



VISION

JANUARY 2014



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:

I'm sitting here at my desk, looking at a calendar with only 4 days left on it, wondering where the year went. I hope your Christmas was a good one, and it's been a good year for you as well.

I was pleasantly surprised to find a shiny new 140 crate engine sitting under the tree for my long neglected Rampside.. but it disappeared as consciousness overtook my sleeping brain. I guess the Rampside will remain parked for a little longer... (New year's resolution # 156: stop lying to the Rampside).

It's that time when we reflect on what went wrong, or what went right, and what to change in the new year, and we are fortunate not to have too many things here that need changing, aside from the oil in Cyndie's '64. I'm looking forward to guiding Cyndie, a newly crowned Gear-head, through the process. I have assured her that she won't get dirty (New year's resolution # 342: stop lying to my wife!).

I've also been thinking about the Vegas Vairs, and I think we need to

- 1) get out more often, and
- 2) spice up the monthly meetings a bit.

There are plenty of ways to get out more often, and the one that comes to mind right now is the Saint Patrick's Day parade on March 15. Parades are always a good time, and a good way to show off your stuff, and our club as well. I think we should be doing more things that put us in the public eye. Everyone loves Corvairs, after all, and they should be able to admire them more often.

As for the meetings, please bring ideas to the next one on January 8 at Denny's. We may not be able to book Hollywood style entertainment every month, but we all have something to offer, so let's get some ideas on the table.

Hope to see you all soon; have a safe and happy New Year!

Prez Chuck

CORSA Chapter #891 Vegas Vairs

Regular Monthly Meeting - December 11, 2013

- 1.- President Chuck Hanson called the meeting to order at 7:01 pm.
- 2A.- Guest introductions were made: John Charaska brought Mike Buechele, his attorney from Chicago, and Marty Katz once again dragged along Gary Duszak. Hey Gary - sign up already. Geesh!
- 2B.- Other members in attendance in alphabetical order were as follows: Kevin Britt, John Charaska, Paul Green, Chuck Hanson, Bob Helt, Ingrid Howard, Vic Howard, Marty Katz, Jack O'Shea, Harry Ransom, Arlon Sibert, and Suzan Sibert. That's only 1/3 of our roster boys & girls.
- 3.- Money steward Ingrid Howard reported on a \$428.57 treasury balance.
- 4.- The recorded minutes from the November meeting were approved and accepted.
- 5.- For upcoming activities the *Boulder City Parade of Lights*, the RC model airplane meet at McCool Park, and The *Mesquite Motor Mania* show were all discussed.
- 5.- Kevin Britt relayed that he's the proud new owner of a '67 Monza convertible with, get this, factory air AND the telescoping non wood grain steering wheel!!!
- 6.- Prez Chuck relayed that much of the activity at the national convention in July in Washington will be under a dome. Also, the really big *Ultra Van* gathering will take place at the same location on the preceding weekend. Be there or be square!
- 7.- The first (though brief) discussion of club officer elections in February produced the suggestion that members who have been lax in attending recent meetings should be "volunteered" to be on the ballot for open positions!!! Now that's democracy for ya'!
- 8.- Regarding club picnics, it was decided that new formats or approaches should be considered. Maybe we should always assemble where the public can see our cars??????
- 9.- Next we discussed our possible participation in the upcoming *St. Patrick's Day Parade* (Saturday March 15th) and the *Henderson Heritage Days Parade* (April 12th); both in Henderson, Nevada. There's no charge but we must register ahead of time. It was also discussed that the April parade date might(?) be a good time for the spring picnic???
- 10.- Prez. Chuck relayed that contrary to popular belief, his installation of a high stall torque converter in his *Ultra Van* allowed him to actually run cooler than with a stock Powerglide unit in his last parade.
- 11.- A discussion about a reported *Ultra Van* with OVER 400,000 miles next occupied most everyone's attention.

VEGAS VAIRS (DECEMBER MINUTES CONT'D)

12.- Vic Howard suggested that we institute a phone committee to remind members of upcoming meetings and to ask why they may have been absent from recent gatherings? John Charaska and Marty Katz volunteered to split the list and to make the calls.

It was then brought to everyone's attention that many Las Vegas "desert rats" consider anything below 55 degrees F. to be too uncomfortable to venture outside.

Well, just keep in mind that a new GLOBAL low temperature was recorded in Antarctica recently

at minus 135.8 degrees F. That's NOT a typo. And, it's now the summer season for the South Pole dudes. Hey - *Corvair* heaters work great. No more excuses, eh?

13.- Editor Vic Howard asked for suggestions about changes or additions to the club newsletter. He would really like to receive more articles about special maintenance or unique projects performed on our *Corvairs* - along with PICTURES! Examples might include: just how difficult was it to change that fuel tank or pull out the instrument cluster? Or, just how *easy* was it to add those bumperettes or reinstall the spare tire correctly?

14.- For sale & wanted items:

Paul Green still has his 20' toy hauler for sale for only \$7,900. He is also trying to locate Weber carburetor jets.

Marty Katz has a desperate need for the metal surround strips to finish the rear window on an early model convertible.

Prez Chuck has all sorts of parts for sale. Give him a call - - - -

Bob Helt is looking for a NON Bendix style starter drive.

15.- Chuck relayed that the *WC Company* (on Valley View south of Russell) will balance or mount any tire for \$10.00, or mount *and* balance for \$15.00. This info was reported in light of the fact that most other tire stores are now charging in the neighborhood of \$100.00 to balance rolling stock!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! Yikes.

16.- The raffle concluded with Mary Katz winning the 50/50 for the fourth time in seven meetings! I don't know - ask *HIM* how he does it?

17.- The meeting was adjourned at 8:05 pm. A few of us stayed behind to "shoot the _____."

18.- Minutes recorded and submitted by G. Harry Ransom ("Cora Vair's" daddy).

SOME THOUGHTS ON ENGINE REBUILDING

By Bob Helt

(August 2013)

When it comes time to rebuild your Corvair engine you might want to consider whether to use one of the standard cylinder oversizes (such as 20, 30, 40, or 60 thousandths oversize); or whether, maybe, to expand the cubic inch displacement beyond these standard increases, all within two economical steps. Of course going beyond the standard displacement increases will result in an increasing cost due to the specialty nature of these oversizes. But at least the possibilities are available and worth checking out to determine whether any of them are right for you.

The FlyCorvair group under the direction of William Wynne has established two definite but economical engine displacement enlargements beyond those accomplished by the standard cylinder oversizes. While the stock displacement of Late Model engines was 2680 cc, boring the cylinders 60 thousandths oversize would enlarge the engine to 2775 cc. This is a significant increase but even more displacement is possible.

The first larger step developed by FlyCorvair is to bump up the displacement to 2850 cc. An explanation of the second larger

displacement of 3000 cc will follow. The 2850 cc displacement is accomplished

by using Clark's new full-fin and thick-wall cylinders that are overbored 0.105" (to 90 mm) from the stock 3.437". (Clark's part number for these cylinders is C-11628ww). These are an off-the-shelf item although slightly expensive due to the additional boring operation required. These cylinders have been proven to be satisfactory and reliable by the FlyCorvair group, and since they work for aircraft, then they will also do so for any automotive application too. Special pistons and rings will then complete the job. These 90 mm pistons (and rings) that use the stock Corvair connecting rods can be obtained from Ray Sedman at www.american-pi.com. (Email him at rsedman@american-pi.com.) These pistons can also be obtained with "flat tops" or dished if you want to reduce the CR back to stock, or even a lower CR. Dished pistons will also improve the combustion chamber and help control detonation. No machine work is required on either the crankcase or on the cylinder heads to make these Clark's cylinders with American-Pi pistons fit properly. Also stock connecting rods can be used too, without any modifications other than, possibly, Arp bolts and

resizing/balancing. That is the nice part of using this setup. Use Clark's standard copper base and head gaskets with these cylinders.

The next larger displacement step is to 3.0 liters or 3000 cc, using Volkswagen 92 mm cylinders, but with Corvair-style pistons and rings. This upgrade will require machine work on both the heads and crankcase to make room for the larger cylinders. Kits to accomplish this upgrade are available from Mark Petnunas (Petz) at Falcon Machine (Falconmachine.net, 2043 S. Fish hatchery Rd., Fitchburg, WI, 53575, 608-835-3317. He will supply 3.0L kits and do all the associated machine work involved. The 3.0L kit includes, new 92 mm cylinders, new forged pistons, new pins, new plasma moly ring sets, labor to gap the rings to the cylinders, labor to install your rods on the pistons (pressed pins), and labor to inspect and bore out your cases to accept the larger cylinders. The price is \$1800. The cylinder heads also have to be bored out larger, If he is already rebuilding your heads at the same time, it's only a \$70.00 extra charge, if it is a separate operation it's \$200.00 to take them apart bore them out and re-assemble them.

In addition, Roy Szarafinski of Roy's Garage (Roysgarage.com, 3564 Hudson Rd., Osseo, MI 49266) can also supply similar kits and services. Both Falcon Machine and Roy's specialize in Corvair engine parts and services. Of course, there are other Corvair shops that can also provide these kits and services.

Right now you may be wondering why 3000 cc was chosen when it is possible to "go all the way" to 3100 cc,

the current maximum size available at reasonable cost. There are several reasons as described below by William Wynne.

"The single biggest factor aiding the standardization of the 3,000 over the 3,100 is the fact that the design and geometry of the 3,000 is all Corvair, compared to the 3,100 which has the piston pin and compression height of a VW engine. These compromises make the 3,100 require modified rods and custom length pushrods. The 3,000cc engine, by our design, uses stock Corvair rods and standard length pushrods.

[In addition,] the primary reason why we went to 92mm as the 3,000cc bore over the 3,100s 94mm bore is to improve the head gasket area and decrease the oversize required when machining the case. A 3,000cc engine's case has the 2mm difference in the case bore. This may not sound like a lot, but it is a great improvement if you need to put a helicoil or timesert in the case for a head stud. On the top, the 3,000cc's head gasket surface does not break out into the head stud holes as the 3,100 does."

So there you have it. Two ways of achieving increased displacement over the standard overbore of 60 thousandths for you to consider. Both at increasing but reasonable costs.

Potential Turn Signal/Brake Light Bulb Problem:

The 1157 light bulbs currently being sold are mostly made in China and there appears to be an occasional manufacturing flaw. One of the filaments in the two-filament bulb may either be built touching the second filament or will bend over when hot and touch the second filament. The result will be a crossing of current between the tail light/dash light system and the brake light/turn signal system. Two recent examples included a cruise control system that shut off when the headlights were turned on (the cruise thought the brakes had been applied) and in another case the dash lights came on when the brake pedal was depressed and one turn signal would quit after a few seconds of operation. If you encounter a strange electrical occurrence, check the bulbs in both the front and rear sockets that use a two-filament bulb. A missing ground in a socket is also fairly common and will cause strange electrical situations.



1965 – 1969 Corvair Tail Light Lenses

For those Corvair nuts thirsty to know which tail light lenses are original to our later model cars here's a picture that tells the story.



Credit for this picture goes to username "azdave" on CorvairCenter.com

Bob Helt, his daughter and son in law found this monument to the late Marilyn Monroe the night of the Banquet for The Great Western Fan Belt Toss and Swap Meet. Wish I had seen them:



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
charts). Changes / additions to over 70% of the
pages, this is our most major revision ever.*



Clark's Corvair Parts®

400 Mohawk Trail, Shelburne Falls, MA 01370

(413)625-9776 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 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



===== A

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

**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?

IT'S CALLED VEGAS VAIRS AND WE MEET THE SECOND WEDNESDAY OF EACH MONTH AT THE
DENNY'S RESTAURANT AT 3081 S. MARYLAND PARKWAY LAS VEGAS, NV 89109 (734-1295)
MEETINGS START AT 7:00 PM

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



HELLO FELLOW CORVAIR ENTHUSIAST!!!!!!!

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

IT'S CALLED VEGAS VAIRS AND WE MEET THE SECOND WEDNESDAY OF EACH MONTH AT THE
DENNY'S RESTAURANT AT: 3081 S. MARYLAND PARKWAY LAS VEGAS, NV 89109 (734-1295)
MEETINGS START AT 7:00 PM

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

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



HELLO FELLOW CORVAIR ENTHUSIAST!!!!!!!

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

IT'S CALLED VEGAS VAIRS AND WE MEET THE SECOND WEDNESDAY OF EACH MONTH AT THE DENNY'S RESTAURANT AT 3081 S. MARYLAND PARKWAY LAS VEGAS, NV 89109 (734-1295): MEETINGS START AT 7:00 PM

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



HELLO FELLOW CORVAIR ENTHUSIAST!!!!!!!

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

IT'S CALLED VEGAS VAIRS AND WE MEET THE SECOND WEDNESDAY OF EACH MONTH AT THE DENNY'S RESTAURANT AT 3081 S. MARYLAND PARKWAY LAS VEGAS, NV 89109 (734-1295) MEETINGS START AT 7:00 PM

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



HELLO FELLOW CORVAIR ENTHUSIAST!!!!!!!

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

IT'S CALLED VEGAS VAIRS AND WE MEET THE SECOND WEDNESDAY OF EACH MONTH AT THE DENNY'S RESTAURANT AT 3081 S. MARYLAND PARKWAY LAS VEGAS, NV 89109 (734-1295) MEETINGS START AT 7:00 PM

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