



VISION

AUGUST 2013

Vic Howard, Editor



Vic's New Car/Trailer Combo

VEGAS VAIRS, CHAPTER 891 OF CORSA,

MEETS AT 7:00 P.M.

THE 2ND WEDNESDAY OF EVERY MONTH AT:

**DENNY'S RESTAURANT
3081 S. MARYLAND PARKWAY
LAS VEGAS, NV 89109 (734-1295)**

VISITORS ARE ALWAYS WELCOME!!!!

COME EARLY TO MEET AND GREET !!

ANNUAL MEMBERSHIP DUES ARE

\$10 FOR ALL 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

OFFICERS:

BOARD MEMBERS

CHUCK HANSON, PRESIDENT

BOB HELT

MEL JACKSON, VICE PRESIDENT

PAUL GREEN

G. HARRY RANSOM, SECRETARY

PAUL BERNARDO

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

RANDOM NOTES FROM THE PREZ:



Late July is always a good time in Las Vegas, at least if you enjoy spontaneous combustion. If you are like a lot of people around here, you have left for cooler climes, but for those of us who remain, there are still plenty of ways to stay cool. We made the drive to Mt.

Charleston today, where the temperature was 66 degrees at 1 PM. It would have been a much nicer drive in a Corvair convertible!

Meanwhile I continue to come up with ways to delay my projects in the garage at home, but I'll have the newly upgraded Whale back on the road in time for the September meeting. As most of you know, there are now two Corvair powered UltraVans in Vegas Vairs. It would be nice to get them both to a meeting at the same time for a side by side comparison. No two are alike.

I hope we have enough people at the August meeting at Denny's to keep the server busy, but if were a little light this month I'm looking forward to seeing you in September.

Stay air cooled,

Prez Chuck.

CORSA Chapter #891 - Vegas Vairs
Regular Monthly Meeting Minutes - July 10, 2013

1. - Meeting called to order by President Chuck Hanson at 7:04pm.
2. - No guests were present but members in attendance (in alphabetical order) were as follows: Kevin Britt (welcome back), Paul Bernardo, Vicki Bernardo, Jerry Chocek, John Charaska, Paul Green, Sam Hill, Stacy Hill, Bertha Katz, Marty Katz, John Merrick, Jack O'Shea, Harry Ransom, Sylvia Raymark, Arlon Sibert, Suzan Sibert, Bob Soliday, and Howard Stoner.
3. - Treasury report: \$710.33 on deposit.
4. - The minutes of the June, 2013 meeting were reviewed and accepted.
5. - Bob Soliday reported on recent and various California car shows. His *Rampside* took second place within a large field at one of these venues. He also commented about the upcoming Simi Valley show where 1,000 cars are expected!
6. - John Charaska reported on the July 3rd. dry land "boat races" out at the LVMS *Bullring*. He stated that you have to witness the event to believe it! Good show.
7. - The upcoming Russo & Steele Car Auction is looking for car club volunteers to work at the auction in various capacities. It runs for five days in late September.
8. - Marty Katz was surprised by some birthday cake with one stinkin' candle. HBTY.
9. - Prez Chuck complimented the contributors of the fine quality technical articles that have been featured in our own newsletter month after month.
- 10.- Last month's club outing to Paul Green's manufacturing shop was discussed.
- 11.- Prez Chuck reviewed and recommended the *Performance Corvair* books he recently purchased.
- 12.- Secretary Harry relayed a good lead for auto window tinting that he trusts. Contact him for further details if interested.
- 13.- It was discovered that some of Ernie McKinney's (deceased) *Corvairs* were shown for sale on *Craig's List*. It was obvious that many in the club were offended by the fact that we weren't contacted beforehand by his stepson.
- 14.- The raffle of goodies rounded out the formal meeting. Marty Katz (once again) was the big winner. But that's okay - 'twuz his birthday this time.
- 15.- The meeting was adjourned at 7:34 and most everyone moseyed (we tend to say that a lot in the west) out to the parking lot where there were few *Corvairs* parked. Whaduhyumeen you dun gotz A/C??????

- - - - Minutes submitted by G. H .Ransom - *Vegas Vairs* club secretary

THE EDITOR SEZ:

AUGUST BIRTHDAYS



SOMEHOW, THE GREMLINS GOT INTO MY COMPUTER AND DELETED MY RECORDS OF MEMBERS BIRTHDAYS. PLEASE LET ME KNOW MONTH AND DAY OF YOUR BIRTHDAY SO I CAN LIST YOUR NAME IN FUTURE NEWSLETTERS.

=====

I recently purchased the Corvair trailer from Kevin Britt and even though it is an early model, it matches up very well with my 66 Corsa convertible. The colors are close and they look like they are meant for each other. I still need to install a hitch and wiring connector on the car but that will happen soon. I also had a new black top installed on the car as well as some body and paint repair done to the car to spruce it up

They may even show up at a meeting or future club picnic and I'm thinking of driving them to Palm Springs for the Great Western Fan Belt Toss and Swap Meet.

Willow Run Plant Faces Wrecking Ball

Hemmings Motor News reported on April 29 that the spiritual home of the Corvair, the Willow Run Auto Plant, will face the wrecking ball after all. Here's their report:

It built bombers in World War II, Kaisers afterward, and the Corvair in the Sixties. It served both Ford and General Motors, and it remained in operation for seven decades. Yet the Willow Run assembly plant near Ypsilanti, Michigan, faces demolition if the current owner of the plant doesn't sell it by August.



As reported last week by the Detroit Free Press and AnnArbor.com, the trust that controls the properties that GM shed during its 2009 bankruptcy – including the entire 332-acre Willow Run plant – has announced that its efforts to sell the property have been stymied by the 72-year-old plant and associated buildings.

“We were told unequivocally by the market that the real opportunity at this site relies on capitalizing on the amenities the site has to offer and not on the building,” said Bruce Rasher, redevelopment manager for the Revitalizing Automotive

Communities Environmental Response Trust. “The building is an impediment to redevelopment on the site.” As a trust and not a liquidating company, RACER’s mission is to sell the former GM properties to companies committed to creating jobs and revitalizing the surrounding community.

RACER has reportedly pegged the market value of the property at more than \$32 million. It has been able to sell a 23,000-square-foot portion of the property to an aircraft maintenance company, but the 5 million-square-foot building that formerly housed the GM Powertrain Center remains unsold, and Rasher said that nobody has yet made an offer for the building. The Yankee Air Museum last week launched a campaign to buy a 175,000-square-foot portion of the GM Powertrain Center where Ford built bombers during World War II, but it would need to raise \$6 million by August 1 to do so. The museum has already secured \$1 million toward the purchase of the bomber plant and has an agreement from the Smithsonian to get the world’s last surviving Willow Run-built bomber for display, should the museum raise enough money to go through with the purchase.

Built on land owned by Henry Ford to crank out B-24 Liberator bombers in 1941, the Albert Kahn-designed plant became the largest single industrial building under one roof, encompassing about 3.5 million square feet. One it ramped up to full production in late 1943, the so-called “Grand Canyon of the mechanized world” would produce a bomber per hour, along with a number of wood-bodied gliders. After the war, Ford declined its option to buy the massive plant from the federal government, so the government – through the Reconstruction Finance Corporation and the War Assets Administration – ended up leasing, and eventually selling, Willow Run to the newly formed Kaiser-Frazer.

Kaiser-Frazer moved into Willow Run in November 1945 and began the Herculean task of converting the bomber production lines into automobile production lines – a task it accomplished in six months. A month later, in June 1946, the first pre-production Kaisers rolled down that assembly line. Kaiser-Frazer production at Willow Run lasted until July 1953, shortly after Kaiser bought Willys-Overland, and Kaiser then sold the plant that November to General Motors for \$26 million. The remainder of Kaiser production took place at the Willys plant in Toledo.



GM initially bought the plant to build Hydra-Matic transmissions; a fire destroyed the Livonia, Michigan, plant that previously built the transmissions, so GM needed to quickly convert an existing plant to fill that sudden need. While it continued to build transmissions in the main facility, GM built an entirely new assembly plant in 1958 for the upcoming Corvair. As Dave Newell wrote in the book *1969 Corvair Fingertip Facts*, "the Willow Run Corvair plant used none of the old B-24 bomber or Kaiser-Frazer production facilities." Though Chevrolet would go on to build Corvairs elsewhere during the 1960s, Willow Run was always considered the Corvair's "home" assembly plant and was the only plant to build Corvairs throughout the Corvair's lifespan. Eventually, Chevrolet would build Chevy IIs, Novas, Citations, and Caprices there before ending vehicle production at Willow Run in July 1993. Transmission and powertrain production continued there until December 2010.

FOR SALE ITEMS:

MARTY KATZ

1965 Austin Healy 3000 concours convertible for \$70,000

NOS Corvair Wire Wheel Covers for 64-66 with spinners or 67-69 center caps. \$1000 for the set

1996 Camaro RS Convertible, V6, Auto Trans., Cold AC, looks and runs great! \$4850 or best offer. Would consider trade for Corvair.

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

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 Corvaire 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



October 25th-27th, 2013
 Sunrise Park Palm Springs, California

*Host Hotel:
 Quality Inn
 1269 E. Palm Canyon Drive
 Palm Springs Ca, 92644



Games - Car Show
 Swap Meet - Food
 Raffles - Great Friends

*Friday Night Welcome Party to be held at Host Hotel
 Bring your Radio Controlled Boat to Race in the Hotel Pool



*Saturday Night Banquet will be held at
 Spa Resort Casino
 100 North Indian Canyon Drive
 Palm Springs, CA 92262



Prices and entry form will be available soon at
 www.iecorvairclub.com and



How About a Big Corvair Barbeque Grill?

This Corvair cooks up tasty hamburgers at the Great Western Fan Belt Toss & Swap Meet every fall in Palm Springs, CA. And the trunk is full of cold drinks!



Will you be there?

Our 40th Year!
Get the New 2013-2018 Catalog
March 1 - December 24, 2013
When you place your first order over
\$40.00 you get a FREE **Catalog as a
40th Anniversary Thank You**
(additional catalogs \$3 with an order)
*The new Catalog includes parts from the last 5
Supplements as well as 100's of improvements
(including better descriptions, more photos & new
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pages, this is our most major revision ever.*



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(413)625-9776 www.corvair.com



**PLEASE CLIP THESE AND WHEN YOU SEE A CORVAIR PARKED, PLACE
ONE UNDER THE WINDSHIELD WIPER**



HELLO FELLOW CORVAIR ENTHUSIAST!!!!!!!

DID YOU KNOW THERE IS A CORVAIR CLUB IN LAS VEGAS?

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(THIS PAGE IS LEFT BLANK TO ALLOW MEMBERS TO PRINT THE NEWSLETTER AND HAVE THE CAR FLYERS ON SEPARATE PAGES)



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