



VISION

JANUARY 2015



Artwork Chuck Wofford had made

HAPPY NEW YEAR

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.vegassvairs.com

P.O. BOX 62925

LAS VEGAS, NV. 89162-1925

OFFICERS:

BOARD MEMBERS

PAUL GREEN, PRESIDENT

BOB HELT

CHUCK HANSON, VICE PRESIDENT

INGRID HOWARD, SECRETARY/ 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

FROM THE PREZ:



Hi Corvair Fans,

We are now at the end of 2014, what a great year we have enjoyed. The trip some of us took to Tacoma, Washington for the International Corvair convention was great. A lot of us were able to go visit some friends and family, as for Lea and I it will be a trip to remember. Hope many of you enjoyed some of the other activities the club has had this year. The December Christmas club dinner and gift exchange was fun, hope all of you that attended had a fun time, thanks for coming.

We are looking forward to 2015. We hope everyone will have a great New Year.

It seems that each year goes by faster and faster.

In January 16, 17, 18, There is the Great Car show in Mesquite.

This car show takes over the town, there will be lots of cars and many awards are given out. Come see me Paul Green for sign up sheets.

Hope to see you all next year at a club meeting.

Have a great year

Paul Green

VEGAS VAIRS - CORSA CHAPTER #891

Minutes of the meeting December 10, 2014

Tonights attendance, at our special Christmas meeting are:

Vic & Ingrid Howard, Arlon & Suzan Sibert, Stephen Hendricks, Paul & Lea Green, Paul & Vicki Bernado, Chuck Hanson, Jerry & Jan Chocek, Kevin Britt, Bob Soliday, Harry & Rita Ransom, Jack O'Shea, Howard Stoner, Mel Jackson, John Charaska and Jay Chocek. Guests were: John Lynch and Nate Wade???.

Our business meeting was short as we were also having the Christmas dinner and gift exchange.

Paul Green opened the meeting at 7:00 p.m. after most were served the dinner of their choice.

He mentioned an article in the Hagerty Magazine about forward control Corvairs. Harry Ransom discussed the Son's of Erin parade on March 14th and asked for a vote for the club to pay the entry fee, which passed.

Marty Katz, discussed the circumstances of his limitations, due to County regulations, of doing repairs on customer cars in the future.

Paul Green commented on the recent outing at the mine and that all who attended had a good time. He then gave the rules for the "White Elephant" gift exchange and each attendee drew a number for the order of selecting a gift. There were many creative ideas in the gifts and one member actually got a small white elephant display item as their gift.

Fun and good fellowship was had by all and the meeting concluded at approximately 8:30 with all spending some time with each other wishing for a Merry Christmas and a Happy New Year.

Respectively submitted

Ingrid Howard, Secretary/Treasurer

Corvairs In The Corners

By Eric Schakel

The Corvair was never intended to be a sporty car. GM was instead seeking to produce the American Volkswagen fighter, a unique family economy sedan. With a half-century of hindsight to draw upon, we now know that the Ford Falcon, Studebaker Lark, Rambler American, and Plymouth Valiant all generated better fuel economy numbers than Chevy's economy car. And because of higher-than-planned production cost, the Corvair was sort of .drab. in comparison.

On the other hand, the Corvair was designed with two features that were very rare in the day: A rigid unibody structure, and independent rear suspension. During those early years of the European sporty-car proliferation, those two features gave the Corvair cornering capability that clearly exceeded other economy cars, and even encroached on Chevrolet's Corvette!

Blessed Lateral Acceleration

While the Corvair was forever challenged in forward acceleration, the brand rapidly gained a reputation for unique handling. It was not a very good thing for doofus drivers (Doofi) who found the limits of lateral acceleration by accident, as demonstrated when the rear ends of their Corvairs abruptly passed the fronts upon braking in corners, or while maneuvering at excessive speeds on wet pavement.

Motoring enthusiasts, on the other hand, explored the limits of lateral acceleration in great sweeping drifts around cloverleaf ramps, or whipping up on lesser handling cars in parking lot autocrosses. Car people refer to great handling, cornering power, grip, suspension compliance, and myriad other terms to describe the way their cars feel going around corners.

Mission Creep: The Corvair Monza

Chevy did what any good capitalist organization would do: They rushed the Chevy II to market as a copy-cat to the domestic competition, and nudged the Corvair upmarket with the sporty Monza. The .poor man's Porsche. was born. A handling package brought the early model into the forefront of cornering performance, and the Spyder turbo soon gave the Corvair some additional oomph to better use the suspension capabilities.

History of Lateral Acceleration

During the Corvair decade, cornering power became a mainstream topic because of those dreaded European sports cars. Into this world came the Corvair, with driving characteristics that were not at all like Aunt Tilly's Rambler American, or Grandpa's Plymouth. Road tests began reporting 0-60 and quarter-mile elapsed times and speeds.

Corvair drivers knew the cars had different cornering capabilities, but there were no objective reporting measures. That was slowly changing, however, as an engineer named Zora Arkus-Duntov was gaining influence within the Corvette program, and GM was now using a new measurement to quantify cornering: Lateral acceleration.

Lateral acceleration is a simple calculation. A car is driven around a circle of a known diameter (200 feet is a common .skid pad. diameter) at the edge of traction. The elapsed time of each revolution is recorded, and plugged into a formula. The result is lateral acceleration expressed in g-force.

Early lateral acceleration data suggest the 1960 Corvair cornered at .60 g (30 MPH) on GM's Milford Proving Ground skid pad. The Corvette, their flagship sporty car, cornered at .61 g (30.2 MPH). A Biscayne sedan would likely have been around .5 g (27.5 MPH).

It was quite a quirk of fate that the plain-Jane Corvair economy car was nearly as capable as the Corvette in corners. Domestic economy cars like the Ford Falcon, Studebaker Lark, Rambler American, and Plymouth Valiant fell far behind the Corvair in cornering performance.

In 1964, the Spyder (with revised cross-leaf rear suspension) was known to pull a then-astounding .68 g (32 MPH) in steady-state cornering. The Corvette? With the new 1963 Sting Ray chassis and fully independent rear, it managed .69 g (32.2 MPH), barely edging out the Corvair.

In 1965, the Sting Ray rear suspension showed up in the heavily revised .late model. Corvair, and lateral acceleration was an amazing .70 g (32.5 MPH). Perhaps lateral acceleration numbers were not published because the GM execs didn't want customers to know that the Corvair actually generated higher cornering speeds than the Corvette!

Cornering Power Today

Fast-forward 50 years, and witness top-of-the-line sports cars such as the Corvette routinely generating 1.0 – 1.05 g on the skidpad, which was once considered impossible. To exceed a full .gee., credit goes to specially-designed performance tires, which conform to the tiniest pavement irregularities to maximize traction.

New SUVs and pickup trucks routinely generate lateral acceleration numbers in the .75 g, with most cars of sporting pretense showing g-force ratings between .8 and 1.0 g. Corvair owners will find that modern performance radial tires, assuming suspensions in good repair and proper tire pressures, will allow their cars to corner as well as modern cars.

I can attest to at least one 1966 Yenko Stinger that generates 1.05 g (39.7 MPH) on a 200' skid pad, which keeps it right up there with today's Corvettes. That's one of the most amazing attributes of Corvairs: Even 50 years later, they can still ride and corner like new

cars. That's what attracted enthusiasts to the cars in the Corvaire decade, and it's what keeps many of us hooked today.



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
702-256-2008

John Fitch Phoenix

A week or so ago I watched a rerun episode of *Chasing Classic Cars* with Wayne Carini. The show is one of my favorites but this particular episode was the best of his series. Wayne was called on to retrieve the Fitch Phoenix special and prepare it for auction. John Fitch had passed away and his family felt it was time to put the car into another hand. Here is a short take on a very special car.

"It's something else, Mate. It handles like a cross between a late-model Porsche and the best Corvair you ever drove in your life. It has the same wheelbase as the stock Corvair, but it's so much smaller overall, and so much lighter, that it's a lot quicker and more responsive than its Corvair ancestry might lead you to expect. It steers and stops and gets off the line with real authority. It's tight, you know what I mean? It's a genuine sports car—not a GT, and not a hoked-up "modern classic" either. Wait'll you drive it—it's a gas!" Thus spoke David E. Davis, Jr. in the December 1966 issue of *Car and Driver*.

One of the first automotive journalists to test drive the new Fitch Phoenix, Davis was clearly impressed with his stint behind the wheel. In fact, he was so enamored of the nimble two-seater that he predicted Fitch would "easily sell all of the first batch of 500 cars," and indeed, about a hundred enthusiasts rushed to put down cash deposits to get one of Fitch's self-proclaimed Porsche fighters. But it was not to be. A few months later, the National Traffic and Motor Safety Vehicle Act was signed into law, giving the government an unspecified say in the design and manufacture of automobiles. The vagueness of the impending legislation made Fitch nervous, so he decided to pull the plug. He returned the deposits, but kept the prototype.

Fitch co-designed the Phoenix with noted illustrator Coby Whitmore, with whom he also collaborated to create the stunning Fitch-Whitmore Jaguar. The thin-gauge steel body was hand-fabricated in Italy by Intermeccanica, and incorporated a front-end crumple zone (a nod to safety echoed by the integral roll bar). Aware that some buyers might object to the fender humps, plans called to offer the ability to delete them as an option, even though they served to house the different sized spare tires. Although the car was sometimes accompanied at shows by a sign proclaiming it to be the prototype C3 Chevrolet Corvette, the much earlier Mako Shark concept belies that assertion. Still, the front end of the one-off Phoenix does bear a strong resemblance to the 1968 Corvette.

John Fitch passed away in late 2012. On Sunday, June 1 2014, just one month shy of the 48th anniversary of the car's July 4, 1966 introduction—the very same Phoenix prototype that Davis drove for his article was auctioned at the Bonhams auction at the Greenwich Concours d'Elegance. The bidding was fierce but a friend of John's won the car with a bid of \$230,000.



The Phoenix was essentially an evolution of Fitch's Corvair Sprint, a factory-approved tuner upgrade that included a four-carburetor conversion kit for more horsepower, a reworked rear suspension and shortened steering arms for tighter handling, and radial tires for better grip. Having improved upon the basic Corvair coupe, Fitch set out to create a world-class Corvair-based sports car. Using the Sprint's mechanicals as a starting point, he swapped out the front drums for Girling discs and made a series of track-worthy chassis modifications, including fitting Koni shocks.



The car's wheelbase was 13 inches shorter than the Corvair's 108.0-inch span, and it rolled on staggered-width 14-inch tires—175s in the front and 185s out back. Davis's story touted 170 horsepower for the Fitch Sprint-modified four-pot engine, and a 0-to-60 run of 7.5 seconds. Weight was claimed to be around 2000 pounds and top speed pegged at 130 mph.

~~Upcoming Events To Consider

March 6-8, 2015: NASCAR Nationwide and Cup races at LVMS - Info. at 702-644-4444 - Many ticket packages.

March 14, 2015: Henderson St. Patrick's Day Parade on Water Street - More info. in future - stay tuned!

April 10-12, 2015: NHRA Summit Nationals in Las Vegas, NV. For ticket packages call 702-644-4444.

April 18, 2015: Henderson Heritage Days Parade on Water Street - More info. in future - stay tuned!

May 10, 2015: MOTHER'S DAY - Don't forget!!!

June, July, August, and September 2015 STAY HOME! IT'S TOO HOT OUTSIDE.

---- Show off your ride, Dirty Harry

Our 41st Year!

Get the New 2013-2018 Catalog

If you did not get our new catalog in 2013, you can get one **free** on your first **\$50 order** during 2014. (Additional catalogs \$3 with an order)

The new Catalog includes parts from the last 5 Supplements as well as 100's of improvements.

This is our most major revision ever.



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EDITOR COMMENTS:

IF YOU HAVE AN ARTICLE OR ADVERTISEMENT YOU WOULD LIKE TO HAVE PLACED IN THE NEWSLETTER, PLEASE SUBMIT IT TO ME IN WRITING VIA EMAIL OR SNAIL MAIL TO MAKE SURE IT IS WORDED EXACTLY THE WAY YOU WANT IT. ALL ADS FOR CLUB MEMBERS ARE FREE AND ANY NON-MEMBER BUSINESS ADS ARE \$25.00 PER YEAR. OCCASIONALLY NON MEMBERS IN THE LAS VEGAS AREA WANT TO SELL THEIR **CORVAIRS** AND THOSE ADS WILL BE RUN FOR 2-3 MONTHS WITHOUT CHARGE.

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 \$12,000 or will entertain reasonable offers

N.O.S. 62/63 rear exhaust grill- \$1200

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

Wanted: 14" or 15" Wheels that fit my 1962 EM. Used aftermarket will be fine. Bob Helt Bobhelt@aol.com 702-256-2008

PAUL BERNARDO Custom built corvair engine/transmission run /test stand for \$450 it would cost well over \$1000 to duplicate and this one is proven. May trade for corvair stuff? Paul Bernardo 702-398-3972 evesbest

=====

VIC HOWARD I have, for sale four 13" wheels, tires and hubcaps that came on the 66 Monza 4 door I purchased last summer, I am asking \$125 for them and will deliver them to the Vegas Vairs club meeting. Also, I have a set of ballasts used on the late model convertible that I'm asking \$100 for the set. Same delivery option as the wheels.

Email me at vwh5574@frontier.com or call at 928-201-8631



ANOTHER 4 DOOR CORVAIR WAITING FOR RESCUE:

Paul Green asked me to take a look at a 1966 four door that Lea's nephew has in Golden Valley, Arizona (near Kingman) that is available FREE for the taking. I went there recently and took a few pictures which are below. Unfortunately I didn't get shots of it all around but the body does appear in decent shape and the only dent I saw was the one on the corner of the right rear fender. The car has no engine, rear window, front driver or passenger seat and other missing parts. THERE MAY ALSO BE A NON RUNNING ENGINE AND ENGINE LID AVAILABLE BUT NO GUARANTEE.

HE DOES NOT HAVE THE TITLE BUT THE PREVIOUS OWNER IS ATTEMPTING TO LOCATE IT.



VIN TAG

105395W252789

TRIM TAG

O5A D
ST 65-10539 WRN 2767 BODY
TR 785- R-R PAINT
W2MS4P-

CALIFORNIA LICENSE PLATE 3TUC379

PAUL GREEN AND I HAVE DISCUSSED MY MOVING THIS CAR TO MY PROPERTY WITH THE IDEA THAT THE CLUB COULD MAKE IT A PROJECT TO DISMANTLE IT FOR PARTS AND SELL THEM EITHER TO THE CLUB MEMBER OR TAKE THEM TO THE NEXT GREAT WESTERN FAN BELT TOSS & SWAP MEET. ANY FUNDS RECEIVED WOULD GO INTO THE CLUB TREASURY. WE WILL DISCUSS THIS AT THE JANUARY MEETING.

VIC

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

'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!!!!



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