



VISION

OCTOBER 2013

Vic Howard, Editor



VEGAS VAIRS, CHAPTER 891 OF CORS

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

NO MINUTES OF THE SEPTEMBER 12, 2013

MEETING ARE PRESENTED

MAINLY, BECAUSE ONLY SIX (6) DIE HARD MEMBERS

BRAVED THE STORM TO SHOW UP.

**BELOW IS A PICTURE OF FOUR OF THE GROUP ENJOYING THE
VISIT AND LATER A NICE MEAL.**

**UNFORTUNATELY, NOT ONE OF THEM IS AN OFFICER OF THE
CLUB. **WHERE WERE YOU?****



HEAD STUD REPLACEMENT

By Mike Dawson, HACO A

The following information is based on my experiences and may contain useful suggestions in some cases. Forty to fifty years of age, heat and rust sometimes require innovation when performing what should be a simple task.

Upper crankcase studs: they can be somewhat of a complicated problem on both ends. Removing the nut can be a challenge; if the nut is frozen the stud may come out with the nut attached, not desirable, but workable. Put the stud in a vice, lube the threads and use an impact wrench to screw the nut further on to the good threads. Chase the outer threads and remove the nut. Another approach: you may have good luck trying to slightly tighten the nut before trying to loosen it. Soaking the exposed threads with penetrating oil for as much time as possible before attempting removal is always a good idea. If the stud is frozen in the crankcase and the nut is quite rusted, the nut it may round off. My favorite method of addressing this is use of a 12 point 13mm Snap-On socket (quality matters here) and a medium steel hammer to wedge it on to the nut; it must be completely seated to work. Apply an impact wrench for best results. In a couple of cases I had to resort to the next size smaller socket after using a sharp chisel to clean up the nut so the socket would seat. In an extreme case, careful use of a torch to heat the nut before applying impact may be necessary. Use of a break over bar or jack handle can break the stud (you will feel the stud start to windup), so an impact wrench is best: multiple rapid blows. In many cases the outer threads beyond the nut area may be rusted away but the threads inside the nut will be quite usable. (Use acorn nuts with anti seize on top of the head nut when you finish your head torque to preserve the end threads). If the area of the head that the nut mates against is damaged, any machine shop or head service has a tool for cleaning those areas up. When you are ready to install the stud in the crankcase, observe the threads on that end – they are not standard threads and you cannot use thread chasers or

dies. Most important of all, **you must use anti seize when installing the studs.** If you try to install them dry, you run a very real risk of galling the steel threads with aluminum and they will lock in place before they are completely installed – not even heat will free them up if that happens. Be sure you install them to the correct depth: 8 9/32" for the upper studs. If they screw in too far in an open end hole, the rod bolt tips will hit them. If you are faced with a stud that has pulled the aluminum threads out of the crankcase, the solution is to install one of the repair coils or inserts that are available. Once you feel the stud is pulling out, you can continue to tighten the nut which will pull the soft threads out of the case and make the repair work easier. Continue to torque the other nuts to make sure they hold. My favorite choice for repair of pulled out studs is an actual insert instead of a Helicoil. The reason behind this choice is that an insert has greater width into the aluminum, even if it is shorter, whereas I have replaced Helicoils with inserts when the Helicoils installed by others have failed. I normally only use one insert but you could use two of the 1/2" inserts in the 1" hole. This would work best on a blind end hole since you need to keep drill chips out of the crankcase. Another possibility: Both Clarks and Larry Claypool sell an insert that is actually 1" long. Use of the following inserts will require a 31/64" drill and a 9/16-12 tap: Pioneer Products Inc. (I stock them or check local speed shops) Part No. EL-6 Granger (Thanks to Ray Sego) Part No. 4ZE20 Alignment of the drill is very important and I would suggest putting a depth stop of some kind on the bit – do not drill completely through into the case if it is an open end hole. That stops chips from entering the case and makes sure the insert will not screw in with the stud. **You do have to rethread (recut) the case end of the stud to match the 3/8-16 insert.** If your die is adjustable, set it slightly shallow to keep the stud tight in the insert. Other individuals may have had good experiences with other types of repairs and there are additional references for coils and inserts in the CORSA Tech Guide on pages 13-16 of the Engine Mechanical section.

Windshield Wiper Switch Grounding

Did you know that the windshield wiper switch on your Corvair actually is the electrical grounding point for the wiper motor? The switch does not route electrical power to the motor.

If you have experienced erratic wiper switch operation it could be because the switch is slightly loose in the dash or because the contact behind the dash is dirty or corroded after many years.

Sometimes just tightening up the nut securing the wiper switch to the dashboard will correct poor grounding, but sometimes it won't. When tightening the switch doesn't help you will probably have to remove it. How to do that is covered in your shop manual.

There's a star washer between the switch and the backside of the dash. Tightening up the switch causes that washer to dig into the back of the dash metal and establish a ground. If there's too much dirt or corrosion behind the dash a ground can't be established so what can you do?

It's nearly impossible to see the backside of the hole where the switch fits through the dash and just as impossible to clean the backside of that hole. Here's one way to attach a ground wire to the switch. A hose clamp with the bare end of a wire tightened under it is a pretty clever idea, eh?



The switch in the picture is from an early model Corvair, but the idea will work for any year. There are several holes along the bottom edge of the dash where that ground wire can be connected.

Credit for this idea and the picture go to username "vairchet" on CorvairCenter.com.

UPCOMING ACTIVITIES:

Each Wednesday night in front of the "Round Table Pizza" store at Eastern and Warm Springs there is an open free auto show if anyone want to come out and bring their car and get to know other CAR Hounds. It is free so from 6pm until ????? each Wed. night.

We are supposed to be having a picnic in November, please come to the October meeting so the details of where, when and who will bring what. Since we had no meeting in September, these details weren't worked out.



SIGN UP AND JOIN US:



October 25th-27th, 2013
Sunrise Park Palm Springs, California

*Host Hotel:
Quality Inn
1269 E. Palm Canyon Drive
Palm Springs Ca, 92644



Games - Car Show
Swap Meet - Food
Raffles - Great Friends

*Friday Night Welcome Party to be held at Host Hotel
Bring your Radio Controlled Boat to Race in the Hotel Pool



*Saturday Night Banquet will be held at
Spa Resort Casino
100 North Indian Canyon Drive
Palm Springs, CA 92262



Prices and entry form will be available soon at
www.iecorvairclub.com and



Our 40th Year!

Get the New 2013-2018 Catalog

March 1 - December 24, 2013

When you place your first order over
\$40.00 you get a FREE **Catalog as a
40th Anniversary Thank You**

(additional catalogs \$3 with an order)

*The new Catalog includes parts from the last 5
Supplements as well as 100's of improvements
(including better descriptions, more photos & new
charts). Changes / additions to over 70% of the
pages, this is our most major revision ever.*



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 order (sorry no Paypal) to:

Bob Helt 3016 Pearl Harbor Dr., Las Vegas, NV 89117

256-2008 Bobhelt@aol.com



===== A
Quick Reminder on How to Push Start Your Powerglide Corvair

Turn off all electrical loads such as the radio, heater fan and if possible all lights until the engine starts.

Turn on the ignition key and move the Powerglide selector lever to “N”.

Push the car until reaching a speed of 20 to 25 miles per hour then move the Powerglide lever to “L”.

When the engine starts move the Powerglide lever to “D”.

NOTE: Never tow a Powerglide Corvair to start it.

Credit for this reminder goes to Craig Nicol on the Corvair Center website.

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LED DASH LIGHTS

by Ray Moore

Recently I read an article in CORSA 4/13, by Ed Halpin, about LED dash lights, so I decided to try them. My directional lights and gen/oil lights were bright enough, but the hi/low beam and instrument cluster lights were hard for me to see. I ordered 2 blue lights for the instruments and red for hi/low beam, very easy to install and what a difference it made. They were inexpensive (\$2.98 plus shipping). They come in colors – amber, blue, red, green and clear. Distributed by “Superbright LED Inc.”, St. Louis, Missouri, phone 1-866- 590-3533 for literature and application chart. I also changed my flasher to a #224, due to the brite #1157 I am using, installed earlier. That made a big difference in a steady flashing directional. Do not use LED Lamps in variable headlight switch. Use a regular bulb only. The LED lamps are designed to be either on or off (not in a dimmer circuit). Any questions, call Ray Moore 603-267- 6191.

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!!!!!!!

DID YOU KNOW THERE IS A CORVAIR CLUB IN LAS VEGAS?

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



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