



VISION

FEBRUARY 2014



DUES ARE DUE!!!

IT'S CLUB OFFICER

ELECTION TIME TOO!!!

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:

We have somehow survived the brutally cold 60 and 70 degree temperatures here in the desert, and warmer days are on the way soon.

Three of those 70 degree days were well spent by Mrs. Prez (Cyndie) and myself at the annual Mesquite Motor Mania car show. 703 cars of every description were there, enjoying the opportunity to cruise all over town, open headers, with the city decibel meters locked away for the weekend. There is no sweeter sound than that of a big bore Corvair engine running open headers, and I made sure as many people as possible experienced this first hand... The air was filled with the sweet smell of high octane fuel, and burning rubber from the burnout contests.... I discovered that my UltraVan will burn a bit of rubber when I opened it up doing a u-turn on Mesquite Blvd; I was far more impressed with this feat than Cyndie was.... She still thinks I will eventually grow up, and I still think she's a bit of a dreamer... If you can get out here for this show next MLK weekend, you will not be disappointed!

In other news, elections will be on the slate at the February Vegas Vairs meeting on February 12 at Denny's on Maryland PKWY. It has been an honor and a pleasure serving as President this past year; I wish I had more time to put into the task, but the whole "work" thing and 175 mile daily commute really puts the bite on my time. I will continue to contribute what I can in the future, as I encourage everyone else to as well.

We also have some some interesting events coming up; I was informed that there is a car show in conjunction with the St. Patrick's day Parade we are participating in on March 15, sponsored by Hustlers Las Vegas. I'll bring more info to the meeting on the 12th.

Hope to see everybody there!

Prez Chuck

CORSA Chapter #891 Vegas Vairs

Regular Monthly Meeting - January 8, 2014

- 1.- President Chuck Hanson called the meeting to order at 7:12 pm. We had five guests in attendance. They were locals Hanna, Isaiah, and Issaic Huley along with Michael and Miles Wilttrout from Colorado. Welcome! Welcome!
- 2.- Regular members in attendance (alphabetically) included Paul Bernardo, Steve Burk (warming up from Idaho), Jerry Chocek, John Churaska, Jerry Dunning, Paul Green, Chuck Hanson, Sam Hill, Ingrid Howard, Vic Howard, Ronnie Huley, Marty Katz, Jack O'Shea, Harry Ransom, Arlon Sibert, Suzan Sibert, Bob Soliday, and Howard Stoner.
- 3.- Treasurer Ingrid Howard reported a balance of \$448.67.
- 4.- The December meeting minutes were accepted by the membership (phew!).
- 5.- Sadly, Sam Hill reported that he and his wife are moving back to Hawaii.
- 6.- Details of the Mesquite car show on MLK weekend were discussed.
- 7.- Prez Chuck expressed his concern for a need of new features or format for our club meetings. Specifically, NOT the same-ole same-ole stuff; even if we are mainly a social club. Ideas surfaced such as members (on a rotational basis) relating stories about first *Corvair* purchases, or, unique experiences with our cars, etc. It was discussed if we might consider buying a used *Powerpoint* unit to show pictures. John Charaska volunteered to contact Larry Claypool for some ideas.
- 8.- Club participation in the *Henderson St. Patrick's Day Parade* was approved along with entry payment. Details will be outlined in the February newsletter. Nine members pledged their participation - so far.
- 9.- It was decided that the annual spring picnic be held in conjunction with *Henderson Heritage Days Parade* on April 12th. The specific location was not yet agreed upon??? Come to the next meeting and express your preferences!
- 10.-The upcoming election of officers was discussed next. (A) Bob Helt was "volunteered" to remain as *Member At Large* due to his association with the Secretary of State. (B) Paul Green was nominated for the presidency along with current president Chuck Hanson as new Vice President. Both accepted (?) these nominations. (C) Ingrid Howard graciously volunteered to continue once again as club treasurer. (D) The office of club secretary will be open as of March. I am retiring from this prestigious duty after two years as to allow someone else the opportunity to enjoy the perks of this position. Any volunteers?
- 11.-The monthly "For Sale" items were introduced next. Marty Katz still has '63 and '64 convertibles that need adoption. Sam Hill has (reluctantly) decided to put his *Ultra Van* up for grabs. Note, it is powered by a 36,000 pound thrust jet engine. Heh, heh, now I'll find out who reads these minutes!
- 12.-During *Howard's Raffle* Jack O'Shea took home all the shekels.
- 13.-Wow, the club owes a huge debt of thanks to Sam Hill for picking up the tab for everyone's meal and drinks. That gesture was outstanding!!!!!!!!!!
- 14.-The meeting was adjourned at 8:14 pm. Bench racing and shooting the bull continued - INDOORS. As I've said before, desert rats come in from the "cold" when it drops below 70 degrees F.!!!

- - - Minutes submitted By G. Harry Ransom IV, club secretary and curmudgeon in training.

~ **HEAD TO HEAD IN THE SNOW** ~ Or, How To Use An EM *Corvair* As A Battering Ram!

A "Crash" Course In winter Driving By Harry Ransom

After hanging up the phone I was trying to decipher all the information I had just received. I wasn't sure I was comprehending the scenario of what had just been explained to me. You see, my wife Rita had just called and told me we "might" be needing a new car. Huh, why's that? Well, she had had a head-on collision in her '62 *Monza* coupe with a new 1967 Ford *Country Squire* station wagon. She said that she - "was slightly injured but you should see the other guy!"

It turns out that while driving to work on this crystal clear post storm New Jersey winter morning she encountered a familiar bridge on her daily commute that had been snow plowed a few hours earlier. A berm of icy snow from the plow had been left behind on each outer edge of the lanes thus reducing the total width of the driving area by about three feet.

This was a narrow and intimidating bridge to begin with. In addition, compacted snow was left behind on the whole driving surface so that the centerline stripe was obscured. Well, you just can't mount a 14" tire on a 15" wheel! Something had to give, and it was the necessary clearance that was lacking. From a subsequent evaluation it was determined that both drivers steered to the far right of their respective lanes but that berm of icy stuff on the edge was angled up and both cars slid back towards the center; and, each other.

Bam; left front to left front. I don't remember how fast they said they were traveling but I doubt it was anything reckless. But it was indeed a wreck! My wife's face went into the steering wheel and the bridge on her sun glasses ground into her nose. Her legs came up and both shins hit hard on the underside of the dash. She was rather lucky.

The driver of the wagon and his much larger car didn't fare as well. The left front suspension was tucked under the big block 428 which was sheared off its mounts! But, of more concern, the steering column was thrust back and partially penetrated his chest. He survived.

However, *whodathunkit?* A little *Corvair* whacks a relative behemoth and comes out on top? No way. Uh, in fact, yes. Our turquoise coupe suffered the fender being pressed into the tire, the suspension "a" arms bent back, and the headlight unit punched in under the hood which was only slightly askew. That was it, but enough to be declared totaled. The cost to repair was greater than the depreciated value. I took numerous pictures of the victim. Those snapped from the right side showed almost no damage. Amazing.

As for the *Country Squire*, how 'bout over \$4,000 to rebuild! Phew. My brother ran a body shop business for many years. He related how rigid the *Corvair* unit bodies were fabricated and how difficult they were to fix. Does that mean "safer" at any speed?

Let me end this anecdotal family history story by explaining how I narrowly avoided a heart attack because of this unfortunate car copulation. WE GOT A BILL FROM THE COUNTY FOR BRIDGE #47 FOR \$59,000 IN REPAIRS!!! That staggering amount was over ten times my yearly salary as a high school shop teacher! This piece of mail prompted me to set the all-time record manual telephone speed dialing to our insurance agent. He thought it was funny that the bridge bill was sent to us. We weren't laughing. It was bad enough that the traffic judge gave my wife the ticket for responsibility of the crash since it was determined (how I'll never know) that she was one inch MORE over the invisible center line than the Ford dude. Jurisprudence this!

Well, we immediately replaced our beloved '62 with a '64 *Monza* coupe. We went on to drive that better handling jewel for six years and 75,000 miles. It was traded in on a more "normal" '73 *Nova*. I wish I had those pictures of the '62. But alas, my car was broken into less than a week after the accident and my camera with film still inside was one of the items lifted by the thief.

What do I drive today? Geeesh, another *Corvair* of course. But, only on special occasions - like the days of the week that end with a "y." Keep the shiny side up and remember, air cooled, is cool.

WHAT'S GOIN' ON?

2014 HENDERSON ST. PATRICK'S DAY PARADE

MARCH 15TH on Water Street and will launch at 10:00 am, details of when and where to line up will be available after March 1st. We are committed as a club and it should be loads of fun. Harry received confirmation that we will be parading in tandem with the Veteran Motor Car Club and their classics. Perhaps those who attend will wish to meet afterwards for lunch.

At the January meeting, we decided that the annual spring picnic be held in conjunction with Henderson Heritage Days Parade on April 12th. The specific location was not yet determined so please come to the February meeting to express your preferences!

Last year, the club purchased calendars from the Detroit Area Corvair Club and they sold out quickly. We have purchased 15 of the 2014 version and will have them available (hopefully) at the February meeting.

DUE for 2014 are due February 1st and as a reminder, \$10 if you receive the newsletter electronically, \$20 if you have no computer or computer skills :->).

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Officer election time! Nominated at the January meeting----

President----- Paul Green

Vice President ----- Chuck Hanson

Treasurer----- Ingrid Howard

Secretary----- **NEED A VOLUNTEER!!**

Director----- Bob Helt

Windshield Wipers?

(From January 2014 issue of Tucson Corvairsation)

Mary Anderson, an American property developer, filed the first patent for a car window cleaning device in 1903. It was a crude contraption, operated via a lever within the car. The driver had to manually crank the thing while driving, a concept that caused many skeptics to deem dangerous and distracting. Still, it was preferable to opening the car's door and driving with one's head out, something Anderson witnessed herself. The windshield wiper was born. While today's wipers operate via motors, not hands, and many automatically activate by sensing water on the glass, the general concept remains as Anderson imagined. But McLaren Automotive sees an opportunity to replace those rubber and metal arms with, essentially, a force field that repels water. And it's not just about driving faster.

The system would work by using ultrasonic vibrations to shake the rain and debris off the windscreen. McLaren is keeping the concept close to its chest, but there are a few key reasons ditching the wiper would be good for a sports car maker: It would save weight by ditching the motor that powers the blade, and a cleaner aerodynamic profile something that's fundamental for any carmaker seeking ultimate performance. And such a system could improve fuel economy, a concern that even supercar builders have to wrestle with. Here's what McLaren design director Frank Stephenson said in an interview recently about why McLaren wouldn't just give its owners a bottle of Rain-X instead: "It took a lot of effort to get this out of a source in the military. I asked why you don't see wipers on some aircraft when they are coming in at very low levels for landing.

I was told that it's not a coating on the surface but a high frequency electronic system that never fails and is constantly active. Nothing will attach to the windscreen." McLaren confirmed that while it has no plans for production yet, the automaker has been pursuing the concept. And there's a history of the idea; a Japanese inventor filed a patent for just such a system in 1988. The obvious challenge is how it would clean dirt, grime or even ice. A vibration system can repel water, but what do you do when a bird decides to use your McLaren as an expensive toilet? Here's hoping these questions get solved and the windshield wiper becomes obsolete. No disrespect to Anderson, but it's about time we evolved. And McLaren, a company built upon innovation, might just be the company to pull it off.

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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



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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

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



HELLO FELLOW CORVAIR ENTHUSIAST!!!!!!!

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