



# *VISION*

**NOVEMBER 2013**



# **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](http://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](mailto:vichoward@frontiernet.net)**

**or send it to:**

**VIC HOWARD**

**5574 TABLEAU**

**FORT MOHAVE, AZ. 86426**

**928-768-6062**

# RANDOM NOTES FROM THE PREZ:



Hello, fellow Vair fanatics!

We just got back to Mesquite from another good time at the Fan Belt toss in Palm Springs. We look forward to this every year, camping out in the infield of Sunrise park in the Whale for the three days. This time we brought our granddaughter Makaylah, and our faithful Golden Retriever Jayk the Beast. Our first trip to the Fan Belt Toss was in 2007, just to see all the Corvairs, and to drool over what my '63 Rampside should look like. By time we left, we had made a bunch of new friends, and Cyndie had warmed up to those Ultra-Van people to the extent that she actually suggested we might want to get one! The Whale, UV 460, was in our driveway 2 weeks later. NEVER waste time using those "good husband points". They do not accrue interest, and can disappear without notice.....

It was good to see so many people from Vegas Vairs out there, too, buying and selling and roaming the fields. I ran into Steve and Sallie Wentworth at the swap meet, and when they asked me where the picnic was going to be on Saturday the 2nd, I realized I had forgotten to let them know it was at their house. Good thing they came to the Toss, or they wouldn't have known until we all showed up at their place.

It has been brought to my attention that while I may have good advice from time to time, I should probably listen to it myself once in a while. As many of you know, I had a lot of trouble getting a working high stall torque converter into the Whale in time to make it to Palm Springs. After two defective ones from clarks, I thought the game was lost. Lo and behold, when I was "venting" about my predicament, Marty Katz popped up and said "Oh, I've got a high stall torque converter in stock! Problem solved. Works perfectly. As I have said before, take advantage of your club's knowledge base and ask questions!!!

Thanks again Marty, and thanks to Clark's also, for being as helpful as they could with the problems.

We are looking forward to a good time at Steve and Sallie's on Saturday, and I hope to see everybody there.

-Chuck.

***CORSA Chapter #891 - VEGAS VAIRS***  
**Regular Monthly Meeting Minutes for October 9, 2013**

1. - President Chuck Hanson called the meeting to order at 7:02 p.m.
2. - Members present included: Paul and Vicki Bernardo, John Charaska, Paul Green, Chuck Hanson, Bob Helt, Sam and Stacy Hill, Ron Huley, Mel Jackson, Marty Katz, John Merrick, Jack O'Shea, Harry Ransom, Sylvia Raymark, Arlon and Suzan Sibert, Howard Stoner, and Dan Ward.
3. - We had a very distinguished guest in the form of Ron Main. He's the president of the Southern California Timing Association and the principal partner with the fastest piston powered Bonneville team for the last five years. How does 463 m.p.h. with one 299 cu. in. Chevy engine grab you?
4. - There was no treasurer's report as Vic Howard was flood bound in Arizona!
5. - Next, in talking about activities, much discussion centered around the loss of weekend gatherings at the Santa Fe Mining Co. parking lot and possible new locations to consider.
6. - Prez Chuck relayed his success with dual trophies for him and Cyndie with their '64 'vert and the always popular *Ultra Van* "Whale" which garnered the *People's Choice Award*. I mentioned that I too was the recipient of *Best Classic* with my four-door at the Northridge Academy show.
7. - The Barrett-Jackson and the Russo-Steele Auction events were discussed in detail.
8. - We were reminded of the So-Cal retail store open house on Sunday November 3rd from 8:00am until 4:00pm. They're having a bar-b-que folks.
9. - Mel Jackson, Paul Bernardo, and Paul Green outlined why they like the racing at the *Bullring* at *LVMS*. It's probably the best entertainment value in Vegas.
- 10.- Prez. Chuck spoke about Russian magazine coverage of *Ultra Van* shows. Who knew??
- 11.- Next, the fall picnic was discussed in great detail. Once again, the Wentworth's have offered to open their roomy digs to host the event. These following members volunteered (?) to bring the following goodies:
  - Stacey and Sam - meat & buns
  - Vicki and Paul - dessert
  - Bertha and Marty - ambrosia
  - Chuck and Cyndie - drinks
  - Dirty Harry - potato salad
  - Big Mel - condiments
  - John (Merrick) - cole slaw
  - John (Charaska) - beansAND, any other side dishes someone may wish to donate - - -
- 12.- The discussion returned to other new possible sites for Sunday morning gatherings by various club members.
- 13.- Paul Green relayed that the current yearly dues are fixed at \$10.00. He suggested that those members who wish to receive a hard mailed copy of the newsletter should pay an extra \$10.00 in order to cover the costs of printing and mailing. This would only effect six members.
- 14.- Prez Chuck explained the problems he's been having with torque converters for his *Ultra Van*. Some discussion followed about local repair establishments that provide aluminum heliarc services.
- 15.- Items for sale:
  - Marty - 20' *Rum Runner* dual axle toy hauler for only \$8,000 and his Austin-Healy 3000 'vert for a best offer over \$60,000.
- 16.- Following the raffle the meeting was adjourned at 8:06 pm at which point the attendees relocated to the parking lot to shoot-the-s\_\_t about *Corvairs*. 'Twuz good since the rain (in Vegas?) had stopped.

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

## GREAT WESTERN FAN BELT TOSS & SWAP MEET 2013

WE HAD A DECENT SHOWING OF CLUB MEMBERS AT THE TOSS,

\*MARTY AND BERTHA KATZ

\*KEVIN BRITT AND HIS BROTHER

\*BOB HELT AND HIS DAUGHTER BECKY AND SON IN LAW

\*CHUCK AND CYNDIE HANSON AND HIS GRANDDAUGHTER  
MAKAYLAH (PLUS TWO DOGGIES)

\*BOB SOLIDAY AND HIS BROTHER BILL

\*STEVE AND SALLIE WENTWORTH

\*JACK O'SHEA

\*VIC HOWARD

I HAVE PLACED PHOTOS OF THE EVENT ON THE CLUB  
WEBSITE. TAKE A LOOK TO SEE WHAT YOU MISSED!!!

[WWW.VEGASVAIRS.COM](http://WWW.VEGASVAIRS.COM) CLICK ON "ACTIVITIES"

BELOW ARE MARTY AND BERTHA TRYING TO MAKE A BUCK!!!





## WE'RE HAVING A PICNIC

STEVE & SALLIE WENTWORTH HAVE GRACIOUSLY OFFERED THEIR PLACE FOR OUR FALL PICNIC. AS USUAL, IT WILL START AT APPROX 11:00 A.M. AND RUN TIL THEY CHASE US OUTA THERE! ALL THE MAIN STAPLES OF A GREAT PICNIC (FOOD & DRINK) HAVE BEEN PLANNED AND VOLUNTEERS STEPPED UP SO BRING YOUR APPETITE AND ANY DESSERT OR SNACKS YOU MAY WISH TO CONTRIBUTE. MOST ALL OF YOU KNOW WHERE THEY LIVE BUT FOR THOSE WHO DON'T OR JUST PLAIN FORGOT DUE TO OLD AGE A MAP IS PROVIDED BELOW:

**DATE:** NOVEMBER 2<sup>ND</sup>

**TIME:** AS USUAL, IT WILL START AT APPROX 11:00 A.M. AND RUN TIL THEY CHASE US OUTA THERE!

**PLACE:** THE WENTWORTH ESTATE LOCATED AT 1250 BETTY LANE, LAS VEGAS



# *A TIGHT CRANKSHAFT*

(After assembling the case halves and torquing them)

**By Bob Helt**

June 2013

When rebuilding a Corvair engine, and, after installing the crankshaft into the crankcase with the correctly sized & lubricated main bearings, and the case halves correctly torqued together, the crankshaft is sometimes difficult to turn. We are speaking of trying to rotate the crankshaft by installing the pulley/harmonic damper and by using a socket on the pulley bolt with a typical 12 inch long ratchet-arm or breaker bar.

## **PROBLEMS CAN OCCUR IN SEVERAL WAYS**

We will call the first way condition 1. It presents itself by being difficult to initiate the turning but once "broken free", the crankshaft will rotate smoothly with no interruptions with a continuous force of less than 5 ft-lbs. You may have to estimate this force but a Beam-type torque wrench will help you measure this. Condition 1 is the most likely situation and is pretty much normal. This is what you should expect. But the force to break the crankshaft free and start it turning may be considerable. In fact the Shop Manuals show a method of placing two bolts into the pulley or Harmonic Damper and using a long pry bar against these bolts to break the crank free. Why should the crankshaft require such a large force? No facts have ever been presented but theories suggest that a vacuum between the bearings and crank (sealed by the assembly lube) is generated. And this vacuum causes to two components to "Lock" in place. Thus no harm is caused when the vacuum is finally overcome upon initial rotating. But the vacuum returns after rotation and some period of time.

The second most likely problem is that with or without the break-free problem of condition one, the crankshaft requires more than 5 ft-lbs to rotate continually. In

other words, it is hard to keep the crank rotating on a continuous basis. Call this condition 2. Sorry to say, this indicates either improper bearing clearances or a possible bent crank or warped crankcase. You could try using the "Beating on the Crankcase" technique discussed later but in any case Condition two requires further investigation as to the problem.

Condition 3 is the next possible problem and it occurs when rotating the crankshaft as in Condition 1 and the drag on the crank is varying as in hitting some high or low spots as you rotate the crankshaft. This problem definitely will require disassembly and further analysis. Something is wrong.

## **BEATING ON THE CRANKCASE**

Sometimes the crankcase halves get slightly warped and can be returned to normal by following the procedure of retorquing the halves together called "Beating on the Crankcase". This technique is mentioned in Bill Fisher's original book "How to Hot Rod Corvair Engines". Basically this method requires that you retorque the crankcase. And at each stage of the case torquing sequence (i.e., at 10 ft-lbs, 20 ft-lbs, 30 ft-lbs, etc.) you gently hit the crankcase all over with a large rubber mallet. The idea is to relieve any stresses being built up in the case. Then check the crankshaft rotational drag and see if it remains about the same as for the last torquing step. Sometimes this technique works just fine and sometimes the Beating technique won't solve the problem. In that case your best choice is to go back and recheck your clearances, maybe open them up a little, and redo the assembly process.

# ACTIVITIES OF OUR CLUB OR MEMBERS

Some of our members have been out showing their corvairs to the world. Below are photos of two of them, Chuck Hanson, our club prez. and Harry Ransom, our club secretary:





Our 40<sup>th</sup> 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  
40<sup>th</sup> 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  
charts). Changes / additions to over 70% of the  
pages, this is our most major revision ever.*



**Clark's Corvair Parts<sup>®</sup>**  
**400 Mohawk Trail, Shelburne Falls, MA 01370**  
**(413)625-9776 [www.corvair.com](http://www.corvair.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 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](mailto: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](mailto:Bobhelt@aol.com)



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## FOR SALE ITEMS:

### MARTY KATZ

63/64 Spyder Convertible, 95% restored, never any rust, Original silver/blue exterior with black top and interior, runs beautifully Asking \$15,000 or will entertain reasonable offers (near asking)

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

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](mailto:martykatz53@yahoo.com)

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### LATE MODEL CORVAIR SHOCK ABSORBERS

You can get late model Corvair front and rear Gabriel shocks from AutoZone. The fronts bolt right up. All you have to do to the rears is press out the original mounting tube from the old shock bottom and put the tube into the new shock. It can be done with just a vise and a couple of sockets.

The part number for the front shocks is 82109. Cost is \$19.99 each

The part number for the rear shocks is 69606. Cost is \$27.99 each  
Credit for this info goes to username "bought1" on CorvairCenter.com

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

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MEETINGS START AT 7:00 PM

BUT WE INVITE YOU TO COME EARLY AND BRING YOUR CORVAIR. PLEASE COME JOIN US!!!!

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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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