



*VISION*

*MERRY CHRISTMAS AND*

*HAPPY NEW YEAR !!!!*



**DECEMBER 2012**

VIC HOWARD, EDITOR

**VEGAS VAIRS, CHAPTER 891 OF CORSA, MEETS AT 7:00 P.M.**

**THE 2ND WEDNESDAY OF EVERY MONTH AT:**

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**AND \$13 FOR NON-CORSA MEMBERS**

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## 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 order (sorry no Paypal) to:

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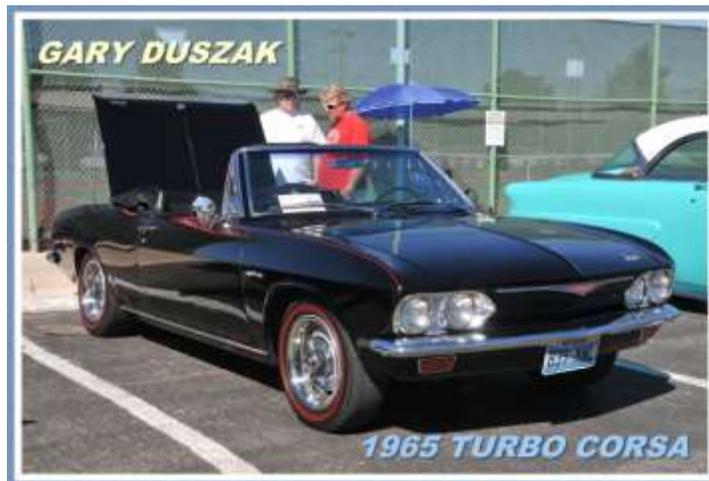
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[Bobhelt@aol.com](mailto:Bobhelt@aol.com)

# ***THE BIGGEST LITTLE CAR SHOW IN THE LAS VEGAS VALLEY!***

Report and Photos by G. Harry Ransom

With apologies to the good folks in Reno, Nevada, we don't know which entrant coined the above title phrase but, we love it! And, it certainly is a big little show. On October 20, 2012 the *Los Prados Dust Devils Car Club* hosted the third annual *Los Prados Country Club & Golf Community's Cruizin' Block Party Car Show & Sock Hop*. 68 auto entrants competed for one of 10 antique gas pump class trophies. Two of these cars were *Corvairs*. One was brought by our own ambassador Jack O'Shea. Club member cars are excluded from the competition.



And, in many ways, that's a good thing. The quality of the cars and the attention to detail was awesome. The judging teams really had their work cut out for them. In the end though, Steven Morris garnered both *Best Muscle Car* and *Best Of Show* trophies. His 1970 Plymouth *GTX* was about a 99 point perfect concours quality ride.

The car show ran from noon to 4:00pm and the Sock Hop commenced at 5:00 on the tennis courts for two hours. At the "hop" there was much socializing - just what was expected.



After all expenses were tallied the *Dust Devils* were able to give over \$2,000.00 to the Los Prados Women's Club for their LOCAL charity fund.

The 2013 edition of this show will be held on October 19th. There are 75 competitor spaces available. Next year's car show will (tentatively) revert back to a 10:00am to 2:00pm schedule. It's unique - it's fun - it's relaxed. We hope to see an *AIR COOLED INVASION* parked by our tennis courts next fall.

For any further info call Mike at [702-658-7828](tel:702-658-7828) or Ed at [702-389-1020](tel:702-389-1020).

- - - Dirty (I want that candy apple '34 Ford three window coupe) Harry

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## **BIRTHDAYS IN DECEMBER**

SALLIE WENTWORTH, ARLON SIBERT, CHAR SCHEINDT AND HOWARD STONER



**HAPPY BIRTHDAY TO YOU ALL!!!!!!!**

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The Lakes  
**FESTIVAL OF  
 LIGHTS**

Sponsored by

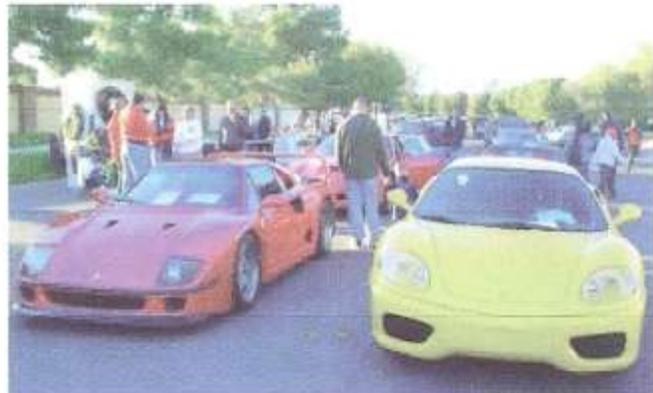


Located off Sahara Ave at  
 Lake Sahara Drive and Lake East Dr  
 (Behind Citibank)

Main Awards at 3:30 PM  
 Other Awards throughout the day  
 Show Starts at NOON  
 Set-Up starts at 10 AM  
 \*\* Cars CANNOT be moved before 4 P.M.

The Festival of Lights is a Free Family Event  
 and is Open to the Public

Car Show Registration is: \$30  
 Prior to the event  
 \$40 Day of the Event (Cash ONLY)



# Car Show

Saturday December 8<sup>th</sup> 2012

Registered Cars:  
 Includes Event T-shirt, one Lunch  
 Ticket to "Outback Steakhouse"  
 Dash Plaque, Prize Drawing Ticket

Early Registration \$30. Must be received by Dec. 2, 2012. Make checks payable to "Lakes Festival of Lights".

Mail To: Ed Metcalfe Box 93723, Las Vegas, Nevada 89193-3723

On -Site Registration \$40 (Cash only). Questions Contact Ed @ 807-1408

No Alcoholic Beverages  
 Not Allowed.

Last Name: \_\_\_\_\_ First Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Email (Confirmation will be emailed): \_\_\_\_\_

Vehicle Make: \_\_\_\_\_ Year: \_\_\_\_\_ Model: \_\_\_\_\_

T-Shirt Size – One Free with entry (Circle one) M L XL 2X 3XL

Additional Shirts – M – XL \$15 / 2X-3X \$20 (Circle One) M L XL 2X 3XL

Signature \_\_\_\_\_

In consideration of the acceptance of the right to participate, entrants, participants and spectators, by execution of this form, does hereby release and discharge the City of Las Vegas, its officers, employees, agents, and representatives, and anyone else connected with the management or presentation or sponsorship of Lakes Festival of Lights, Dec. 8, 2012, in the Lakes Community and from all known and unknown causes of action, damages, injuries, losses, judgments, and/or claims from any cause whatsoever that may be suffered by and entrant, participant or spectator to his person or personal property. Further, each entrant, participant or spectator expressly agrees to indemnify all of the foregoing entities, firms, persons and bodies of and from any and all liability occasioned or resulting from the contact of entrant, participant, or spectator under direction or control of entrant with any other entrant, participant or spectator. I agree to allow pictures of myself and/or my vehicle to be used in the publicity and advertising of this requirement of liability in the State of Nevada. Rain or Shine, the show must go on... NO REFUNDS.

## ~ Vegas Vairs - CORSA Chapter #891 ~

November 14, 2012 Monthly Meeting Minutes

Recorded by G. Harry Ransom

- 1.-The meeting was called to order by President Paul Bernardo at 7:05pm.
- 2.-Guests included Sallie and John Nulty - Sallie Wentworth's parents from Mississippi.
- 3.-Regular members in attendance included (in alphabetical order) Paul Bernardo, Vicki Bernardo, John Charaska, Chuck Hanson, Bob Helt, Ingrid Howard, Vic Howard, Mel Jackson, Marty Katz, William Lager, John Merrick, Jack O'Shea, Harry Ransom, Sylvia Raymaric, Arlon Sibert, Suzan Sibert, Howard Stoner, Sallie Wentworth, and Steve Wentworth.
- 4.-Ingrid Howard reported a \$545.91 balance in the club treasury.
- 5.-Prez Paul asked for comments about the *GWFBT&SM* in Palm Springs:  
Marty Katz - There were about 90-100 *Corvairs* present but fewer vendors this year. Marty was unable to leave his display; he sold well! He also relayed that the raffle winner of the '63 *Spyder* lived in MA. and was called overnight to receive the news. It will be his 5th. *Corvair*!  
Chuck Hanson - He relayed that out of 14 early model convertibles his wife's car took second honors. That was tough competition.
- 6.-Harry Ransom reported on some upcoming events including the Lakes Festival of Lights & Car Show, the LVCA show at McDonalds (Decator & Lone Mountain) and the Findlay Chevrolet Thanksgiving show.
- 7.-Prez Paul outlined the need to consider new club officer positions for the upcoming year. All officers volunteered to serve another term with the exception of President and Secretary. Chuck Hanson was "encouraged" to be a "candidate" for leader of the pack. The club new year starts in March, 2013.
- 8.-Next followed much discussion about CORSA membership finishing with a vote to stabilize club dues.
- 9.-Vic Howard asked ONCE AGAIN for every club member to *please* send him a picture of themselves with their *Corvair* for the website. If you've forgotten the address it's: {[vegasvairs.com](http://vegasvairs.com)}. Simple, huh?
- 10.-Items for sale were presented next:  
Marty Katz - 1963 *Spyder* convertible for \$6K  
1965 Austin Healy 3000 concours convertible for \$70K  
*Corvair* Wire wheel covers - \$300.00/set of four  
Steve Wentworth - 1965 yellow with white stripes *Monza* coupe recently retired by John D'Angerio (make offer)  
Paul Bernardo - 1991 GMC 4.3 V6 AWD *Cyclone* (make offer)
- 11.-After the door prize raffles the 50/50 was won by our guest John Nulty.
- 12.-The meeting was adjourned at 7:50pm and a good time was had by all.

## FOR SALE ITEMS:

DAN WARD HAS A NUMBER OF GAS BARBEQUES FOR SALE OF VARIOUS SIZES AND PRICES. CONTACT HIM AT 702-457-8274 OR EMAIL HIM AT [drawmad@embarqmail.com](mailto:drawmad@embarqmail.com)

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### MARTY KATZ

1963 Spyder Convertible, Excellent condition, New top & tank, wire wheel covers, exc. driver \$6,000

1965 Austin Healy 3000 concours convertible for \$70,000

Used Corvair Wire wheel covers in good condition - \$300.00/set of four

NOS Corvair Wire Wheel Covers for 64-66 with spinners or 67-69 center caps. \$1000 for the set

3 sets of 175/80 13" whitewall tires @ \$75 per tire

\*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](mailto:martykatz53@yahoo.com)

Steve Wentworth - 1965 yellow with white stripes Monza coupe recently retired by John D'Angerio (make offer)

## FROM THE EDITOR

Don't forget, we need to nominate new officer candidates for the upcoming year. Please be willing to serve. At the November meeting, we did get "volunteers" to serve or continue to serve in officer positions as well as those who will continue to serve on the board, activities reporter and newsletter editor.

I will attach a current membership list to this newsletter for the issues going to members only.

Dues for membership have been voted to be \$10 for the year of 2013 and will be due on February 1<sup>st</sup>.

Please remember to send me a photo, either by email or snail mail, of you and your Corvair (s), I will post them next to your name in the roster on our website. Thanks!!!

# CORVAIR IGNITION SWITCHES

By Bob Helt  
Nov 2012

There were several different types of ignition switches used on Corvaire cars and Forward Control vehicles. So in this article we will analyze these different switches and tell how they work in our vehicles.

## EARLY MODEL CORVAIRES

The 1960-64 Corvaire Cars, 1961-62 station wagons and 1961-64 forward control vehicles all used a switch, which had four key positions: LOCK, OFF, ON, AND START. The LOCK position is pretty much self-explanatory as the switch is off and locked in that position, and the key can be removed. In the ON position, the ignition is activated and the key can also be removed. With the key either removed or inserted into the switch, the switch can now be turned to the OFF, ON, or START position. The start position is spring loaded to automatically return the key back to the ON position when the pressure is released from the start position. When the switch is in the ON position prior to starting the engine, both the Temp/Press and Gen/Fan dash lights will illuminate showing that they are operational.

On the back of the switch are three terminals for connecting the switch to the vehicle's electrical system: BAT, IGN, and SOL. Note that SOL is the same as START and refers to the starter solenoid.

There is only one key for these vehicles as the ignition switch key can also be used to lock/unlock all of the other locks on the vehicle.

When air conditioning was introduced in 1961, it was only for the cars. They received a new ignition switch that retained the same four key positions, but added an ACC terminal (for the A/C) on the back, which was powered with the key in the ON position.

## LATEMODEL CORVAIRES

In 1965, an accessories position was added to the car and Greenbrier ignition switches; and the ability to remove the key in any position other than OFF was removed. Switch positions were: ACC, OFF, ON, and START. When the switch is in the ON position prior to starting the engine, both the Temp/Press and Gen/Fan dash lights will illuminate showing that they are operational. The ACC position also required the key and

cylinder to be pushed-in and turned in the CCW direction, which then powered the radio, heater blower and other accessories but not the ignition. In addition, the GEN/FAN light is then illuminated at about half-brilliance in the ACC switch position. In the ON position, both the IGN and ACC terminals are activated.

Terminals on the back are: BAT, IGN, ACC, SOL, and an unused GND terminal.

In addition, a two key system was introduced for 1965 whereby the ignition-switch key was also used to lock/unlock the front doors. The other key operated the trunk and glovebox locks.

The 1965 design allowed the screw-on nut (or bezel) to be removed without removing the key cylinder (this allowed the removal of the ignition switch—a possible security problem).

So for 1966-69 the switch was basically the same, except for the change to use a longer screw-on bezel-nut that was increased in length from 1/2" to 5/8". This, along with a new key cylinder, prevented removal of the switch unless the key cylinder was first removed.

For 1968-69, the ignition switch was the same as for 1966-67 except that a key-in-the-lock warning system was added to the ignition switch via two additional terminals on the back. This activated a buzzer that warned of having both the driver's door open and the key in the ignition switch at the same time (with the switch in either the ACC or OFF position).

Key blanks and cylinders were changed in 1968 and again in 1969 with the square-head ignition key being adopted in 1969.

To remove any key cylinder, first, the correct key must be inserted into the lock and the switch placed in the LOCK position. Then insert a 1-1/2 inch length of stiff wire into the small hole in the face of the cylinder. (an opened paper clip will suffice) Now the cylinder can be rotated CCW until it is released and can be removed.

The glovebox lock cylinder can be removed by pushing down on the J-hook and inserting the appropriate key in all the way to depress the button. Then turn the key CCW to release the lock cylinder.

# HISTORY OF THE CAR RADIO

**(Provided by Steve Burk)**

Seems like cars have always had radios, but they didn't. Here's the true story:

One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset.

It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car.

Lear and Wavering liked the idea.

Both men had tinkered with radios (Lear had served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car.

But it wasn't as easy as it sounds:

Automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference.

When they finally got their radio to work, they took it to a radio convention in Chicago.

There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator" a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios.

Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it.

He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker.

Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard.

Good idea, but it didn't work - Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)

Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention.

Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it.

That idea worked -- He got enough orders to put the radio into production.

WHAT'S IN A NAME

That first production model was called the 5T71.

Galvin decided he needed to come up with something a little catchier.

In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - Radiola, Columbiola,

and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola.

But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression.

(By that measure, a radio for a new car would cost about \$3,000 today.)

On 1930, it took two men several days to put in a car radio. The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery,

so holes had to be cut into the floorboard to accommodate them.

The installation manual had eight complete diagrams and 28 pages of instructions.

#### HIT THE ROAD

Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression.

Galvin lost money in 1930 and struggled for a couple of years after that.

But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory.

In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores.

By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company

would be officially changed from Galvin Manufacturing to "Motorola" in 1947.)

In the meantime, Galvin continued to develop new uses for car radios.

In 1936, the same year that it introduced push-button tuning; it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts.

In 1940 he developed the first handheld two-way radio, the "Handie-Talkie" for the U. S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II.

In 1947 they came out with the first television to sell under \$200. In 1956 the company introduced the world's first pager; in 1969 it supplied the

radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld

cellular phone. Today Motorola is one of the largest cell phone manufacturers in the world. And it all started with the car radio.

#### WHATEVER HAPPENED TO

The two men who installed the first radio in Paul Galvin's car, Elmer Wavering and William Lear, ended up taking very different paths in life.

Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators.

The invention lead to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation.

He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for

a guy who dropped out of school after the eighth grade.)

Sometimes it is fun to find out how some of the many things that we take for granted actually came into being!

And It all started with a woman's suggestion!

## Clark's Corvair Parts

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IT'S CALLED VEGAS VAIRS AND WE MEET THE SECOND WEDNESDAY OF EACH MONTH AT THE DENNY'S RESTAURANT AT:3081 S. MARYLAND PARKWAY (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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