Noon).

18 – Tony Rowe Enterprises Las Vegas Bracket Drag Racing Series Presented By TRE Operation Street Legal (8 p.m.-2 a.m.).

23 – Formula Drift practice.

24-25 – Formula Drift (www.formulad.com).

31 – Friday Night Fury: bracket Test 'n' Tune and 1/8-mile gambler.

September

1 – Short Line Express Jr. Dragster Series race No. 11 – Nevada State Jr. Championship (daytime).

1 – Tony Rowe Enterprises Las Vegas Bracket Drag Racing Series Presented By TRE Operation Street Legal – NHRA King of the Track wild card race.

2 – NHRA Pacific Division Jr. Dragster Championship Series (daytime).

2 – Tony Rowe Enterprises Las Vegas Bracket Drag Racing Series Presented By TRE Operation Street Legal – King of the Track championship.

3 – Short Line Express Jr. Dragster Series race No. 12 – NHRA Jr. Dragster Challenge.

7 – Dodge Midnight Mayhem Presented By Tony Rowe Enterprises Operation Street Legal.

14 – Friday Night Fury: Test 'n' Tune and 1/8-mile gambler.

15-16 – Super Chevy Show (www.superchevyshow.com) – autocross, car show, thrill show, bonus race, NHRA National Dragster Challenge.

21 – Dodge Midnight Mayhem Presented By Tony Rowe Enterprises Operation Street Legal.

October

2-3 – Frank Hawley Drag Racing School.

3 – Wednesday Night Club Clash Drags

4-5 – Frank Hawley Drag Racing School.

5 – PSCA Test 'n' Tune.

6-7 PSCA Magna Fuel West Coast Nationals (www.pscaracing.com).

8-9 – Frank Hawley Drag Racing School.

17-18 – NHRA professional and sportsman tune-up.

19 – Dodge Midnight Mayhem Presented By Tony Rowe Enterprises Operation Street Legal.

25-28 – NHRA Big O Tire Nationals – NHRA Powerade Drag Racing Series national event.

29 – NHRA professional testing.

31 – Lucas Oil Drag Racing Series Test 'n' Tune.

November

1-4 – Short Line Express Markets Gambler Showdown – Lucas Oil Regional Championship.

14 – Street Car Super Nationals Test 'n' Tune.

15-18 – Street Car Super Nationals (www.StreetCarSuperNationals.com).

17 – Vegas Drift Pro-Am sanctioned by Formula Drift (Strip drift arena).

21 – Las Vegas Bracket Nationals time trials and Geezer Gambler.

22-25 – Las Vegas Bracket Nationals.

30 – Dodge Midnight Mayhem Presented By Tony Rowe Enterprises Operation Street Legal.

December

1 – Track Day.

2 – Import Face-Off .

14 – Dodge Midnight Mayhem Presented By Tony Rowe Enterprises Operation Street Legal season finale.

For more information, please call Samantha Rudder at The Strip's operations office at (702) 632-8213 or visit www.LVMS.com. Follow LVMS on Facebook

and Twitter.

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FOR SALE ITEMS:

DAN WARD HAS A NUMBER OF GAS BARBEQUES FOR SALE OF VARIOUS SIZES AND PRICES. CONTACT HIM AT 702-457-8274 OR EMAIL HIM AT drawmad@embarqmail.com

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.

MARTY KATZ HAS FOR SALE:

*1963 8 door Greenbriar Deluxe, no engine but has 4 spd transmission and Dif. All glass is good, body good, all three seats included. It has been garaged for 28 years. Asking \$1,600

*Three sets of 175/80 x 13" Whitewall tires, \$85 per tire

*MARTY is also doing retail sales of Corvair parts and repairs at his home shop. Contact him at: phone: 702-303-7829 email: martykatz53@yahoo.com

THE EDITOR SEZ:

Sorry about that Marty, we missed your birthday last month!

I don't show any members having a birthday in August. If I missed the information, please let me know.

MY ADVENTURES WITH A 65 MONZA

BY: VIC HOWARD

On Christmas day, 2011, my oldest grandson, Jacob, told me he would like to own and drive a Corvair when he turns 16 which will happen on January 18, 2013, I was happy for the news as we all know we need the young people to take an interest in our favorite cars of the 60's. When my son was his age, he too wanted to have a Corvair and after we found a 63' coupe, cleaned it up and painted it, he decided teenagers drove Camaros to high school, not Corvairs. This was back in the early 80's so I was cautious about my grandson wanting a Corvair because I didn't want the deja'vu all over again. After thinking about it some and a few short conversations with him I was convinced he was serious and I began my search for a good driver to acquire for his first car, a late model Corvair.

With all that in mind, I began my search for a good late model coupe driver for him and hopefully his younger brother who is just two years younger than him.

I found a 65 convertible on EBAY that was actually only 10 miles from my house in Mohave Valley, Arizona and the fellow wanted \$2,000 for it. I looked it over and the body was in fair shape, it had a complete drivetrain and all the glass looked good but that was about all I could see that would make the car worth much more the \$500. Which is what I purchased it for as a donor car a few months later.



It had no material on the top, the seats were completely rotted away, including the rear seat and drivers seat and everything else it had either needed to be replaced or repaired. Needless to say I offered him \$300 for it which he refused and I went away to look somewhere else for a "driver".

While looking on Craigslist in the Las Vegas area I found two 1965 Monza coupes for sale, one was a red one that had been stripped down for painting and supposedly all the parts to put it back together were in boxes. The engine was still in it and did run but was not driveable because there were no plates on it and the tires were not safe. I was told this by my good friend, Jack O'Shea, who drove to the sellers home and looked the car over. The price of this car was \$2600. and was firm.

Jack also looked at a 65 coupe that had factory A/C, automatic transmission, new wheels and tires (supposedly) but was not driveable because, as the owner said, it needed carb work and tuneup.



His asking price was \$2000 so I decided to drive by to see it the next time I was in Las Vegas. It had decent upholstery although someone tried to glue upholstery material over and around the glovebox area, matching the seats, of course. The center vent for the A/C was missing as was the radio. and there is some body work and paint work that is needed. I offered \$1,000 for this jewel and it was accepted.



I found that many of the parts needed for the driver car were readily available on the donor car (convertible) so I began removing them and preparing them for their new home. Rocker panel trim, Instrument cluster, glove box surround and door, rear cove trim and bases for the C trim and most importantly, the drive train. After testing and running the engine of the driver car I discovered not only did it need the carbs rebuilt but that only half the cylinders had any compression. I checked the engine in the donor car and it ran strong and had good compression on all cylinders. I had convinced my son to bring both of my grandsons for a visit so they could help me with some of the work and at the same time begin their education about Corvairs.

I had decided the A/C had to come out. It wasn't in good shape and I didn't want to get involved in the expense and effort to get it working. That made it easier to remove and re-install the engine, clean up the engine bay and wiring as well as perform any tune-ups and maintenance the car would need in the future. After removing the drive train from this car and the donor car, I cleaned and painted the engine sheet metal, swapped the transmission for one I had run in my 66 Monza before converting it to a 4 speed and reinstalling the good engine into the car.



After struggling with reattaching half shafts, strut bars, fuel lines and shift cable I started the engine and immediately had transmission fluid leaking from somewhere. I attempted to back the car off the lift and found I had no reverse. I rechecked the shift cable installation and that wasn't it so I pushed it off the lift and shifted into drive and drove out of the driveway only to discover it was not upshifting from low gear. There also was that pesky tranny fluid leak messing up my garage floor and after pondering it for a few days I decided to remove the drive train again to try another transmission to see if that was the problem. That didn't work because after reinstalling the drivetrain and putting transmission fluid in I started the engine and it leaked even more then it did before. I could tell that it was coming from the governor so I tried two other governors I had in my parts stash and that didn't fix it either. Also, I still had no

reverse nor would it upshift from low to high gear. As much as I hated doing it, although I was getting somewhat expert at it, I again removed the drivetrain. Upon inspection I could see that the governor would not go in all the way as it should. I decided to try the other transmission again so I separated it from the differential and mad even another discovery. I'm a bit embarrassed to admit this but it seems I put the gasket that goes between the tranny and the differential in backwards. For some reason all the holes aligned for the four bolts holding them together but of course the holes in the gasket that allows fluid to flow properly weren't. After putting a new gasket on correctly, to the quiet laughter of my grandsons who were watching, I rigged the engine to run on the cart to make sure I had no leaks before installing the drivetrain, FOR THE THIRD TIME, back into the car. I decided to wait a few days for all my wounds, physical and mental, to heal before I reinstalled it. When I did it was such a relief to find that there were no leaks, I had a reverse gear and driving it down the road it actually upshifted and downshifted properly. I did run out of gas as I got into my driveway and thought how I would have felt if that happened a few blocks away and I ended up walking home.



Again, I decided to put off any more work on this car since I was due to have some surgery on my foot and I didn't want the car any worse off for my efforts while I was healing. Needless to say, as I related the problems and solutions to Vegas Vairs Club members, they had a good laugh at my expense. That is ok because I learned a lot more about these cars and since I have two other late models, I am now an expert on removing and installing their drivetrains. Oops! I forgot, they both have 4 speed transmissions, guess I will learn a lot about those too!

I will continue with this on future articles as we stumble our way to making this a great car for a Corvair teenager.

Vic Howard

(The Corvair Shade Tree Mechanic from Fort Mohave, Arizona)

