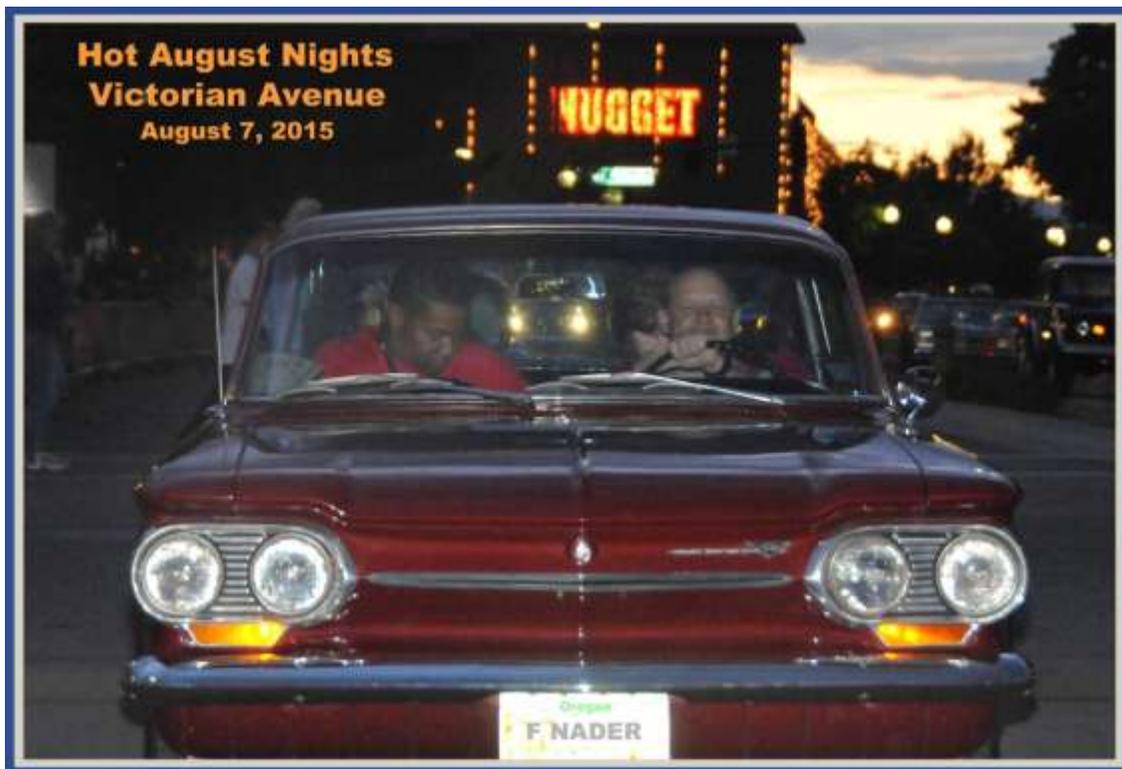




VISION

SEPTEMBER 2015



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

\$20 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

PAUL GREEN, PRESIDENT

BOB HELT

CHUCK HANSON, VICE PRESIDENT

PAUL BERNARDO

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 :

VWH5574@FRONTIER.COM

or send it to:

VIC HOWARD

5574 TABLEAU

FORT MOHAVE, AZ. 86426

928-768-6062

FROM THE PREZ:



Hi Corvair Fans

It seems a long time since we had a meeting.

The Howard's enjoyed the cool weather in Williams, Az. for July and August Lea and I had a cool month of August at our home in Utah. I had no takers to come to our huse in Utah for the Bryan Head Car Show. We had family that weekend and so I did not go to the show either.

It's nice to be back and find our home in Henderson not damaged too much from the storms while we were away, although, it did cause a lot of damage to other homes and properties in our area. twenty seven power poles were down so there was no power to our home for a few days. We did have a couple of roof tiles blown down as well as a solar screen and one tree blown over. Our friends in the area lost fences, roof tiles, garage doors and a motor home was damaged and a trailer turned over. It was an unusual storm for Henderson but all is well now.

I hope to see you at the September 9th meeting.

Your club prez,

Paul Green

VEGAS VAIRS - CORSA Chapter #891

July 8, 2015 - Monthly Meeting Minutes

1. - Meeting called to order by President Paul Green at 7:04pm.
 2. - One guest was present. Member Jerry Chocek's brother Chris was visiting from Orange County, CA. Welcome. Regular members in attendance numbered 19.
 3. - Prez Paul announced that no treasury report was available.
 4. - Since many members present relayed that they had other commitments during mid August it was decided to cancel next month's meeting!!! REMEMBER THIS!!!
 5. - The car show at Brian Head, Utah (July 25-26) was discussed. Prez Paul volunteered to open up his Utah home for club members who want to attend that show. The Greens are 35 miles away.
 6. - Prez Paul once again waxed poetic about Bonneville racing history. Specifically, he referred to the heroic feat/record by Abe Jenkins in 1938 whereby this incredible driver covered over 4,000 miles and *averaged* over 166 m.p.h. in a non-stop 24 hour period!!! That race car was hand built. He then compared this accomplishment with that record not being broken until 1991 by a team of FOUR drivers in a corporate built ZR-1 *Corvette!* "Who da man?"
 7. - Next, Mel Jackson was selected as this month's "What's your *Corvair* story" person. Mel grew up in the south central L.A. area where he saw many *Corvairs* over the years. But it wasn't until 2008 after relocating to Las Vegas that he procured his first *Vair*, a '63 coupe. During a visit back to L.A. he lost a battle with a curvy road. He was "*Corvairless*" until our own Marty Katz made him an offer he couldn't refuse. Thus, he is still driving his white '64 *Monza* coupe.
 8. - Prez Paul then relayed a tale about a '65 convertible he sold seven years ago to a guy who immediately drove it *non stop* to Seattle via a southern California route! He not only had no problems but won a car show upon arrival!! Reliable at any speed, eh?
 9. - Late member John Miller's estate auction was reviewed and we learned that some club members made purchases including John's 2000 *Corvette*.
 10. - Harry Ransom next reviewed some upcoming events that members might want to consider attending including six car shows, the *National Championship Air Races*, the *NASCAR* truck race, the *Great Western Fan Belt Toss*, and the *NHRA Fall Nationals* drags.
 11. - Items for sale were now presented:
Marty - 1963 "Turnkey" *Spyder* convertible
Mel - 110 H.P. engine
Paul B. - 1961 Renault 4-door
 12. - Paul Bernardo next talked about *Corvair* engine wear characteristics in regards to connecting rods, wrist pins, and sleeve bearings. He passed around some worn bearing samples.
 13. - Harry Ransom stated that the Christmas party meeting would be the club's *last* gathering unless someone takes over the duties of producing the club's newsletter each month. CORSA does not allow chapters to exist without publishing their own newsletter! Vic has warned us all about this numerous times. It's (was) YOUR CLUB????
 14. - The raffle commenced and the 50/50 was won by yours truly!
 15. - The meeting was adjourned at 8:01pm and a good time was had by all - I hope.
- - Minutes submitted by G. H. Ransom - Alternate recording secretary

FROM THE EDITOR

Ingrid and I have been away from our home for most of July and August trying to avoid the 110 + degrees of heat. We parked our travel trailer in a KOA park in Williams, Arizona which turned out to be one of the best decisions we could have made. It is less than 200 miles from home and as we discovered, we needed to come home on a couple of occasions for some doctor appointments, etc. My main point is, I did not spend time to prepare the September Vegas Vairs Vision and that is why it is coming to you so late. Hopefully you will see it before our next meeting on September 9th.

Also, I would like to remind you that I will no longer be preparing and distributing the newsletter after the December 2015 issue. I did have one member several months ago indicate he may be willing to take it on but I have heard nothing more from him to make the final commitment. I will have been doing this newsletter for six years, add that to the 6 yrs as club president and 3 yrs or so before that as club Treasurer and I think you will see I've done my part. It is time for me to just be an active member and time for others to step up to take on more of the club duties.

I am more than willing to assist in the transition as I did not have that from the previous editor. However, several club members did assist me in getting started and have provided articles and advice along the way. Bob Helt, Jack O'Shea and Harry Ransom were the leaders in this regard although others did provide help as well. I thank all of you for your support and encouraging comments along the way.

Who Knew Milk of Magnesia was Good for Your Corvair Engine as Well as Your Tummy?

Plain, unflavored, white Phillips Milk Of Magnesia is one of the best high temperature, high pressure anti-seize compounds around. Who knew? It is so good that the Boeing Aircraft Co. specifies it for use on the compressor and turbine fasteners in their jet engines. It has been used for decades by them and other jet engine manufacturers for just that purpose.

The instructions are to apply, let dry, and assemble parts. It seems bikers have used it for years as well as the WWII military that used it on aircraft and PT boat engines which had aluminum heads and other aluminum parts. Google "Milk of Magnesia as anti-seize" and read for yourself. =====

MILK OF MAGNESIA



Original Unflavored
Phillips

GE recommended for use
as an anti-seize for igniter
plug installation.

Corvair Engine with Oil Pan Removed



Is it time for an oil change?

ELECTROVAIR II

Last month we showed you the "new" Electrovaire III. Maybe some of you were wondering about Electrovaire II. Here's a recent profile.

CLASSIC CORNER, Intune Magazine, 2013 Issue 2

1966 GM Electrovaire II

Electrically powered vehicles have been around since the dawn of the automobile. And while they have become increasingly popular in recent years, greater driving range from their batteries remains the long-standing quest of engineers.

General Motors' battery-powered 1966 Electrovaire II concept was a test bed for advanced battery technology—at least it was in its day. Its power source was a silver-zinc battery pack, in a 532-volt array, split between the front and rear compartments of a 1966 Corvaire Monza sedan. Silver-zinc batteries were used because they delivered high peak power and provided good energy storage, but they were costly and were worn out after 100 recharges.

The battery pack and complementing equipment added about 800 pounds to the car's overall weight, but engineers pressed on with the silver-zinc technology, because a conventional lead-acid battery pack would have weighed about 2,600 pounds—doubling the car's weight.

Despite being heavy and offering no trunk space, the Electrovaire II performed pretty much like a conventional car, with a respectable top speed of 80 mph. The prospect of replacing the large, heavy battery after 100 recharges, however, sunk the viability of silver-zinc-based propulsion.

The Cadillac ELR, which is scheduled to go on sale in 2014, uses advanced, lightweight lithium-ion battery technology, which didn't exist when the Electrovaire II was constructed. Nevertheless, the Electrovaire II represented a significant milestone in the century-old journey toward electrically driven vehicles.



And, What About Electrovaire I?

We never hear about the Electrovaire I, mostly because it didn't work very well, but it was a start. Here's some information from the internet written by Bill Bowman.

It was no surprise that the Corvaire was selected by General Motors for its early electrical vehicle design exercises. The 1964 Electrovaire I concept was based on an early model 1964 Monza sedan. It was the lightest GM production car available, and its rear drive was ideal for a compact and simple motor installation. The rear doors were welded shut for structural rigidity.

The problems encountered in Electrovaire I suggested many basic improvements had to be made to the electric drive system and control system. Soon it became apparent that building an entire new car would be easier than upgrading the Electrovaire I. Thus the decision was made to build Electrovaire II starting with a 1966 Corvaire Monza Sport Sedan.



~HOT AUGUST NIGHTS~

THE 29th ANNUAL EDITION

August 3-9, 2015

Photos - G. Harry Ransom

Wow, 1986 seems like a long time ago; and it was. Oh my how this happening has grown and flourished. Always billed as a celebration of the automobile and (real) rock-n-roll *Hot August Nights (HAN)* has continually evolved through the years and eventually became the largest *ROLLING* car show in North America; or possibly, the world?

It has always taken place somewhere between the end of July and the first week of August In Reno, Sparks, Lake Tahoe South, and Carson City, Nevada. Spectators literally watch the hands of time go back to the 50s, 60s, and early 70s in this northwestern portion of the Silver State.

Many claims are made as to the number of classic rides that show up. I'll wimp out and just declare that it's huge. Official registration is now (I believe) \$175.00 and limited to 8,000 "formal" cruisers. Besides the usual perks for entering one's car you are allowed entrance to the major hotel gathering points *only* if you have that *official HAN* windshield sticker **AFFIXED** to your glass. That same badge also allows you to participate in the grand finale parade down Virginia Street on the final Sunday morning. It's pay to play and all that bit.

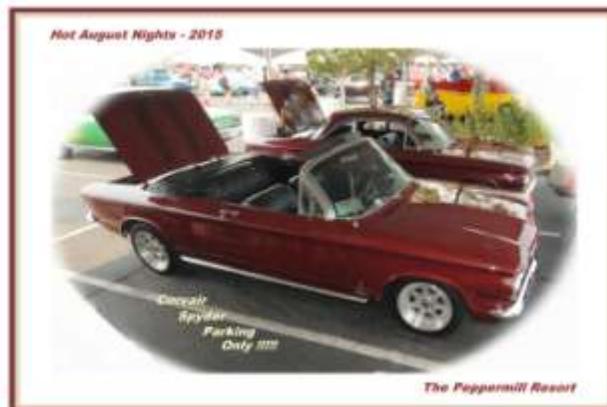
What's on your bucket list? At *HAN* you can partake of 1/8 mile drags, an autocross, a sock hop, craft fairs and exhibitions, a huge swap meet, watch and hear headline entertainers, drool at the Barret-Jackson Auction, see show-n-shines all around Washoe County, and of course, see and hear all that glorious breathtaking hardware rolling by. It's the "Church of Vintage Tin" and services are held non stop for about ten days! Whether you're a spectator or participant, any type of automotive enthusiast can still relish those bygone decades that spawned America's unique and sexy style of motoring.

Sixty years ago things weren't perfect; not politically, or socially.

But, it WAS a more innocent time AND, by today's degraded standards, a superior and more refined way of life.



Check out *HAN* next year. It's not so much an event as it is a glorious happening. Chrome is **STILL** king. Doo-wop y'all. Beam us *BACK* Scotty. I love the sound of open headers in the morning.



Our 42nd Year!

Get the 2013-2018 Catalog

If you did not get the catalog in 2013 or 2014, you can get one **FREE** on your first **\$50 order** during 2015. (Additional catalogs \$3 with an order)

Over 100 new repro parts in the past 3 years.

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) to: Bob Helt 3016 Pearl Harbor Dr., Las Vegas, NV 89117 702-256-2008

~SOME ACTIVITIES TO CONSIDER~
For The Vegas Vairs Corvair Faithful

**September 12, 2015 - South Coast Corvair Car Show - Downey, CA.
Punch in southcoastcorsa.org**

**September 16-20, 2015 - National Championship Air Races - Stead
Field, Reno, NV. - Punch in airrace.org or call (775) 972-6663**

September 20, 2015 - Summerlin Car Show - Mt. Shadows Comm. Ctr

**October 3, 2015 - NASCAR Truck Race At L.V.M.S. - Rhino Linings
350 - Everything on one day - Race at 5:30 pm**

**October 17, 2015 - Los Prados Dust Devils Car Show - Off Lone Mtn.
Road between Jones & Decatur - 10:00am-2:00 pm**

**October 23-24, 2015 - Great Western Fan Belt Toss in Palm Springs,
CA. - CORSA West sponsor - See Communique for details**

**October 24, 2015 - VMCCA High Rollers Car Show - At Twin Peaks
Bar & Restaurant on south Eastern (Cars & Coffee location)
10:00am-2:00pm (I think???)**

**October 29-November 1, 2015 - NHRA Fall (Toyota-UGG!) Nationals
At The Strip At L.V.M.S.**

**October 14, 2015 - Valley of Fire Car Show - Must pre-register - 9:30
am-1:30pm**

**November 21, 2015 - Findlay Chevrolet Thanksgiving Car Show -
CC215 and Rainbow**

December (?) - Vegas Vairs White Elephant Christmas Party

EVERY Saturday - Cars & Coffee - Eastern South of CC215 -

6:30-9:30 am

Every Sunday - West End Boyz - N/E Corner of Cheyenne and Jones

6:30-10:00 am

FOR SALE ITEMS:

MARTY KATZ 63/64 Spyder Convertible, 95% restored, never any rust, New silver/blue exterior with white top and black interior, all new bright works 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. \$1000 for the set

MARTY is also has Corvair parts for sale. Contact him at: phone: 702-303-7829 or email:

martykatz53@yahoo.com



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
