



VISION

OCTOBER 2012

VIC HOWARD, EDITOR

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

WEBSITE: www.vegasvairs.com

P.O. BOX 62925

LAS VEGAS, NV. 89162-1925

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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

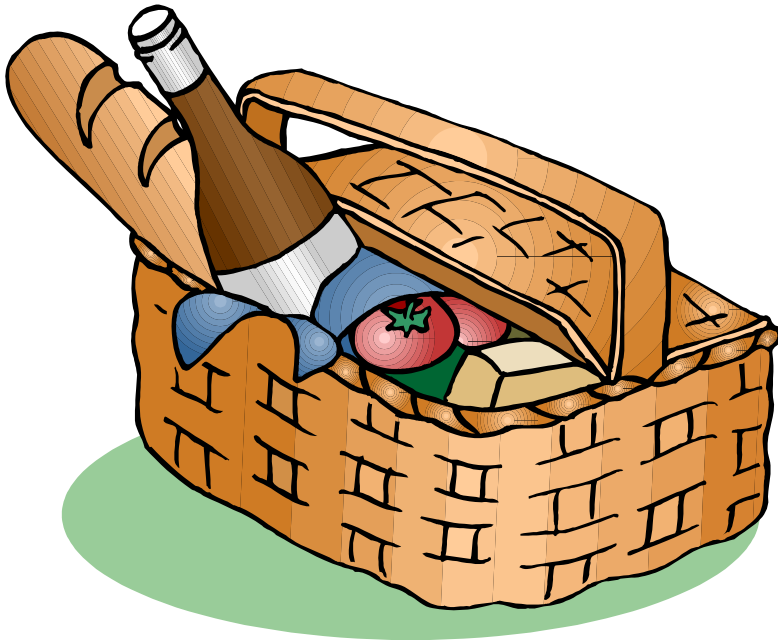
928-768-6062

VEGAS VAIRS - CORSA CHAPTER #891

SEPTEMBER 12, 2012 MONTHLY MEETING MINUTES

- 1) - The meeting was called to order by President Paul Bernardo at 7:02 p.m.
- 2) - 19 folks were in attendance. We had two guests: Rob Henderson and David Johanson. Henderson joined the club. Oorah!
- 2B)-Those present in alphabetical order where: Paul Bernardo, Vicky Bernardo, John Charaska, Gary Duszak, Chuck Hanson, Rob Henderson, Ron Huley, Mel Jackson, Vic Howard, Marty Katz, Ernest McKinney, John Miller (with his '63 'vert!), Jack O'shea, Harry Ransom, Arlon Sibert, Suzan Sibert, Howard Stoner, Dan Ward (welcome back), and (oops) David Johanson.
- 2C)- John D'Angerio may not have his surgery now since he may be too weak to undergo the procedure.
- 3) - Vic Howard was given permission by Ingrid (in Arizona) to report the treasury status. We have \$476.27 in the coffers.
- 4) - I gave my monthly upcoming activities report. A huge amount of shows and other activities are blossoming as the weather turns acceptable once again. I stressed that as a club we should have as many members as possible attend the Fairway Chevrolet Open House Show on the evening of Friday, October 19th.
- 5) - Prez Paul gave a comprehensive review of the various racing venues at the LVMS Bullring. Such a deal! And yes, they held more boat races. If you have to ask, well, you should go see for yourself! Calling it slightly organized chaos is way too gentle. Uh, demolition derbies are lame by comparison!
- 6) - There followed a LIVELY discussion about future uses of treasury dues. Wow! Such opinions! Should we raise dues, give to charities, change the picnics, etc., etc.
- 7) - The Lake Mead paddle wheel cruise outing was abandoned because of costs. The main objection was the \$10.00 parking fee. Ugg.
- 8) - The date for the annual fall picnic was verified and approved for October 13th at River Mountain Park in Henderson. Start time should be around 11:00 am. Bring something other than meat or rolls. VP Mel Jackson volunteered to go early and reserve spaces for us - by force if necessary. Mel will forward a map to Vic who will have it published in the October club newsletter. Be there - - - - - or be square!
- 9) - Vic Howard is in the process of revamping our club website. He would like a picture of EVERY member with their *Corvair*(s); if they have one. Still looking? Maybe check with Ernie - he now has nine!!!!!!!!!!!!!!!!!!!!!! Make him an offer?
- 10) - Announcements of items for sale commenced. Marty Katz just acquired an additional quarter garage full of numerous parts; many, NOS. He has just about anything you could want for your GM orphan.
- 11) - The raffle commenced and the 50/50 was won by John Charaska.
- 12) - The "inside" meeting ended at 8:05 pm and the air cooled devotees then moved to the parking lot to "shoot the s**t about our rides.
- - - - - Minutes submitted by G. Harry Ransom ('67 4-door), club secretary

IT'S PICNIC TIME!!!!!!



OUR FALL PICNIC WILL BE HELD OCTOBER 13TH

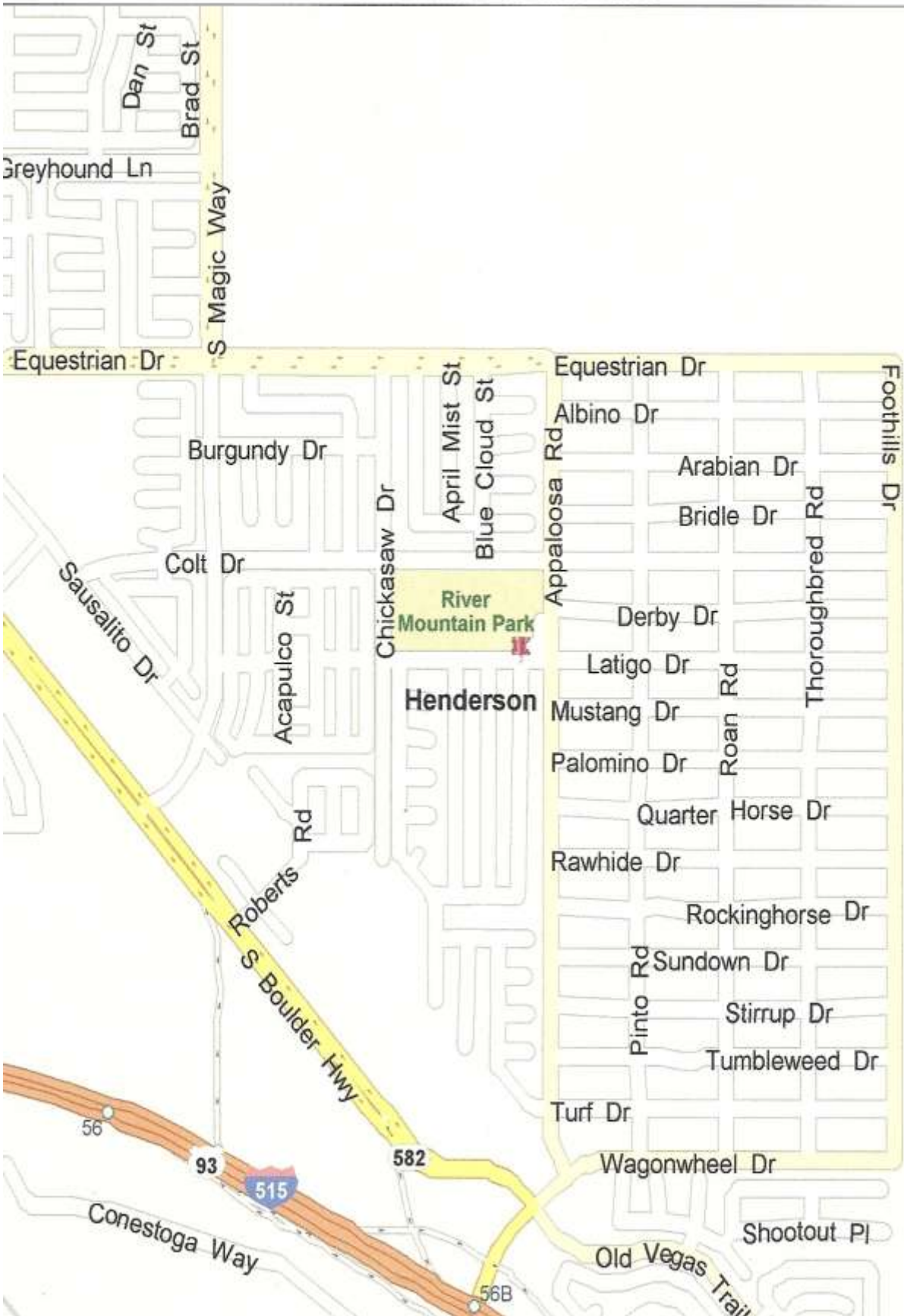
**RIVER MOUNTAIN PARK
1398 LATIGO DRIVE, HENDERSON**

FROM 11:00 AM TIL 2:00 PM.

**WE WILL PARK ON THE COLT DRIVE SIDE OF THE PARK
(BELOW IS A MAP)**

**PLEASE BRING A SIDE DISH TO SHARE AND LAWN
CHAIRS FOR YOUR COMFORT.**

VEGAS VAIRS PICNIC SITE



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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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256-2008

Bobhelt@aol.com

BIRTHDAYS IN OCTOBER

Vic Howard and Jack O'Shea



2012 schedule for The Strip at Las Vegas Motor Speedway

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.
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GEAR LUBE TRANSFER HOLES DIFFERENTIAL-TO-TRANSMISSION-TO-DIFFERENTIAL

By Bob Helt

It has often been speculated on why the Corvair manual transmissions and differentials share a common lubricant, but have separate checking ports. But never explained previously.

Upon reading the Corvair literature, one finds that: "Both units are connected by internal passages." And: "...to allow the lubricant to circulate between both units." But the Powerglide transmission and its differential each have separate sumps and do not share lubricants.

So what was the purpose of this lubricant sharing between manual transmissions and differentials?

It has often been thought that, maybe, this was to aid in the cooling of the lubricant. Or maybe some kind of lubricant mixing was necessary between the two units for technical reasons. Even lower production cost factors were speculated as being the reason.

But here is the real story. It's because of the need to lubricate both the transmission input shaft (the clutch-to-transmission shaft) and the transmission output shaft, transmitting power to the internal splines of the differential pinion shaft.

How is this done? Well, let's start by considering the clutch throw-out bearing shaft (the differential snout, if you will).

You will notice that there is an oil seal mounted inside this shaft or snout. Why would there be an oil seal installed there? It's because the differential ring gear is designed to throw large quantities of lube up to and thru the front ball bearing ending up inside this shaft.

The hollow shaft will be filled with lubricant when the vehicle is in operation. Now move forward and consider the insides of the hollow pinion-gear shaft. There are splines internal to this shaft that mesh with the splines of the transmission output shaft. So lubrication is required for these splines, which is accomplished because this tube, an extension of the clutch-release shaft, is also filled with lubricant when in operation. In addition, the transmission input shaft (clutch-to-transmission shaft) must be lubricated throughout its length. Since the transmission

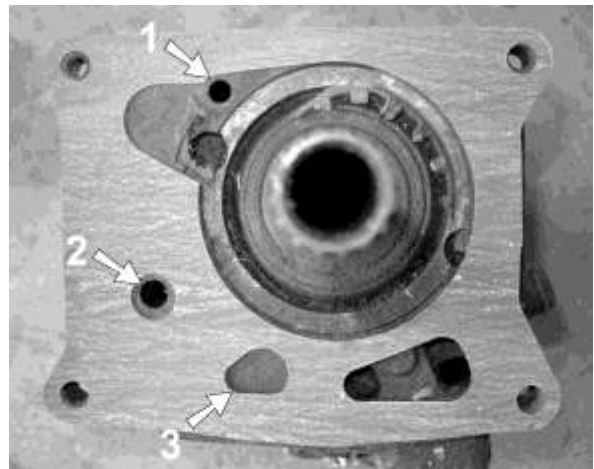
input shaft runs inside and concentric to these two hollow shafts just described, lubrication is accomplished in this same manner.

Once these hollow shafts are filled with lubricant, any excess will flow toward the transmission. All of this lube will work its way along the transmission input shaft and wind up in the transmission. Note that the rear transmission bearing which mates with the differential front surface is a sealed bearing so that there will be no lubricant bleed-thru from the transmission to these hollow shafts.

Thus the need to transfer this excess lube back to the differential.

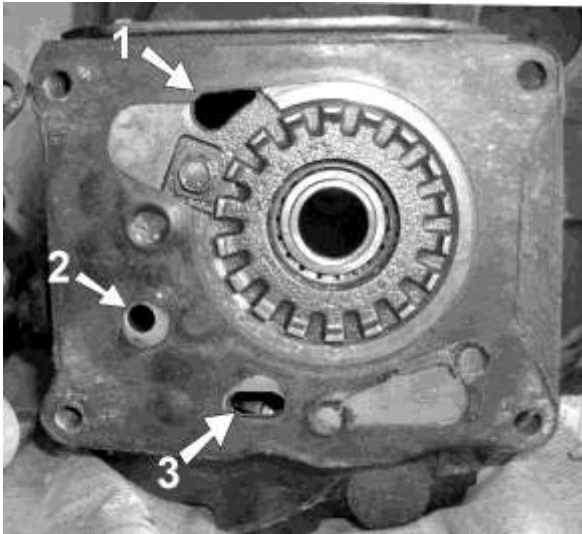
This was accomplished by careful placement of transfer holes in both the transmission body and differential body. There of course must be sufficient lube remaining in the transmission at all times, so the placement of that hole had to be level with the normal sump level. In addition, the hole in the differential had to be placed so that a certain sump level would be maintained with little back-flow into the transmission (i.e., going down a steep hill). Only the excess oil should flow back to the differential.

If any lube was lost (because of leaks), the level in the transmission would be maintained and the level in the differential would fall. Therefore, the reason for the factory label on the transmission fill plug stating that the differential level should be checked first.



A typical 1961-65 four speed transmission with gasket installed. Note that this is a reversed or mirror image to show hole alignment with the differential. Arrow #2 points to the hole for the lube transfer. The upper hole (Arrow #1) is for pressure equalization.

Looking at the first photo, which is a reversed (mirror image) view of the rear of a typical 1961-65 4-speed transmission with a gasket temporarily installed, we see the arrow #2 pointing to the lube transfer hole. The upper arrow, #1 shows the breather hole used to balance internal pressures. Although hole #3 is used as a lube transfer hole for 3-speed transmissions, note that there is no lube transfer via the two lower holes in the gasket for the 4-speed transmissions.



A typical 1961-65 differential with gasket installed. Arrow #2 points to the hole for the lube return. The upper arrow, #1, points to the hole for pressure equalization. Hole #3 is blocked off for 4-speed transmissions but is used as the lube transfer hole for 3-speed transmissions.

The second photo shows the front of a typical 1961-65 differential with gasket installed. Note how the holes align as already described. Again, notice that the transmission photo is a mirror image used so that it will be easy to see how the transfer holes align between the two units.

If you will look closely at the two photos, you will see that the two bottom holes in the gasket are blocked and no lube will flow thru them. They are not used on the 1961-65 4-speed transaxle.

However, on the three-speed transmissions, the hole shown by arrow #2 is missing and the lube flows thru passageway #3.

The 1966-69 manual transmission and differential combinations also have similar lube transfer holes.

So in operation, here's what happens to the lube. The ring gear slings lubricant to the front pinion-shaft bearing and the bleed thru fills the hollow shafts. When these shafts are full, excess lube flows to the transmission.

When the lube level builds-up in the transmission, the excess above the normal level will be returned to the differential via the transfer holes. Thus, separate levels of lubricant are maintained in each unit.

If there is no loss of lubricant, this condition will be maintained indefinitely. When the levels are checked at the checking ports, both will be full, because when not in operation, the lube in the hollow shafts returns to either, or both sumps, where it is leveled by the transfer hole.

If, however, there is a loss of lubricant, the transmission will be maintained at its correct level by the dam (height of the transfer hole), and the lubricant level in the differential will fall below the "full" point. So with a low lubricant level, it is quite possible for a problem to develop in the differential (e.g., a failed front pinion bearing) while the transmission remains full of lubricant. That is why it is recommended to always check the differential level first; and why the 1964-65 Corvairs had only a differential lube dipstick, and not one for the transmission too.

Corvair Fuel Gauge Bench Test

While this is a bench test for a 1965 Corsa fuel gauge, it is believed the procedure will work for any 1960-1969 Corvair fuel gauge.

This is what the front and rear of the '65 Corsa fuel gauge looks like after it has been removed from the housing on the rear of the dashboard.



The terminal on the left is connected to the tan wire in the harness which goes to the sender in the fuel tank. The terminal on the right is connected to the black/orange stripe wire in the harness which supplies twelve volts to the gauge when the ignition key is on. The terminal on the bottom center grounds the gauge to the housing on the rear of the dashboard.

Any battery from twelve volts to six volts (and perhaps even less voltage) can be used to bench test the fuel gauge. Twelve, nine and six volt batteries were tried and all worked well.

As viewed from the rear, connect the plus terminal of a battery to the right hand terminal on the gauge. Connect the minus terminal of that battery to the ground terminal on the gauge. The gauge needle should slowly move to the full mark on the right side and stop there.

Remove the battery minus wire from the gauge ground terminal and connect it to the left hand terminal on the gauge. The needle should slowly move to the empty mark on the left side and stop there.

If both tests are successful the gauge is operating properly. If the needle does not move smoothly, or does not move to the right or left side marks, the gauge is not operating properly and must be replaced. It cannot be repaired.

Credit for suggesting these procedures goes to Matt Nall, a long time Corvair guru and moderator on the Corvair Center forum at www.corvaircenter.com.

(Submitted by Jack O'Shea)

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THE EDITOR SEZ

ELECTIONS ARE COMING!!!!!!!!!! NO, IT IS NOT THE NATIONAL OR LOCAL ELECTIONS, I'M TALKING ABOUT, IT IS OUR CLUB ELECTIONS. WE NEED MORE PEOPLE TO BECOME PART OF THE LEADERSHIP OF THE CLUB. HAVING THE SAME OFFICERS YEAR AFTER YEAR PLACES A BURDEN ON THOSE WHO SERVE. SO, PLEASE THINK ABOUT ACCEPTING THE JOB OF PRESIDENT, VICE PRESIDENT, SECRETARY OR TREASURER. IT'S YOUR TURN!!!!

WE HAVE A NEW WEBSITE!!! CHECK IT OUT!!! WWW.VEGASVAIRS.COM OUR OLD WEBSITE IS STILL THERE BUT THIS ONE IS NOW THE ONE LINKED THROUGH CORSA. I WAS UNABLE TO ACCESS THE OLD WEBSITE TO EDIT IT BUT WAS ABLE TO SAVE ALL THE NEWSLETTERS THAT WERE IN IT AS WELL AS SOME OF THE LINKS. I RESPECT THE PRIVACY OF THE MEMBERS OF VEGAS VAIRS AND HAVE LISTED THEIR NAMES ONLY IN THE MEMBERSHIP. EMAIL, SNAIL MAIL ADDRESSES AND PHONE NUMBERS WILL NOT BE DISPLAYED THERE. IF YOU HAVE ANY SUGGESTIONS AS TO WHAT YOU THINK SHOULD BE IN THE WEBSITE, PLEASE LET ME KNOW.

IDEA FROM THE SECRETARY:

Member birthdays are published in each newsletter, right? How about we use treasury funds to have a birthday cake (from Denny's) at each meeting to celebrate? It wouldn't cost that much and whether or not the birthday person(s) are in attendance everyone gets desert. Whadduhyuthink?

----- Dirty H.

(Editors note: We do need the birthday, month and day only, for many of our members just to list them in the newsletters)