



# *VISION*

**DECEMBER 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](http://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,

Well, I'm back home for awhile. Sorry I missed a couple of meetings. Thank you, Chuck, for conducting the meetings for me.

I have been traveling, taking care of a few of items on my bucket list. (The old list ran out) Late September and October we took a 5 state tour in our motor home. Highlights were Colorado Springs, railroad to Pikes Peak (14,100 ft. elevation) Deadwood, Mount Rushmore and a chance to visit Union Pacific steam rebuilding of the Big Boy Locomotive 4016 due to be finished in 2019.

In November a railroad fan and I took a 6000 mile train trip from Salt Lake City to Emeryville, Seattle, Vancouver B.C., Toronto, Buffalo, Dearborn, Chicago and back to Salt Lake City. Highlights include the trip through Canada, CNN Tower in Toronto, The Ford Museum in Dearborn, Ford F150 assembly line in Dearborn.

We then spent Thanksgiving with friends and family.

I hope you all had a very happy and filling Thanksgiving (thanks to the turkeys) and look forward to seeing you at the December meeting which will be our Christmas Holiday Dinner and gift exchange

Your Prez,

Paul Green

# Monthly Meeting Minutes November 11, 2015

Ingrid Howard, Sec/Treasurer

The meeting was called to order at 7:00 p.m. by V.P. Chuck Hansen.

18 members and two guests were in attendance

The Treasurer reported \$565.87 in the treasury.

Old Business:

Bob Soliday told about a stolen Corvair Greenbrier in Long Beach. It is an 8 door G.B. and the owner is asking that all Corvair Clubs be aware of it.

Jack O'Shea reported he sold Corvair parts at Palm Springs that were donated to the club and it brought \$110 to the treasury.

Vic Howard won 3<sup>rd</sup> place in the open late category at the Palm Springs, Great Western FanBelt Toss and Swap Meet and he said it was the first car award at any of the 25 or so previous Palm Springs events. The food at the banquet was very good, The Elks Club did a great job.

New Business:

Chuck reminded us that our meeting next month will also be our Christmas Party and to bring a gift for the white elephant exercise we will conduct. The gift cost should not exceed \$10. The club will be paying for dinner.

Newsletter news: Chuck reported that Reid Miermaster will be our new newsletter editor beginning in January. Vic will contact him and assist with the transition.

Harry Ransom won an award for his Corvair at th Veterans Day Event in Las Vegas. He also gave a rundown of car shows and events for the next couple of months.

Chuck reminded all that election of officers for next year are coming up and we need candidates for President, Vice President and Directors. (Ingrid has agreed to be Secretary/Treasurer unless someone else wants the jobs) We also have two Directors who have agreed to continue in that role, Paul Bernardo and Bob Helt. Formal nominations will take place in January with the election in February. Dues for 2016 will also be due in February.

Chuck Hanson told about his woes with "The Whale" and a discussion among the members ensued.

No 50/50 took place as no one sold tickets so door prizes donated will be carried over.

The meeting was adjourned at 7:40 p.m.

Respectively submitted by Ingrid Howard, Secretary/Treasurer

# **FROM THE EDITOR**

**OUR CHRISTMAS PARTY WILL BE AT DENNY'S IN PLACE OF OUR REGULARLY SCHEDULED MEETING ON DECEMBER 9,2015. THE CLUB WILL PAY FOR CLUB MEMBER MEALS AND EACH PERSON ATTENDING SHOULD BRING A WRAPPED GIFT. A GIFT FOR EITHER A MALE OR FEMALE VALUED AT NO MORE THE \$10.00. WE WILL PLAY OUR "WHITE ELEPHANT" GAME OF GIFT EXCHANGE DURING THE MEETING. LAST YEAR ALL WHO ATTENDED HAD A GREAT TIME. SEE YOU AT THE PARTY!!!**

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**WE WILL HAVE A NEW EDITOR OF OUR NEWSLETTER,, REID MIERMASTER, BEGINNING WITH THE JANUARY 2016. PLEASE GIVE HIM YOUR SUPPORT AND PROVIDE HIM WITH ARTICLES, PICTURES OR INFORMATION OF CORVAIR ACTIVITES THAT MIGHT INTEREST YOUR FELLOW VEGAS VAIR MEMBERS. IT HAS BEEN AN HONOR AND PLEASURE TO BE THE EDITOR FOR 74 OF THE "VISION" NEWSLETTERS.**

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**OUR BYLAWS STIPULATE WE SHOULD BE CONSIDERING CANDIDATES FOR THE CLUB OFFICERS:**

**"Article VI; Officers**

**Section 1: Number of Officers**

**VEGAS VAIRS will be governed by a Board of Directors consisting of four elected Officers of the Club. These officers shall be as follows:**

**President, Vice President, Secretary/Treasurer and "Board Member."**

**The selection of these Officers will be determined by a majority vote after the nomination process is completed. That nomination process will include a committee comprised of the President and two members in good standing, who will be appointed by the President a minimum of two months before the voting takes place, but no later than the December regular club meeting. The committee will select and present the names of the candidates at the January meeting. Any additional candidates can be nominated and accepted by members at the January meeting. All candidates will be reported in the February newsletter**

**and voted on at the February club meeting. Those elected to fill the Board of Director positions shall take office immediately following the end of the February meeting."**

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

- (1) - Las Ventanas Retirement Home  
Jan. 9, 2016  
10,401 W. Charleston  
10:00am - 2:00pm  
Lunch provided  
We attended last year with the *High Rollers Club*.
- (2) - *Las Vegas Motor Speedway*  
*NASCAR Sprint Cup* weekend  
Various Packages
- 3) - St. Patrick's Day Parade in Henderson  
March 12, 2016 - Assemble around 9:00am  
We participated last year with the *High Rollers Club*.  
Our club would again have to pay a \$50.00 entry fee.
- (4) - *Cars & Coffee* every Saturday morning  
7:00 - 9:30am  
Four blocks south of the 215 off Eastern
- (5) - *West End Boys (Sunday Slackers)*  
Every Sunday morning  
7:00 - 10:30am  
N/E corner of Jones and Cheyenne

- - - *That's it for now, Harry* ☐

# FOR SALE ITEMS

**MARTY KATZ** 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](mailto:martykatz53@yahoo.com)



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A side-view illustration of a white Corvair pickup truck with a long bed, set against a light blue background.

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

(THIS ARTICLE WAS SENT TO ME BY BOB HELT)

# TOOLS FOR HARD TO REACH BOLTS

## HARD TO REACH BOLTS

It started innocently enough. I posted a simple question to the Virtual Vairs following: "What bolts on the Corvair are hard to get to and, more importantly, how do you get to them?" I hoped to get some "war stories" and some tales of "victory". If anybody would know how to get to these devils, these folks would.

I wasn't disappointed. You'll read later on the results of some of the many responses I got (thanks guys!).

Being an inquisitive member of both the Coyote Corvair Club and the San Diego Corvair Club (SDCCC), I "picked a little brain" too. The guys in the Coyote Club told me about a few challenging bolts and how to get to them. Frank Siebenborn, Will Demastes, Jack Hughes, and "Ranger" Halvorson of the SDCCC met me at Jack Martin's in Clisula Vista, CA to conduct a traditional "When in Doubt, Ask Jack Martin" session. Jack has been a Corvair mechanic for decades and if anyone could share some insights, certainly Jack could. Here are some of the results.

### **Bell Housing Bolts**

By far the "number one" mentioned tough bolts to get at were the bell housing bolts on each side of the bell housing. The top bolts are easily accessed by removing the upper front shroud. The side bolts, however, require some special techniques and life is made easier with some special tools. The darn cast gussets restrict the movement of common wrenches.

The bolts are threaded through the transaxle housing and the threads can get dirty making the bolt difficult to remove.

What Jack Martin uses is a special wrench that he modified. Other folks reported similar wrench designs that they concocted. It is a pivot end 9/16" multipoint combination wrench from which about 1/2" has been removed from the socket end. The following photos show the dreaded bolt and the weapon used to slay it.



Note the pivoting end of the wrench and the thin wall of the socket. This lets you clear the reinforcing webs on the bell housing.



Some folks call these things "wobblers". If you use one you'll know why.

To make life easier the next time, it was suggested that a slot be cut in the end of the bolt (opposite the cap) wide enough for a screwdriver to fit. What one does on subsequent attacks on the bolt is to use a screwdriver to turn the bolt out far enough until a



wrench can be fitted to the cap end. Don Bowen ([donb@cts.com](mailto:donb@cts.com)), Bill Loftin ([corsebill@aol.com](mailto:corsebill@aol.com)), Norm Helmkey ([corvair@fan.net](mailto:corvair@fan.net)), Charlie Doerge, Jr ([cdoerge@bellatlantic.net](mailto:cdoerge@bellatlantic.net)), and others recommended this slot trick. Bill uses the pivot wrench and bends it beyond 90 degrees (towards the differential) to get extra leverage and help wedge the socket on the bolt.

John Ryall ([jryall@juno.com](mailto:jryall@juno.com)) goes one step further and drills out the threads in the differential side and uses a nut on the engine side. The bolt becomes a stud (so to speak) and it is easier to remove the nut that way.

#### Transmission to Differential Bolts

Close cousins to the bell housing bolts are the upper transmission to bell housing bolts when the assembly is still in the car. Jack said that he uses the same type wrench for them. It takes some contortion to get to them but it works. The slotted end of the bolt idea was suggested by Norm Helmkey ([corvair@fan.net](mailto:corvair@fan.net)) and others to make the next removal easier.

#### Idler Pulley Nuts

It has been said that no Corvair tool kit is complete without a 9/16" wrench. Innumerable bolts on the Corvair are of this size, but none more important than the ones at the fan belt idler pulley used to adjust belt tension. Box end, pivot end, and "special" wrenches have been made to get to this bolt.

Frank Siebenborn of the SDCCC uses the following "customized" wrenches for that purpose and others (the two flare fitting wrenches at the bottom stuck into the picture).



Note the twist on the upper wrench. When adjusting the idler pulley, it is helpful to have three (3) hands. Since most people are not so equipped, the box end type wrench allows the left hand to pull back on the idler pulley while the right hand tightens the bolt that fits through the arc shaped adjusting slot. The bolt through the pivot point is just snugged up enough to allow the idler to move under hand pressure. The box end helps the wrench stay on the bolt head.

I'm told a fellow named John Moody, alias "Mr. Bentwrench" of Group Corvair, pioneered the use of these twisted wrenches and used to sell them. I was not able to find John but I'm told that some of our vendors have them or can get them if you don't want to make ones yourself. Wherever you are, John, thank you.

Bill Elliott ([wjelliott@concentric.net](mailto:wjelliott@concentric.net)) and other folks (me included) reported they used a pivot type wrench like the one described for the bell housing.

It works well particularly if the pivot is not too loose. If it is loose, it pivots according to Murphy's law, in the opposite direction that you intended. If the pivot pin loosens, I peen it with a center punch to take up the clearance.

Some folks reported little or no problem getting to the idler pulley bolts.

Ron Hinz ([ronh@owt.com](mailto:ronh@owt.com)) uses a coupler nut about 1 1/8" long, he said, to gain easier access to the adjustment nut with standard tools.

Chuck Sadek ([SadekCH@NSWC.navy.mil](mailto:SadekCH@NSWC.navy.mil)) sent the following picture of two twisted wrenches used for special bolt access. The one on the left is a 9/16" by 1/2" box wrench and the one on the right is a 9/16" by 5/8" box wrench with a 90 degree bend at the 9/16" end.



#### Turbo Bolt(s)

Actually, the Turbo nut(s). This nut (see photo) holds the YH carburetor to the throttle housing. One nut is on the front and the other is on the

back. Both are a bit tricky to get to particularly if you want to just remove the carburetor. The rather delicate carburetor linkage is immediately over top of the front bolt and if you are not careful you can hit the throttle pivot and loosen it.



What Jack Martin did was to make the following "mini-wrench". About 3-4" long, it is a surgically foreshortened open-end design with a ball end that would make OSHA and carpal tunnel syndrome sufferers proud. The ball end reduces the pressure in the palm of the hand if the nut is exceptionally tight.



Ray Sedman of American-Pi and "Safeguard" fans ([rsedman@earthlink.net](mailto:rsedman@earthlink.net)) uses a specially contorted combination 9/16" wrench.



Note the grinding job done on the open-end side. This lets the wrench get into the tight spot between the YH housing and the flange that supports the throttle.

Here it is in side view:



#### Turbo Impeller Nut

Not hard to get to once you remove the Turbo but still can cause some swearing.

The nut is left hand threaded. Repeat. **Left hand threaded**. What I do is twist a towel into the "wring" position and wrap it around the impeller so the latter can be held without injuring any of the impeller blades. I then repeat to myself the "left and thread" mantra as mentioned above then turn the nut the opposite way from which I would loosen a right hand threaded nut. Or turn it the same direction as one would tighten a right hand threaded nut. It sometimes helps to do the exercise of moving the wrench in the air, almost like playing "air guitar", imagining you are loosening a right hand threaded bolt, then do it the other direction to loosen a left hand threaded bolt. Did I lose you?

#### Air Exhaust Ducts

Joe Potts ([jpotts@email.msn.com](mailto:jpotts@email.msn.com)) mentioned about the air exhaust ducts on LMs and the inner lower shroud bolts on EMs as troublemakers. They are not so hard to get out but can be tricky to replace because these 5/16" bolts are usually teetering at the end of a 6" socket extension and are prone to fall out.

Joe's trick? Pack the socket with heavy wheel bearing or chassis lube grease then stick the cap end into the socket. This will hold the bolt long enough to get it started. Have your magnetic retrieval tool handy though.

Joe apologized for not having a picture of a socket full of grease but we'll forgive him!

Ken Hand ([VauMech@aol.com](mailto:VauMech@aol.com)) suggested cleaner methods using paper over the end of the socket and pressing the bolt in. Tape or RTV in the socket were suggested as variations on the same theme.

Bill Hubbell ([whubbell@home.com](mailto:whubbell@home.com)) must use his magnetic telescoping retrieval tool as

much as I do. He simply puts the bolt on the end of it and uses it to start the bolt. The end of the magnetic retrieval tool I use pivots at the business end so I wrap the pivot with electrical tape to prevent Murphy from spoiling the day by causing an unwelcome pivot into the surrounding steel.

Grover Atwood ([gnatwood@myvercel.com](mailto:gnatwood@myvercel.com)) had a neat trick. He leaves a large magnet mixed with several suitable sockets and magnetizes them! He said he uses a permanent magnet taken from an old audio speaker.

#### Front Engine/Transmission Mounts

The bolt that holds the front most engine mount to the subframe (see photo) is very close to the rear floor pan bulkhead. Various folks mentioned this one.



The bolt is in the center of the picture and the lower portion of the body pan (under the seat) is to the right.

Chet Reed ([vairdeb@earthlink.net](mailto:vairdeb@earthlink.net)), one of the Coyote Club members, uses a bent 3/8" box end wrench bent 90 degrees about 1 1/2" from the centerline of the bolt socket. This is akin to the 90 deg. bent wrench like the second one from the top shown in Frank Siebenborn's "collection" above. A multipoint type box end works best, I'm told. You only have to hold the bolt cap end since you have easy access to the nut.

An alternate suggestion that I followed was to buy longer (6" long) grade 8 bolts to temporarily replace the ones that support the subframe to the body. This is done one at a time while supporting the engine/transaxle. This allows the assembly to be lowered enough to install the problem two engine/transaxle mount bolts with conventional tools. The procedure is reversed with the original bolts being re-installed since the longer bolts would otherwise bottom out beyond the captive nuts in the body. Just takes a few hours longer than using the bent wrench.

Unfortunately, one has to get the new bolt back into the hole from the top.

To get the bolt in the engine mount back into the hole, I used my trusty magnetic retrieval tool positioned from the underside of the hole. I pushed the bolt to near the hole and the magnet pulled the bolt into the hole. On the tenth try. Or was it the 11<sup>th</sup>?

#### Connecting Rod End Bolts

The Corvair crankcase is very tight quarters for any type of access. There isn't much room to move any wrench and the rod end caps pose a particular problem because it is a "boxer" engine. The caps face the opposite crankcase wall.

Jack Martin uses the following clever wrench setup made from two sockets and an extension arm. This handy dandy device fits on the end of a torque wrench. It is only about 3" long centerline to centerline drive to socket.



The "error" in the torque is quite minor and can be corrected by "calibrating" the extension on an accessible bolt and then compensating. The short length allows it to easily reach the upper rod cap nut.

#### Miscellaneous Problem Bolts and Radio Antenna Nuts

Stan East ([seast@interlog.com](mailto:seast@interlog.com)) sent a bunch of hard to reach bolt candidates. They included the right hand bank carburetor mounting bolts on 140's with air conditioning, bolts above the evaporator on A/C equipped cars on the passenger side, the ignition switch bezel, and the antenna nut on front antenna equipped LMs.

Steve Goodman ([rearengine.steve@worldnet.att.net](mailto:rearengine.steve@worldnet.att.net)) suggested the use of U-joint sockets and long extensions to get at the carburetor nuts. Bent wrenches such as noted above were mentioned by others. It appears that a cut down multipoint socket is a good suggestion here. It allows greater clearance for the universal joint.

Steve also suggested a 1/4" drive variety of the U-joint setup above to get at the sheet metal brackets that support the A/C compressor. Combined with an open end 9/16" wrench to hold the nut that secures the coil bracket (or support for the compressor or smog pump, if so equipped), the bolts can be removed.

For the ignition switch, parts stores sell bezel nut wrenches which Steve and others recommended. These fit into the opposite side slots in the bezel. Usually these are hand tight. If you want to ruin the bezel, use a screwdriver as a drift like I do and tap the slot alternating one side then the other.

I use a "crows foot" type basin wrench to get at the antenna nuts but I guess a bezel nut wrench would work on this as well. These nuts are usually encrusted with crud so I clean the threaded portion by hand as much as possible then use penetrating oil to soften things up. The crows foot wrench usually grips enough to free the nut enough to remove by hand. It helps if someone can hold the antenna to keep it from rotating while you loosen the nut so you don't harm the paint finish.

#### **Fuel Filler Hose Diabolical Clamps (EMs)**

I don't know about LMs, but some sinister character put not one but two hose clamps in the fuel filler pipe just above the gas tank on EMs. The razor sharp (sometimes) flange on the gas tank is perfectly positioned to slice your forearm.

Suggestions loosening the gas tank support clamps enough to get your hand between the body and the tank (after removing the large rubber grommet at the filler cap to allow the tank to drop. Put on gloves to protect your hands if needed. The clamp should have both a slotted (screwdriver) and cap screw head on it. I used a 1/4" drive socket setup with not one but two (2) universal joints. One I placed directly at the socket, then used a 3" extension, then the other universal joint, then an 8" extension coupled to the ratchet. This was floppy like a snake but I was able to get the socket on the clamp with one hand and with the other moved the ratchet.

#### **Others**

Some other difficult to reach bolts are the small bolts holding the front shroud to the top of the engine. These live in the valley between the top shroud and the front shroud (connected to the firewall) to the left of the heater hose connection in an EM without air, under the carburetor balance tube.

A 1/2" drive socket with a U-joint and 10" extension works well for removal of these bolts. For replacing them, use the grease, paper, or tape in the

socket trick mentioned above to hold the bolt in the socket.

Dan Jones (corvair@erols.com) mentioned the EM rear swing arm attachment bolts particularly the inner ones that are towards the front. Apparently these were designed to be installed as part of the drive train subassembly, not after the subframe is in the car. These are accessed by the 90 degree bent wrench, I'm told, like the first one in Frank Siebenborn's collection and the one Chet Reed recommended.

Given the hundreds of bolts on the Corvair, it is remarkable that there are so few Hard to Reach Bolts. The construction method was quite advanced for its day and was the result of a considerable amount of engineering focused on assembly and maintenance. It is good to know that those few bolts and nuts that are difficult to reach can be accessed with some good of ingenuity.

Ken Schaffner  
1602 Linda Sue Lane  
Encinitas, CA 92024  
May 21, 2001

[http://autower.skiblack.com/nallm/HARD\\_TO\\_REACH\\_BOLTS.doc](http://autower.skiblack.com/nallm/HARD_TO_REACH_BOLTS.doc)

## THIS HEADS UP WAS PROVIDED BY BOB SOLIDAY

From: [BILLWINK@aol.com](mailto:BILLWINK@aol.com)

Date: November 5, 2015 at 11:11:12 AM PST

Subject: HEADS UP! Stolen 8 door Greenbrier

Hey everyone,

I just got a text regarding this beautiful 8 door that was stolen by some slimeball(s) between midnight and 5am this morning in Long Beach. Please keep your eyes and ears open if you see/hear anything and spread the word in your own circles. I have advised most everyone in Corsa West as well my contacts in the South Coast, Vintage, Ventura, Inland Empire and San Diego clubs.

Thanks,ll



d8doe

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