



THE OIL DROP

P. O. Box 5771 • Birmingham, Alabama 35209



January 8, 1982

Here's the first newsletter of 1982 and we have a fresh, new President again. He's Dave Holder! Dave's a charter member of V. C. E. and I think it's great to have him take over the reins. He has some ideas for the new year which we will outline later on. I can tell you now we hope to put on the Foolish Pleasure Rally again later this year. If you've been in the club long enough to remember the last one, you know what a blast it was! Let's give Dave a lot of support and make '82 a great year.

ALICE GODFREY AWARD: The Alice Godfrey award for most valuable member was given jointly to Jim and Bobbi Floyd at the Christmas Banquet. The Floyd's did a super job last year putting on the club picnic, arranging the Western Hills Car Show and helping with our Cheaha meet. Congratulations Jim and Bobbi!

WORLD OF WHEELS: V.C.E. will again have a booth at the World of Wheels Car Show on February 5,6 & 7. Move-in will be on February 4. If you volunteered to work on the stenchions, please get to work as time is short. Anyone willing to help move in on February 4, please come down to the Jefferson Civic Center Exhibition Hall anytime after 6:00. We will discuss this more at the January meeting.

DUES: Dues are now due. Please either pay at the meeting or mail them in. Any-one who has not paid by March 31, 1982 will be dropped. Please try to pay on time.

FLORIDA LOVERS HOLIDAY: January 28-31 are the dates for the 2nd Annual Lovers Holiday. A group from V.C.E. is going down and it will be discussed at the meeting to arrange departure as a group.

CORVAIR CALENDAR: January 28-31 - Corvair Lovers Holiday, Navare Beach, Florida.

February 5 - 7 - World of Wheels Car Show, Birmingham, Alabama.

April 23 - 25 - Corvair Atlanta, Helen, Georgia.

VAIR STORIES: This is something I'm going to try to do this year. I hope to fill this space with stories about people and Corvairs. I hope members will send their stories in so I can continue this. I'm (Frank Ranelli) going to supply the first one. Here goes-----

The time was 1968 and I had just graduated from high school the day before. Two buddies and I were going down to Panama City for a little after school vacation. At the time, I owned a nice little '63 Monza Coupe. It was a 102 horsepower, 4 speed job that was really sharp. We spent most of the day recovering from the night before (hangovers) and didn't get ready to leave until about 8:30 PM. Finally loaded up, we went to get gas. We filled up at the Union 76 Station (back then called Pure Oil). That station is now the location of Ranelli's Deli in Five Points West. We hit the road at 9:00 PM sharp. Now back in '68 the only freeway portion completed was from Alabaster to Prattville. Going to P. C. was a little harder than it is now and for this reason, I always liked to travel at night to miss the traffic. The trip covered 300 miles or so and the record time down to P. C. was 4 hours. Now at that you're talking 75 miles per hour average, which is tough. I told myself and not my riders that maybe I could beat the record in my Corvair. What a feat that would be! Needless to say, we flew. Went 90 or so on the open road and slowed down to 60 or 65 through the small towns. The car handled

so well there was no need to slow down on those curves. After we crossed the state line I knew I had a shot at it, but I had forgotten about gas. We were getting low and that late at night the small towns were shut down. My buddies panicked. They just knew we would run out of gas and have to sleep in the car. I just kept on going. They asked me to slow down and I said "no way". The last 50 miles or so the gauge read empty, but the car kept on going. Finally, we hit Ebro and then Hiway 98. What a relief! We had made it to P. C. in 3 hours and 48 minutes! We drove on to our motel and went to bed. The next morning we went to get breakfast, but first stopped in a station to fill up the tank. What a surprise to find total milage was 307 and my Monza took only 12.1 gallons. That's right at 25 miles per gallon. As far as I know, nobody ever beat my record for the fastest trip to Panama City. I made several trips to P.C. in my Corvair and have a few other stories to tell. I'll get to them in later issues.

TREASURER'S REPORT: This will be given at the next meeting, which will be on January 15.

CLASSIFIED: 4-13", 3 bar wire caps. Not perfect but nice. \$175.00 (Firm!) Frank Ranelli, 798-3787.
Wanted 1-13" mag cover, Frank Ranelli, 798-3787.
One - 1965, 4 speed tranaxle, rebuilt 5,000 miles ago. \$150.00 Frank J. Ranelli, 923-1401.

GOOD RECIPE: Given by Sheila Ranelli

"Sandies"

1 cup butter or margarine	1/3 cup granulated sugar
2 tsp. water	2 tsp. vanilla
2 cups sifted all-purpose fl.	1 cup chopped pecans

Preheat oven to 325°.

Cream butter and sugar; add 2 tsp. water and vanilla; mix well. Blend in flour and nuts. Chill 4 hours. Shape in balls or crescents. Bake ungreased cookie sheet for 20 minutes. Remove from pan. Cool slightly. Roll in confest&oner's sugar. Makes about 3 dozen cookies.



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February 14, 1982

LAST MEETING - Attendance was great! We had 24 members show up on Friday after the great blizzard of '82. Unfortunately our new president was snowed in and could not attend. No need to worry though, no one showed up with a key to the Homewood Library and at 8:00 we all went home. All business will be taken up at this month's meeting on the 19th. I understand more keys have been passed out and we will get in this time.

WORLD OF WHEELS - V. C.E. was well represented in '82 World of Wheels. The cars of Curts Hare, Butch Baldone, Jim Floyd and Frank Ranelli were entered. Jim received third place in his class, custom sports and Frank was fifth in his, current restored. Competition was fierce as classes were lumped together. Special thanks go to Bill and Henry Snider for setting up and removing stanchions.

<u>TREASURER'S REPORT</u>		-	12/9/81	-	Balance \$1218.56
Expenses:					Postage 13.40
					Bank Service Chg. - .30
			1/9/82	-	Balance \$1204.86
"					Christmas Party - 42.00
"					Plaques - 50.88
					Flowers - 27.70
					Bank Service Chg. - .15
Income (Dues)					+ 40.00
2/9/82					Balance \$1124.13

THIS MONTH'S MEETING - We've got a big one planned for you!

First: For the ladies, we have a Mary Kay Party with all commission earned to be given to the club treasury.

Second: A tech session on how to remove chrome and rubber parts of your car to paint it. We will have slides to illustrate this.

Third: Slides of the Navarre Beach trip, as well as World of Wheels slides. Also, the Floyds will outline some activities planned.
Don't miss this one for sure!

Dues - Our treasurer tells us only 4 people have sent their money in. Everyone please come with your checkbook in hand so we can get this out of the way.

VAIR STORIES - (By: Frank Ranelli) (No one volunteered, so I'm going to tell another tale)

It was the summer of '69 and once again on my way to Panama City in my trusty '63 Monza Coupe. Again, I was traveling at a high rate of speed and passing everything in sight. We left at dawn this time on a Sunday morning. Things went well until we crossed the Florida line and got behind a carload of girls in a new Cutlass Coupe. We were both doing about 70 miles an hour, but I couldn't stand staying behind her. Every time I tried to pass her though, she would speed up and force me to get back in line. After about 25 miles, we started up a hill and I decided that if traffic was clear on the other side I would get by her or else. We topped the hill and it was all clear so I made my move. As soon as I pulled into the lane, she sped up -- 70, 80, 90, 100. I was afraid I couldn't do it. Just then a weld broke on my homemade dual exhaust and I suddenly had open exhaust on the right side. We were side by side and you should have heard the roar of a Corvair engine wide open at 5200 RPM's. I scared her to death! She thought she had blown her car up and immediately backed off and eventually pulled over. We drove on in to P.C., stopping only to pick up my muffler, which finally fell off after the hanger broke from dangling. Later in the week, we ran into the girls at Miracle Strip Park. She wanted to know what had happened. I told her my after burner kicks in automatically at 110 miles per hour. She just looked puzzled and I just walked off.

CORVAIR CALENDAR -

- | | |
|-------------|---------------------------------------|
| February 19 | - Monthly meeting |
| March 19 | - Monthly Meeting |
| April 16 | - Monthly Meeting |
| April 23-25 | - Helen, Georgia meet Corvaia Atlanta |

CORVAIR TECH TIPS - If you've had trouble with the tail light sockets on your late model Corvair, try replacing them with an all metal one made by Borg Warner under part No. P.L. 14. It costs about \$2.60 and will give trouble-free service from now on.

If you've had trouble getting secondary carburetors to work properly on your car, try installing the accelerator pumps in them. The shop manual tells you to leave these out. The extra shot of gas not only helps eliminate the stumble but also greatly increases performance.

ATTENTION LADIES - Finally we have something just for you! There will be a Mary Kay complimentary facial party at our February 19 meeting. I have been to several of these parties and hosted two of my own. I have always learned something different and useful at each. All proceeds received from this event will be donated to the club. Also, it's just plain fun! Try to be there.
(Sheila Ranelli)

CLASSIFIED - '66 Corsa Coupe, 140, 4-speed. Very good shape. New paint, carpets, tires, hat rack, fuzzies, flywheel, clutch and rebuilt motor. Mint interior.

\$2595.00 Frank Ranelli 798-3787

Four (4) - 64-66 Wire caps. Very good \$175.00 Firm. Frank Ranelli 798-3787

'65 - 4 speed transaxle less than 5000 miles since rebuild - \$150.00

Frank J. Ranelli 923-1401.

NAVARRE BEACH REPORT - by Harold Hartline

The second annual Corvair Lovers Holiday was held at Navarre Beach January 28-31, 1982. This event was put on by the West Florida Corvair Club and they have earned our complements for doing a fine job.

The Vulcan Club was represented by:

Bob & Alice Donley & children
Curtis & Sylvia Hare
Harold & Louise Hartline & daughter Robin
John & Juanita Hathaway
Buck & Jean Hinkle
Huey & Mrs. Huether (Dothan members)
Owen & Joyce Miller
Hatten & Mary Sanders
Henry & Cecile Snider & sons Jeff & Alan
Dick & Mrs. Witkos (Dothan members)

Navarre Beach is about half way between Fort Walton and Pensacola. The beaches there are peaceful and beautiful, typical of the Gulf in that part of Florida. Its about a five hour drive from Birmingham varying somewhat depending upon how much coffee you have before you leave.

The meeting place was the Holiday Inn on the beach at Navarre which is an especially nice place for a winter holiday in Florida. The Inn has a holidome which is an enclosed court yard with live shrubbery, walkways, tables and chairs for lounging and coffee drinking, swimming pool, game room for the youngsters, oyster bar, sauna and exercise room, lounge overlooking the gulf where you can sip whatever you like to sip and look at the gulf through picture windows framed by palm trees. Also there is a glassed-in mezzanine facing the gulf which is a great place to have your morning coffee or to watch the sun rise and set over the gulf.

Some twelve states were represented. You wouldn't believe how far some Corsa members drove to attend. I guess they appreciated the opportunity to get away from the snow of the far north.

There were scheduled activities but most people just seemed to want to enjoy the place.

Curtis and Sylvia Hare won first place in the early closed category with their '63 palamar red monza coupe and brought home a nice trophy.

Recounting all of the activities would be impossible but you might be interested in some of the highlights.

Hatten Sanders had a birthday while we were there and the girls gave him a birthday party complete with food, drinks, a cake and candles. Hatten would not say how old he was but six people gave out of breath trying to blow out the candles.

The ladies from our group put together a wine and cheese party that you wouldn't believe. It was intended to be a private get together for Vulcan members. It was so nice out on the mezzanine overlooking the gulf that they decided to set up there. The word got around and I guess just about everybody at the meet got in line. It worked out fine. There was plenty of food and drink for all who wanted it and everybody seemed to be having a great time.

There were more good cars there this year. Concours competition is getting tougher all of the time. There seems to be more trailored or towed cars that are almost perfect. It's hard to compete if your car is driven.

Everyone seemed to be attracted to the beach; at one time or another all of us took long walks just to enjoy the scenery. The sand was white, sea oats waved in the gulf breezes, gulls were everywhere squawking and calling, and the water was a deep blue-green. Waves were a bit higher than normal and an occasional dolphin would surface. To me the most peaceful sounds on earth are the sounds of waves breaking and crashing on the sand and sea birds calling.

There were some people swimming and surfing including some our group. The Snider boys and one other member went swimming in the gulf but had to cut the swim short because of jelly fish, anyway two hours is long enough to swim.

For those who wanted to get out at night there was a trip to the Seville Quarter in Pensacola and Rosie O'Gradys with shops, Restaurants, and Saloons where you can sing along with the performers, singing the good old songs we all remember, or listen to New Orleans style Dixieland or whatever else suits your fancy.

Slides will be shown, at our next meeting, of the people, the cars, the beach and the water. Come to the meeting. I think you will enjoy them. If you were there you better come to the meeting to defend yourself because all will be revealed.



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March 14, 1982

MARCH MEETING: This month we will have a short business meeting and then we will move to Ranelli's Deli at 1225 South 20th Street for food, drink and just a plain, old good time! These type meetings have been a big success and another one is planned for later this year. Don't eat before the meeting.

WESTERN HILLS MALL SHOW: Yes, there really will be a car show at Western Hills Mall. We have the insurance problems worked out and we will show off our cars on March 26 & 27. Everyone get your cars all shined up and be at the entrance by Pizitz Bake Shop at 9:00 PM, Thursday, March 25. You will need to bring your own stanchions and rope, a drip pan of some kind and also a sign stating the year and model of car and name of owner. If you are going to show your car or have any questions, call Jim or Bobbie Floyd at 923-7968.

TECH TIP: If you're in need of a late model windshield I would advise you to go ahead and order one. Nelson Brantley no longer stocks them and G.M. has discontinued them. Nelson Glass Company on 6th Avenue South between 22nd and 23rd St. can still get them, but he's not sure how long. The price is about \$150.00.

DUES: If you don't pay at this meeting, this will be your last newsletter and you will be dropped from our roster.

SICK ONES: Hope Bill Thurman is doing well. Owen Miller seems fully recovered. Mary Snead is doing better. We hope all will stay well!

CORVAIR CALENDAR:

March 19 - Meeting & Party at Ranelli's Deli
March 26 & 27 - Car Show at Western Hills Mall
April 17 - Meeting
April 23, 24 25 - Helen, GA Corvair Atlanta
May 15 - Meeting

CLASSIFIED: 65 - 4 spd. transaxle rebuilt - \$150.00. Frank J. Ranelli 923-1401 or 780-4468.

'64 - 150 Turbo, air cleaner, carb, manifold and exhaust housing. Frank Ranelli 798-3787.

RECIPE OF THE MONTH: (Juanita Hathaway)

Vanilla Wafer Cake

1 Box 12 oz. Vanilla Wafers (crushed fine)	2 sticks margarine softened
2 cups sugar	5 eggs
1/2 cup milk	1 small can Angel Flake Coconut (1-1/2 cups)
1-1/2 cups pecans chopped	2 tsps. vanilla

Cream margarine; slowly add sugar. Beat till fluffy. Add eggs one at a time beating well after each. With spoon, mix in coconut, nuts and vanilla. Add milk and vanilla wafers crumbs alternately. Bake in well greased and floured tube pan for 1-1/2 hrs. at 325°.

RALLYING A CORVAIR
by Gil Langswager

When Corvairs were first introduced in 1959, it was love at first sight. Being an engineer and a sports car enthusiast, I liked the functional, no frills design, the rear engine, rear drive concept, and the fact that it was air cooled. Besides I worked for G.M. and Ed Cole was my hero!

At first there was only one body style available, the four door, and only one engine option, 80 H.P. I did have a choice of 3 speed manual or automatic transmission. I ordered a dark blue 700 with manual tranny, and took delivery in December of 1959.

We lived in upstate New York and were very active in sports car activities, particularly rallying. I was Rallymaster of the local M.G. Car Club. We did most of our rallying in our 1953 M.G., T D. Ours was the first Corvair in the local sports car fraternity and naturally we had to show it off. So we entered a rallye on a snowy, blustery day in the middle of winter. Betty drove and I navigated (ask her about that sometime). We were going along great, right on time and hopefully on course, somewhere out in the country. We came to an intersection where our instructions said to make a left turn. It was a narrow country lane covered with a foot of snow. There was a steep hill about 300 yards off the main road and at the top of the hill was a check point. At various spots on the hill were about a half dozen sports cars; M.G.'s, Triumph's, etc., all stuck or spinning their wheels trying to get up that hill. Betty asked me "What'll I do?" I said "Just drive past them and get to that check point, we're right on time!" So she did. That Corvair just motored right past all the sports cars whose owners just stared with their mouths open. We made it to the check point without even spinning a wheel. After checking in on time we were instructed to turn around and go back to the main road. So back past all these sports car owners we went, smiling and waving and getting gestures and profanity in return.

Further on we got a little bit behind so Betty was leaning into it a bit to make it up. The road was covered with snow, well packed and slippery. We went around a curve that kind of tightened up after you got into it. The Corvair's tail started hanging out - and out - until momentum took over, then we were backing down the road. Now, we didn't go off the road at all - didn't even use all the road. We were just going straight in our own lane - tail first. Betty was about the color of snow and I guess I was too. She got it stopped nicely, turned around gently, and we continued on.

We won the rallye and the Corvair won the respect of a bunch of hard-bitten sports car enthusiasts. It wasn't long before some other members were showing up in Corvairs.

When performance options became available, Corvairs became popular in rallyes all over the country. They even won the Canadian Inter Rallye a few times.

I kept that '60 model only eleven months because I wanted all the goodies that were then available - like 102 H.P., 4 speed, sintered metal brakes, etc., etc., but there was something really special about that first one.

HELEN, GA. TRIP: Burnie Weddle has contacted us and asks all members planning to attend to please send in your registration forms. They need these to let the caterer know how much food to prepare. Rooms are still available at neighboring hotels. (See letter and registration form below for further details):

Thank you for your interest in attending our "TO HELEN BACK SPRING WHINGDING" that will take place in Helen, Georgia April 23rd-25th, 1982.

Helen is located approx. 65 miles northeast of Atlanta near Cleveland, Ga. Some older road maps may not show this quaint village so I am enclosing a sketch map that should be of assistance to you regardless of your starting point.

Helen was selected for this affair primarily for its scenic locale and what it has to offer the ladies. Numerous gift and craft shops along with many quaint restaurants await your visit. Best of all, they are within easy walking range of the motels and Concours site, Helen's Unicoi Hill Park.

Our planned activities will be as follows:

Friday 23rd--Registration followed with a Hospitality Party that evening. Flea Market all day.

Saturday 24th--Registration all day. People's Choice Concours and "Runt Of The Litter" in the afternoon.
Awards Dinner (Buffet)

Flea Market all day

Sunday 25th--Unscheduled so that you may be able to visit a few of the scenic attractions surrounding this quaint Bavarian village nestled in the North Georgia Mountains.

Please make your room reservations thru our Headquarters Motel:

Alpenhof Motel
P.O. Box 318 Double or Single
Helen, Ga. 30545 \$28.62 incl. Tax
Tele. (404) 878-2268

Should the Alpenhof fill up, they will automatically book you in other nearby motels at same or similar rates. Check in at the Alpenhof first when you arrive at Helen.

ENTRANT'S NAME _____ CORSIA CHAPTER _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

GUESTS (SPOUSE /FRIEND(S)) _____

REGISTRATION COSTS: Entrant \$4.00, Guests \$3.00 ea., Dealers - Same as Entrant & Guests. (No space charge but donation of Door Prize appreciated.) Concours \$5.00/Car, Runt Of Litter \$1.00/Car. (Car must be driven to Helen)
Awards Dinner \$10.00 per person.

COST SUMMARY: ENTRANT \$4.00, GUESTS () \$_____, () DINNERS \$_____
() CONCOURS \$_____, () RUNT OF LITTER \$_____

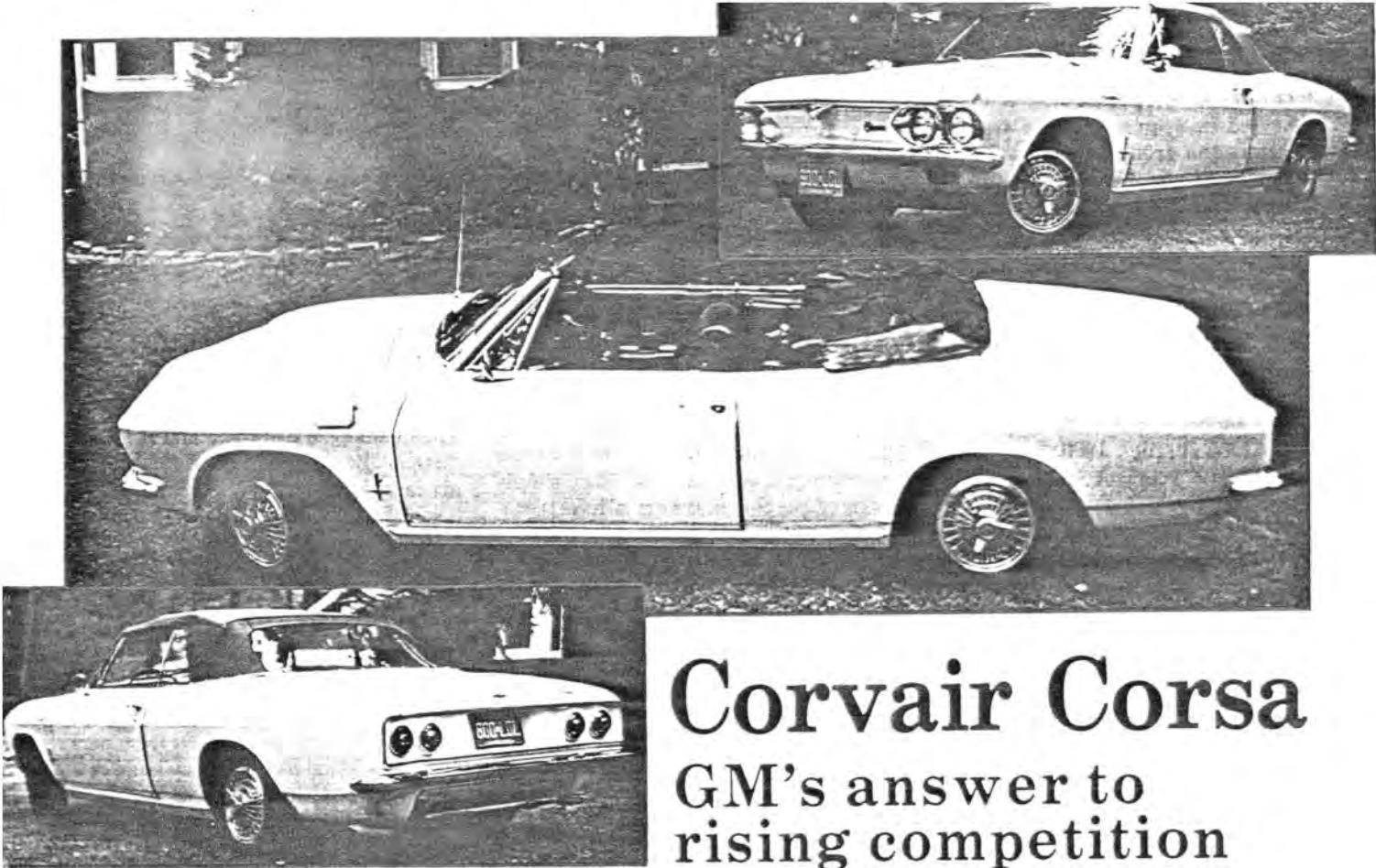
Make checks payable to CORVAIR-ATLANTA

Mail to: B.L.Weddle
500 Shadowood Court
Roswell, Ga. 30075

TOTAL ENCLOSED \$_____

If entering Concours or Runt Of Litter, please complete the following:

Year ____ Open ____ Closed ____ FC ____ Concours ____ Runt Of Litter ____



Corvair Corsa GM's answer to rising competition

By Roger Mease

It's 4 o'clock on a hot August afternoon 1981 as the executive heads of the various divisions of General Motors shuffle in to the Mahogany clad board room at corporate headquarters. There is an air uneasiness as this meeting was hastily called by the Chief Executive. The younger men in their tailored suits eye the old timers for a possible clue to what is about to take place, but no one is quite sure. There has been a good deal of speculation, but no one comes up with a definitive answer. As they rummage through their leather-bound attache cases trying to look busy, the doors open and in walks the Chief accompanied by his ever present executive secretary, pad in hand.

A few handshakes and nods and the meeting is opened for business. "Gentlemen, we have a serious situation on our hands. Chrysler Corp. plans to produce a convertible next year. Ford has just announced the Boss 302 Mustang for 1982. The Japanese automakers have expanded their lines to include luxury cars of all shapes and sizes. Z cars are still hot sellers for the enthusiast and the RX7s appeal to the innovative. Gentlemen, we are caught with nothing to equal this competition. We need a crash program to come up with a vehicle

which will compete in the marketplace and supply a car for the auto enthusiast. I am open to suggestions."

One of the younger execs, eager to make some points with the Chief is the first to speak. "Well, what we don't need is another diesel, that won't meet the requirements. We certainly cannot use another mini-car, there is only so far to go with miniaturization. And we must abandon our econobox styling." — At this point the Chief interupts, "I don't want to hear what we can't do. I want to hear what we *can* do, something new, something innovative."

There is a slight pause while the uneasiness becomes evident with the shuffling of papers and the squirming in seats. The next man to take the floor is a highly respected middle-aged exec from the Pontiac division. "Let's set our parameters for this new vehicle. First of all it should be no bigger than 185 inches in length. It should have a low wide stance capable of being an everyday car but also capable of going racing. It must be economical, but yet still perform. The powerplant should be a somewhat radical departure from conventional, but yet tried and proven. We don't want to scare people away with an untested design. It should be able to

carry four people in comfort, but look like a sports car."

They all nod in approval to these specs. A younger exec from the other side of the table chimes in, "Sounds good. If you want performance and economy we should make it a six cylinder and offer an optional Turbo Charger. We all know that turbo charging is the coming thing. If we want it to handle, four wheel independent suspension is a must. Our experience with the X-car would indicate that a transaxle type of transfer case would be advisable."

Once again they all nod in accord. At this point a member of the corporate staff chimes in. He is head of the accounting group. "This all sounds great but we've got to keep costs in line. Everything you are talking about is brand new. These are all things we can't borrow from any of our existing lines. I'm afraid the tooling costs, the research and development costs will be prohibitive. No, it won't work. You'll have to come up with a different idea."

Again, uneasiness takes over as they all pause for reflection on the ideas presented. There is a rather unobtrusive man at the end of the table who has been patiently listening to all that has been offered at this important meeting.

He is noticeably older than the rest, and apparently is uninterested in the conventions of corporate life. A bit disheveled in appearance, he stands to address the group. There is an air of impatience among the younger men. After all, what can he possibly contribute. He's been with the company for so long, he's just too set in his ways. They courteously quiet down, as he opens his briefcase and lays out some blueprints on the table, he begins, "Gentlemen, the automobile which you've just described is simply a Corvair Coupe and the Corvair Convertible which we produced from 1965 through 1969. Yes, that car meets all of your specs. I propose that we immediately put the car back into production. With some modification of course to meet the contemporary standards."

The young men looked at each other and began to snicker at this outlandish idea. But, some of the seasoned execs weren't laughing. With pen in hand they were busy making notes.

Head bean counter was the first to comment, "Sounds good to me. No new tooling, no R and D, simply set up for production." "I'm in favor of it." It was time for Corporate Marketing and Sale to speak their piece, "Yeah, sounds good to the accountants but what about the old Nader stigma? We'll never be able to sell it." At this point the young man who was first to speak chimed back in. Noticeably impressed with the proposal he said, "We can overcome the Nader Stigma by changing the name and producing the car in Japan. This way it will be a new innovative import from Japan, and you know how the American public just loves those Japanese imports. It won't even be associated with the old Corvair." The marketing man like it.

The meeting closed on a positive note. As they filed out of the board room to work on each aspect of this new project, it was noted that the Chief was visibly pleased.

Fiction, yes, but hypothetically feasible. The Corvair was born out of a need to build economy cars in 1960. It was GM's answer to meeting that need, just as the Valiant and Falcon were conceived to meet that need by the other of the big three. The difference was the fact that the Corvair was a radical departure from conventional American automobiles. There never was a rear engined, air cooled, independently suspended vehicle mass produced in this country before. It was a gamble, and it was gusty. And it wasn't Mr.

Nader who killed the Corvair. GM could have overcome those arrows in a variety of ways and still produced an aircooled, rear engined car. The fact is, there was no longer a market for the car at the close of the sixties. It must be noted that the Falcon was dropped by Ford a year and a half after the demise of the Corvair. No Nader there. The Valiant continued, but GM had a car to compete directly in the form of the Chevy II. Muscle cars and Pony cars dominated the scene for car enthusiasts during those years. People who wanted economy cars were not interested in innovation or performance, so the Corvair would not appeal to them. They simply wanted the cheapest form of transportation. They bought VWs and Rambler Americans, hardly the types of vehicles Corvair could compete with.

And so, with our little bit of fiction, we chose to drive a Corvair and evaluate it, not in terms of a collector car, but in terms of a viable form of personal transportation in today's situation. The 1966 Corvair Convertible you see pictured here is a nicely restored example owned by Bill Picard of Chatham, New Jersey. It is equipped with the optional 140 H.P. turbo Air engine. A 164 Cu. in. six with four single throat carburetors. Couple this to a powerglide trans and we're ready to go motoring on 1982 highways.

First impressions are important. The first thing that struck me was how contemporary the car feels. Seating is comfortable and the interior is amazingly roomy. The absence of a transmission hump adds greatly to interior comfort. Twist the key and the rear mounted six comes to life with a rush of pleasing exhaust sounds. Real sports car type sounds, complete with a trailing off blah-bl-blah as you let off the accelerator. Our first leg of the journey is through some suburban streets. The unassisted steering is amazingly easy, even when the car is stationary. The interesting thing is the fact that it is easy and yet responsive. There is no need to wind up the wheel a few turns to accomplish a tight corner.

As we pulled on the interstate, the inadequacy of the Powerglide two speed transmission is most apparent. The car shifts out of low almost immediately leaving you with no power to accelerate. I'm not sure if this is a quirk of Picard's car or if it was actually designed this way. At any rate, if they produced this car today with a 3 speed Hydro or a 4 or 5 speed stick, it would certainly improve

the car. But, even with the Powerglide, the car performs equally well, say an X bodied contemporary GM car.

Reaching speeds of 60 MPH is no problem once you manually shift the PG. A time of 0 to 60 with two on board under 15 sec. is respectable in a car capable of attaining 25 MPG. At 60 MPH I am immediately impressed with the total absence of vibration. With the engine in the rear and all its running gear there, there is absolutely no vibration. The car gives a feel of floating, but not floating at the expense of handling. The handling is still there and it is predictable. Even my X bodied 1980 Phoenix cannot compare to the Corvair when it comes to smoothness at high speeds.

As we pulled off the Interstate and hit some of the "Country" two lanes, we had a chance to try out some leather cap and glove type turns. Here is where the Powerglide is a disaster. You just cannot dial in the proper revs for the job at hand. The engine demonstrates willingness, but the trans prohibits it from performing. I would like to try my hand at a 4 Speed equipped version of the same car.

Once back in Picard's garage for pictures, I am struck by the contemporary appearance of the car. This styling is in a word "current." It fills the bill for contemporary motoring. If they built one today and blacked out the chrome trim, added a spoiler and damper here and there, scoop the deck to accept the turbo. Recaro the interior, and add some styled wheels and proper tires, you would have one fine looking vehicle.

The Corvair evolved into a viable machine at a time when that type of machine was not necessary. In 1969 performance people wanted muscle and pony. Economy people wanted basic transportation. The Corvair is needed today some twelve years later. Today enthusiasts want performance but not at the expense of economy. Style, performance, seating for four, handling, and a basic package adaptable to change.

Corvair. In 1969 the Corvair did not interest me at all. I loved Pontiac GTOs and AMXs. In 1982 after driving an X body daily, then climbing into Picard's yellow convertible, I am very interested in Corvairs. And I am not alone. I recently attended a car meet in Macungie, Pa. The local chapter of the Corvair Society of America was invited to attend. Almost 100 beautifully restored Corvairs showed up! Yes, the Corvair is alive and well in 1982.



Vulcan Corvair Enthusiasts

P. O. Box 5771 • Birmingham, Alabama 35209

Please Address Reply To:

April 12, 1982

LAST MEETING:

We had a short business meeting and then all went to Rnaelli's Deli on the South side for food and drink. Everyone had a great time and Ricky finally ran us off at about 11:00.

NEXT MEETING:

It will be business as usual and then we will have slides from the Western Hills Mall show and some old slides pirated from former member Dean Koch. They are some that most members have never seen. Also, we will have a tech session, via slides, on installing a convertible top. Don't miss this meeting.

TREASURER'S REPORT:

Balance 03/15/82	- \$1322.54
Expenses:	
Service Charge	.65
Flowers	7.95
Dues Rfd.	2.00
Dues	142.00
Balance 04/12/82	<hr/> \$1453.94

CELEBRITY PARADE:

The Celebrity Parade in Montgomery will be held on April 24. Anyone wishing to participate should contact Owen Miller.

CAR SHOW AT WESTERN HILLS:

I would like to thank all the members who took the time to clean and polish their cars for the car show at Western Hills Mall. All the cars looked great. Also, I want to thank the members who came out to help set up the cars. (Only one showed). The car show was a money making project for the entire club, not just a few people to show off their cars. We had a very successful show, great response from the public and even television coverage from the Channel 6 news. Needless to say, the people at the mall were very pleased with us. - Jim Floyd

NEW STANCHIONS:

Thanks to Hatton Sanders, the club has some new stanchions for future car shows. Hatton got these made for a very nominal fee. He can also get more made if necessary. Thanks Hatton.

HELEN TRIP:

Those going to the Alpine Village of Helen, Georgia on Friday, April 23, for a weekend of fun, will meet at Eastwood Mall behind Krispy Kreme Doughnuts at 8:15 with departure at 8:30 sharp. We will make a pit stop at Stuckey's, about 1 hour out, for 15 or 20 minutes and anyone running late can catch up there. At the last meeting we decided to stop somewhere along the road for a picnic, so don't forget your lunch. Also, we have a Wine & Cheese Party planned for Saturday (Consisting of beer, coke, coffee, milk or whatever). Each family will need to bring something to contribute to this. - Bobbie Floyd

CLASSIFIED:

Vitons for Sale. In stock and ready to go. \$7.50 per set. Frank Ranelli - 798-3787

1965 Corvair Monza - 2 door auto. 110 hp w/extra engine & trans. and miscellaneous parts. Asking \$1900.00. Make offer. Dale Phillips (Cullman) - 734-2159

For Sale - '66 Corsa Coupe. Just rested. Frank Ranelli - 798-3787



CHEVROLET MOTOR DIVISION
General Motors Corporation

 OK

Satisfactory

 X

Needs Attention

Deale
File
Copy

Owner's Name _____

Address _____

Serial Number _____

Mileage _____

Date _____

This check list is provided to assist in diagnosing the causes of any reported fume odors in the passenger compartment of through 1969 Corvair models.

If any of the items on the check list require adjustment, repair, or replacement, refer to the referenced pages of the March, 1971 issue of Chevrolet Service News and/or the appropriate Corvair Service Manual.

It should be noted that the sections entitled "Cylinder Head and Gaskets" and "Exhaust System" are concerned with possible sources of fume odors which can contain carbon monoxide, a poisonous gas.

Cylinder Head and Gaskets

Refer to pages 3 and 4 of the March, 1971 issue of Service News for the test procedure.

1. Cylinder Head Gasket Leak Test

LEAKS NOTED

Cyl. # Left Bank

Cyl. # Right Bank

2 _____
4 _____
6 _____

1 _____
3 _____
5 _____

Exhaust System

Refer to pages 4 and 5 of the March, 1971 issue of Service News for the test procedure.

1. Leaks at Exhaust System Connections

- Manifold to cylinder exhaust sleeves
- Manifold to exhaust pipe
- Exhaust pipe to muffler
- Muffler to tailpipe

2. Tailpipe Mispositioned

3. Exhaust Pipe and/or Muffler and/or Tailpipe Deterioration

4. Engine Shield to Body Seal Leaks

5. Leaks in Lower Body Panels and/or Floor Pan

Oil Fumes

Refer to pages 5, 6 and 7 of the March, 1971 issue of Service News.

1. Oil Leaks

- Rocker cover gaskets
- Rocker arm stud and push rod tube seals
- Oil filler cap
- Oil pressure sending switch
- Crankcase cover gaskets
- Oil pan gasket
- Front and rear crankshaft seals
- Front and rear housing gaskets
- Oil filter and generator adaptor gaskets
- Engine oil cooler and adaptor gasket and seals
- Cylinder to crankcase gasket

Itemized Repairs
shown on R.O. # _____

Date _____

Corvair Diagnosis Check List (Engine Fume Odors)

Oil Fumes (Continued)

- 2. Crankcase Vent System
 - PCV valve or restrictor orifice clogged
 - Crankcase oil separator (between crankcase and crankcase cover) clogged

3. Crankcase Overfull

Fuel Odors

Refer to pages 8 through 12 of the March, 1971 issue of Service News.

- 1. Fuel Spillage on or Around the Vehicle
- 2. Fuel Line Leak
- 3. Fuel Line Connection Leak
- 4. Carburetor Vapors
- 5. Fuel Tank Vapors
- 6. Improper Carburetor Adjustment
- 7. Poor Carburetor Maintenance
- 8. Fuel Pump Leak
- 9. Excessive Engine Heat

Miscellaneous

Refer to pages 12 and 13 of the March, 1971 issue of Service News.

- 1. Leaks in the Heater Intake and/or Outlet Hoses and Connections
- 2. Heater Housing Leaks

Comments: _____

Inspected by _____

Date _____

Dealership Name _____

Address _____



THE OIL DROP



P. O. Box 5771 • Birmingham, Alabama 35209

JUNE - 1982

LAST MEETING:

IT WAS DECIDED AT THE MEETING TO HAVE A BIRTHDAY PARTY AT THE NEXT MEETING TO CELEBRATE OUR 8TH ANNIVERSARY. THIS MEETING WILL BE ON THE 18TH AND WE WILL HAVE A CAKE TO MUNCH ON COMPLIMENTS OF THE CLUB. JIM FLOYD IS GOING TO PUT AN AD IN THE BIRMINGHAM NEWS INVITING ANY PROSPECTIVE NEW MEMBER TO THIS MEETING. JIM ASKS THAT IF YOU OWN A CORVAIR TO PLEASE DRIVE IT TO THIS MEETING SO ANY GUESTS THAT COME CAN VIEW OUR CARS. LET'S ALL COOPERATE AND TRY TO MAKE THIS PARTY A REAL HIT.

CHATTANOOGA TRIP:

WE WILL MEET AT KRYSAL IN ROEBUCK A 8:00 AM SUNDAY THE 13TH OF JUNE. THE CARAVAN WILL FULL OUT AT 8:15 SHARP. SHOULD BE A FUN TRIP. LUNCH WILL BE AVAILABLE. SEE YOU THE 13TH.

VAIR STORIES:

ONE NIGHT IN EARLY FALL OF 1962 AT ABOUT 11:30 PM I WAS DRIVING THE ONLY NEW CAR I OWNED. IT WAS A 1962, 700 COUPE WITH 102 H.P. MOTOR A FOUR SPEED TRANSMISSION. THERE IS A STRETCH OF ROAD IN SANDUSKY NEAR MINE AND FRANK RANELLI'S HOME ABOUT 3-1/2 TO 4 BLOCKS LONG CALLED HALLMARK HOLLOW. THIS ROAD IS VERY WINDING AND TWISTY WITH A NASTY RIGHT HAND UPHILL CURVE AT THE END. A REGULAR CAR IS DOING GOOD TO TRAVEL THIS ROAD AT 40 MPH. AS I SAID IT WAS A COOL, FALL NIGHT BUT I WAS FULL OF ANTIFREEZE SO I DECIDED TO SEE HOW FAST I COULD MAKE IT IN THIS UNSAFE CAR. I WENT THROUGH STRETCH AT 70 MPH AND NEVER TOUCHED THE BRAKES. OF COURSE, I HAD TO TAKE THE CURVES ON THE INSIDE EDGE AND LUCKILY NO ONE ELSE WAS ON THIS ROAD AT THE SAME TIME. IF THERE HAD BEEN, I DON'T KNOW WHERE THEY OR I WOULD HAVE GONE. I WOULDN'T HAVE TRIED THIS IF IT HADN'T BEEN FOR THE ANTI-FREEZE (TRANSLATE BREW) BUT WHEN I WOKE UP SUNDAY MY CORVAIR WAS IN THE GARAGE SAFE AND SOUND AND I HAD A GRAND-DADDY OF A HEADACHE.

53

ORIGINAL MEMBERS:

AT THE LAST MEETING SOME ONE ASKED HOW MANY CHARTER MEMBERS WERE LEFT SO I DECIDED TO LIST JUST WHO THEY ARE:

*LEE & KATHY MILLER	DAVID & LINDA BIBBY
JAME & LOUISE RAY	DON & ALYCE GODFREY
FRANK & SHEILA RANELLI	JIM ROONEY
JAMES PARKER	W. B. ENNIS
DAVE HOLDER	PAT ROONEY

THESE ARE THE ORIGINAL MEMBERS LISTED ON THE ARTICLES OF INCORPORATION. THESE PAPERS WERE PREPARED BY HAROLD HARTLINE AND FILED ON APRIL 10, 1975, JUST BEFORE THE MINI CONVENTION.

*LEE MILLER WAS OUR FIRST PRESIDENT AND WAS RESPONSIBLE FOR OUR CLUB BEING ORGANIZED.

CORVAIR CALENDAR:

JUNE 13 - CHATTANOOGA
JUNE 18 - ANNIVERSARY MEETING
JULY 16 - MONTHLY MEETING

CLASSIFIEDS:

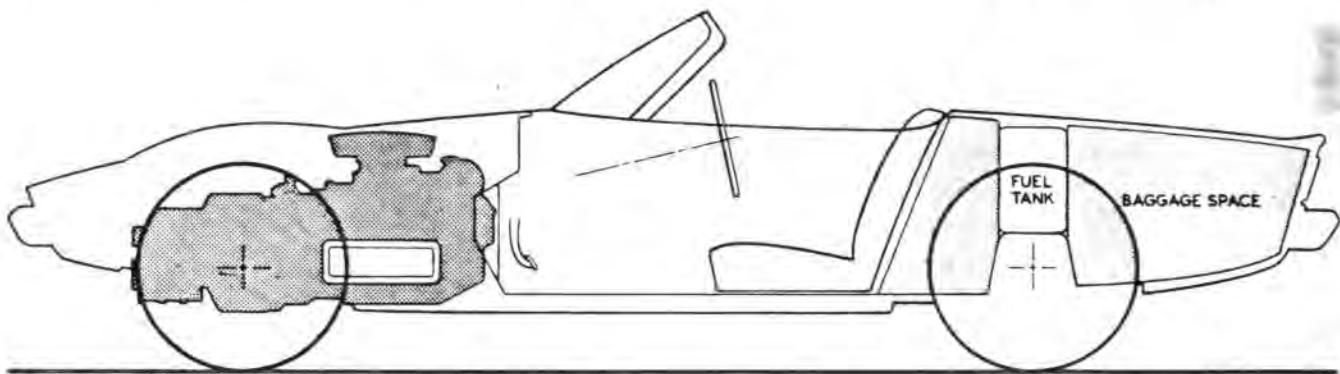
'65 MONZA COUPE 140 - AUTO, NEW PAINT, HEADLINER, FUZZIES CARPET, TIRES, BATTERY, SPEEDOMETER CABLE, BODY SIDE MOULDINGS, RED WITH WHITE INTERIOR, SUPER SHARP AND EXCELLENT MECHANICALS \$2395.00 - FRANK RANELLI - 798-3787.

REBUILT CARBS - \$20.00 JIM FLOYD - 923-7968.

'66 MONZA COUPE, 100 AUTO FACTORY AIR, NEW TIRES, BRAKES, BATTERY, SEALS, VERY NICE, RUNS & DRIVES LIKE NEW. - \$1595.00 NORMAN ROGERS - 1-878-0123.

Corvair Caper...

The air-cooled sportster that might have been!



By Bob Temple

One policy of automotive officialdom which has been frustrating for many of us is the periodic abandonment of well developed mechanical systems and their components without exploring their potential for other applications. A prime example was the engine and drivetrain of the Corvair; a well developed, compact and dependable package-power unit which could have been readily adapted to many uses. Here is the story of one unofficial attempt to get General Motors to do something constructive with the Corvair tooling rather than just scrapping the lot.

I'm not really a Corvair fan, but don't construe this as a negative comment about the product. I simply have never owned a Corvair and the only one I have ever driven was an early and improperly tuned rent-a-car version between the airport at Philadelphia and a factory at Fort Washington, Pennsylvania. Jumping into heavy, high speed traffic on an unfamiliar freeway at night and then discovering that you're driving a cantankerous vehicle can be an intimidating experience. Add to that an extra thirty miles of torture because someone provided faulty travel directions and the whole procedure isn't conducive to favorable impressions. Fortunately I have been around automobiles long enough to recognize that you can't condemn a whole product line because of one unsatisfactory experience.

The Corvair intrigued me because it was an innovative new product from

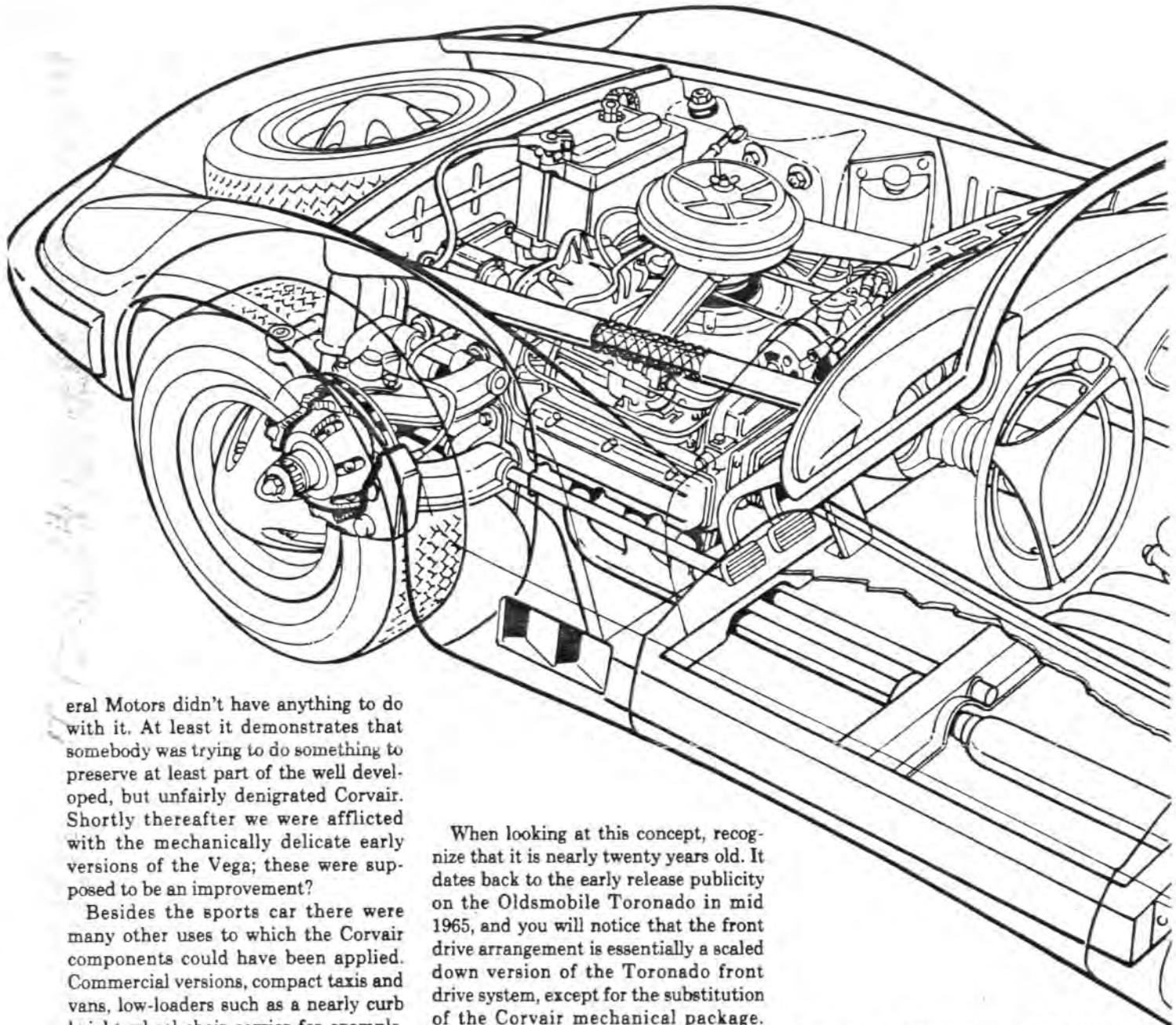
GM. I especially liked the later versions, which when properly set up were reported to be some of the best handling cars which had ever been manufactured in this country. They were available with several transmission options and enough performance goodies to satisfy almost anyone. It was with considerable displeasure that I witnessed what I considered to be an excellent product being demeaned by an over-zealous, uninformed and irresponsible "consumer advocate" who apparently placed personal aggrandizement above truthful and accurate reporting. The more I thought about it, the madder I got. The madder I got, the more I started thinking about alternate applications for the well optioned Corvair mechanical package. This in turn generated a desire to attempt to get General Motors to do something constructive with the Corvair component tooling.

An outsider making suggestions to a large corporation is in about the same category as a kid throwing rocks at the moon and expecting to hit it. Corporate powers aren't interested in outside opinions and tend to view such endeavors with disdain. In a way their attitude is understandable because they are forever being challenged by someone with a "million dollar idea" which usually turns out to be something that was patented about forty years ago and is now public domain. Then too; great minds occasionally travel in the same rut and inevitably arrive at the same destination. If a company does look at

someone's stupendous idea without accompanying safeguards and it turns out to be something even remotely resembling one of their projects, the outsider is likely to discover it at a later date, arrive at the "obvious" conclusion, scream "theft" and then attempt to sue the socks off the company. You can see the problem.

It is possible to contact large companies with ideas, but they must be either patented or you must sign a total disclaimer before they will even talk to you. You should check their policy and get a copy of their desired procedures first. Ah well; nothing ventured, nothing gained as the old cliche' goes. Besides, my desire wasn't to cut a fat buck, but intended to provide additional utilization of one of their existing products.

I figured I might have a chance of getting past the official assistant in charge of disclaiming because I had met Ed Cole at various S.A.E. functions, and decided that an attempt at penetrating the General Motors corporate crust was worth the effort. The attempt was for nought, of course; I got a polite letter back from somebody about six months later along with some crummy copies of the stuff I had sent, some comments about the importance of automotive publications to the trade, and a booklet explaining how to submit ideas to General Motors. I still don't know if the package which I sent ever got to Ed Cole, but Tex Smith seems to think that the attempt might be of interest to all of you Corvair nuts out there even if Gen-

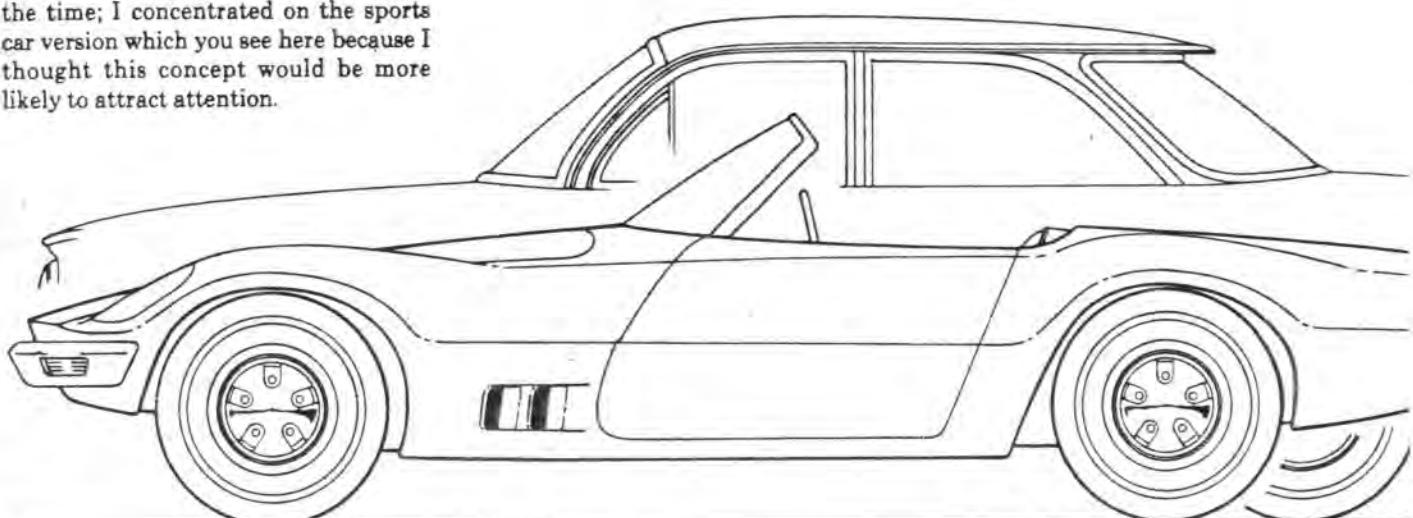


erl Motors didn't have anything to do with it. At least it demonstrates that somebody was trying to do something to preserve at least part of the well developed, but unfairly denigrated Corvair. Shortly thereafter we were afflicted with the mechanically delicate early versions of the Vega; these were supposed to be an improvement?

Besides the sports car there were many other uses to which the Corvair components could have been applied. Commercial versions, compact taxis and vans, low-loaders such as a nearly curb height wheel-chair carrier for example, specialized service vehicles, and much more. I didn't get into any of these at the time; I concentrated on the sports car version which you see here because I thought this concept would be more likely to attract attention.

When looking at this concept, recognize that it is nearly twenty years old. It dates back to the early release publicity on the Oldsmobile Toronado in mid 1965, and you will notice that the front drive arrangement is essentially a scaled down version of the Toronado front drive system, except for the substitution of the Corvair mechanical package. Note also the practical aspects of the general configuration of the car; flat

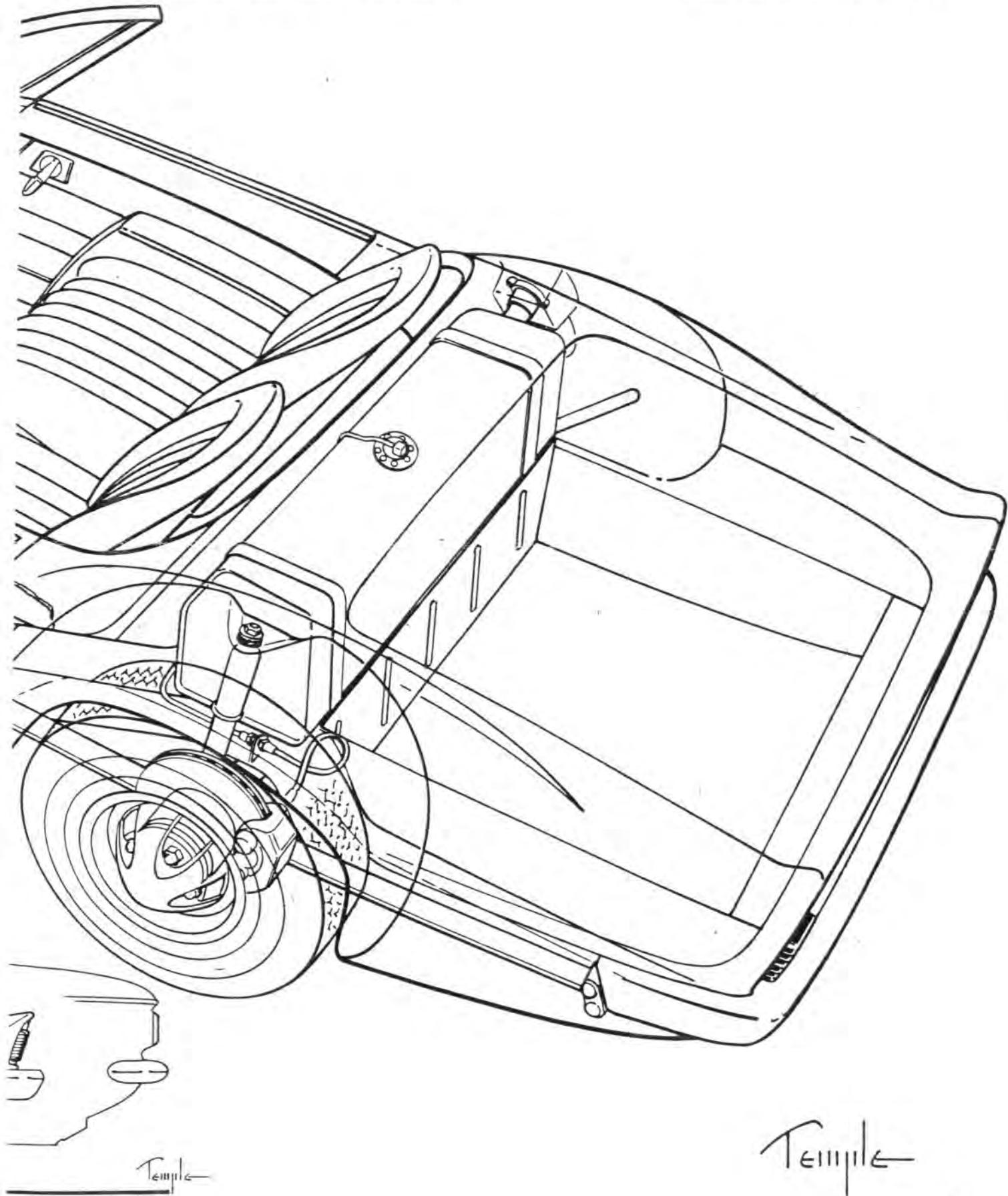
floor, ample baggage space behind the seats and in the trunk, and the fuel tank



in the safest possible place for a car this size, directly over the rear "axle" center line. The only domestic vehicle even approaching sports car status at that

time was the Corvette, and for many of the "buffs", it was too large. This Corvair sports car concept would have had many takers.

At the time, the Toronado components were too large for this application. Now we have front end assemblies available from cars such as the down-



sized Toronados, Cadillacs and Buicks; these components would be just about right. Building one of these Corvair sports cars is now feasible using available dismantling yard parts, if any of you sufficiently mechanically inclined, Corvair oriented torch jockeys care to make the attempt. The exercise would be interesting.

Remember though; the front drive components must be large enough to allow full-lock turning of the front wheels, allowing ample clearance out-

side the engine valve covers. Wheels should probably be fourteen inches minimum. The front end components from one of the present day miniature front drive "automobiles" won't hack it because the tread is too narrow and the wheels are too small. You would have to widen the tread, which would throw the steering geometry off, and the small wheels probably wouldn't allow sufficient clearance for the transmission and differential. Also; it's doubtful if the smaller mechanical components have

sufficient strength to withstand the higher torque ratings of the Corvair engines.

There have been at least a couple of attempts at using the Corvair mechanical assembly for front drive applications; the most notable of these being the Glen Pray 8/10 Cord replica. He used N.O.S. Cord trailing arms, suspension and hubs in conjunction with the Corvair mechanicals. These parts now, even if you could find them, would be super expensive, and there's really no need to go this route because by so doing you would be denying some Cord restorer much needed parts. The downsized GM components are not only cheaper, they are much more readily available and also more sophisticated than the over forty year old Cord parts.

And then there was Vic Hickey out in California. Vic built some four wheel drive rigs using Corvair power that were very interesting and of course four wheel drive must also include front wheel drive. Vic's transmission/differential assembly were different than the front-drive-exclusively vehicles, however.

So there you have it; the story of Temple's attempt. If some of you torch wielders and parts shufflers out there wish to attempt to build your own version of one of those, you have my blessing, but you're strictly on your own. I'm just a guy who cuts up non-existent cars with a pencil and pen. Oh I reshuffle existing cars occasionally too, but that's another story.

CE



1957-58 Eldorado Brougham

Owners of this rare Cadillac will be happy to know the following reproduction rubber parts for this low production model (only 704 were built) are available:

MISCELLANEOUS CHASSIS RUBBER

- C-537 Dust cover, tierod ends, \$3.00/each.
- C-394 Rubber spacer, sparkplug wires in organizer bracket, 4/car, \$24.00/set.
- C-95 Battery cable clamp over \$4.50/each.
- C-154 Fenderskirt edge pad and seal, exact copy, trim notch for shirt lock at installation, 5' strip, \$20.00/pair.
- C-500 Caps, front bumper guard, rubber with molded integral plate and bolt, \$65.00/pair.
- C-548 Motor mount insulator, front, \$55.00/pair.

HOOD FITTINGS

- C-540 Weatherstrip, hood to fender, approx. 36" \$45.00/pair.

LIGHTING

- C-558 Rubber seal, headlamp door, 4/car, \$15.00/pair.

SPRING PADS

- C-502 Rubber bumper, rear spring to frame, 2/car, \$25.00/pair.

DOOR WEATHERSTRIPS AND FITTINGS

- C-484 Bumper, door lock post, upper $\frac{1}{2}$ " diameter x $\frac{1}{2}$ " high, plated screw, as required, \$1.50/each.
- C-507 Pad, vent window frame, self-retaining, approx. $\frac{1}{2}$ " diameter x $5/32$ " high, for $3/16$ " hole, \$2.00/each.
- C-508 Pad, window stop, top center, rubber cap only made to slip over original steel core, a \$11.00/pair.
- C-538 Bumper, door lock striker plate, rubber with steel core, installs in rotary latch receiver, 1/door \$6.00/each.
- C-552 Weatherstrip, front door auxiliary on body above beltline, 13-3/8" long with retaining clips, \$30.00/pair.
- C-525 Weatherstrip, rear door hinge pillar at beltline, 2 required \$12.00/pair.
- C-520 Weatherstrip, rear door bottom and rear side, R & L, steel core at top per original, \$55.00/pair.
- C-509 Weatherstrip, roof rail, R & L, including steel insert at end, but without continuous wire retainer \$75.00/pair.
- C-511 Weatherstrip, vent window on divider post, R & L, with steel core, \$35.00/pair.
- C-38-BD Vent window weatherstrip, R & L, with steel shank, \$95.00/pair.

DECKLID

- C-510 Decklid weatherstrip, in gutter of body, top quality sponge sold by the foot, \$3.00/foot.

TO ORDER: list part numbers and prices, and include 10% for packaging and shipping (NC residents also include 3% state sales tax). Orders accepted on a prepaid, C.O.D., cash, or Visa/MasterCard charge basis. Parts lists available for \$1.00; specify year, make and model.

LYNN H. STEELE

Route 1, Box 71W, Denver, NC 28037
PH: 704-483-9343



STEELE

Quality Reproduction Rubber Parts



1928-60

New BUICK PARTS

Our new 19 page illustrated catalog is now available. Please send \$2 (refundable) for large selection of weather stripping and rubber parts, headliners, carpets, decals, wiring harnesses, window channel kits and hundreds of other new parts for Buicks only.

MIKE FUSICK

443B North St

Windsor Locks, CT 06096
203-623-1589 1-5 pm Mon-Fri

CAR EXCHANGE



THE OIL DROP



P. O. Box 5771 • Birmingham, Alabama 35209

JULY - 1982

LAST MEETING:

THE BIRTHDAY PARTY WAS A BIG SUCCESS. HATS OFF TO THE FLOYDS & THE REST OF THE CREW FOR A REALLY GREAT JOB ON THE CAKE, PUNCH AND WHATEVER. WE PICKED UP FOUR NEW MEMBERS AS A RESULT OF THE NEWSPAPER AD AND HAD A GREAT TIME WATCHING JIM BLACK'S SUPER SLIDE SHOW.

NEXT MEETING:

ONCE AGAIN WE WILL BE HOLDING A VERY SHORT BUSINESS MEETING AND THEN GOING OVER TO RANELLI'S DELI ON THE SOUTHSIDE FOR SOME FOOD AND BREW. THIS TIME THERE IS A NEW TWIST THOUGH, AS WE WILL BE MEETING THE MEMBERS OF THE ALABAMA SPORTS CAR CLUB FOR A JOINT PARTY. IF YOU HAVE ATTENDED THESE EVENTS BEFORE I KNOW YOU'LL BE THERE. IF YOU HAVEN'T, IT'S YOUR LOSS.

ECONO RUN:

CHANGE THOSE PLUGS, CHANGE THOSE POINTS, SYNC THOSE CARBS, PUMP UP YOUR TIRES -- YES FOLKS IT'S TIME FOR OUR ANNUAL ECONOMY RUN. THIS YEAR IT WILL BE HELD ON SUNDAY, JULY 18TH (SUNDAY FOLLOWING THE MEETING). WE WILL MEET AT ROEBUCK SHOPPING CITY IN FRONT OF LIBERTY SUPER MARKET AT 9:00 AM. WE WILL FUEL UP AT 9:15 AND LEAVE AS SOON AS ALL CARS ARE TOPPED OFF. THIS YEAR THE EVENT WILL TAKE US TO GUNTERSVILLE STATE PARK. LET'S SEE IF ANYONE CAN BREAK GRANT SNEAD'S RECORD OF 41 MPG. THERE IS AN ENTRY FEE OF \$5.00 PER CAR. TROPHIES WILL BE AWARDED.

CHEAH MOUNTAIN:

CHEAH MOUNTAIN MEET WILL BE SEPT. 18 & 19 THIS YEAR. WE WILL MEET AT EASTWOOD MALL SAT. 18TH AT 1:00 AND WILL LEAVE AT 1:15. THE ROOM WILL BE \$10.00 PER ROOM. THE BUNK BED WILL GO FOR \$6.00. WE WILL HAVE A \$3.00 PER PERSON REGISTRATION FEE FOR ADULTS AND \$1.50 FOR KIDS WHICH WILL ENTITLE YOU TO SUPPER SATURDAY NIGHT. ON SUNDAY THE KITCHEN WILL BE AVAILABLE FOR MEAL PREPARATION OR YOU MAY DINE AT THE PARK'S FINE RESTAURANT. PART SWAPPING WILL BE HELD IN THE FRONT OF THE LODGE ALL WEEKEND. PEOPLE'S CHOICE CONCOURS WILL BE SUNDAY - \$5.00 ENTRY FEE - TROPHIES AWARDED. MOVIES SATURDAY NIGHT.

FOR REGISTRATION AND LODGE RENTALS, CONTACT BOBBIE FLOYD 800 BELWOOD CIRCLE - FAIRFIELD, AL 35064 - PHONE 923-7968. YOU CAN STAY AT THE MOTEL - CALL 488-5115. WE SUGGEST YOU CALL EARLY AS THEY USUALLY FILL UP AT THIS TIME OF THE YEAR.

PAGE 2

AUGUST EVENTS:

IN AUGUST WE WILL HAVE OUR MEETING AT HOMewood PARK ON WEST OXMOOR ROAD AND WILL HOLD A CLUB WEINER ROAST. MAKE PLANS TO BE THERE!

VAIR STORIES:

NONE SUBMITTED THIS MONTH. ON LAST MONTH'S STORY, DON GODFREY'S NAME WAS LEFT OFF IN ERROR. SORRY DON.

CORVAIR CALENDAR:

JULY 16 - MONTHLY MEETING
JULY 18 - ECONO RUN
AUG. 20 - CLUB WEINER ROAST
SEPT. 17 - MONTHLY MEETING
SEPT. 18 & 19 - CHEAHa MOUNTAIN MEET

CLASSIFIEDS:

PARTS - PARTS - PARTS. NEW AND USED!
65 TURBO ENGINE, 140 MOTORS, 110 MOTORS, 95 MOTORS, ETC.
CALL FRANK RANELLI - 798-3787.

65 MONZA COUPE, 140 AUTO, EXTRA SHARP - \$2395.00
CALL FRANK RANELLI - 798-3787.



THE OIL DROP

P. O. Box 5771 • Birmingham, Alabama 35209



August 14, 1982

LAST MEETING

What a blast! Our joint meet at Ranelli's was a huge success. I don't know how many folks were there but I got there late and couldn't find a seat. The folks from the Alabama Sports Car Club showed some super racing slides. There was even a Yenko Stinger in some of them. There was a great group of folks and I look forward to some more joint activities in the future.

ECONOMY RUN

The VCE had a very poor turn out for the Economy Run last month. Only eight cars entered. The weather looked bad but cleared up and we had beautiful weather at Guntersville State Park. The results are as follows:

Early Automatic:	Charles Drake	-	63-102	-	18.76 MPG
Early Standard:	Curtis Hare	-	63-102	-	32.53 MPG
Late Automatic:	Frank J. Ranelli	-	65-110	-	22.29 MPG
	Jim Floyd	-	66-140	-	18.62 MPG
Late Standard:	Grant Snead	-	69-140	-	27.86 MPG
	Ben McCrankin	-	66-140	-	27.36 MPG
Turbo:	Butch Baldone	-	63-150	-	23.32 MPG
	Frank A. Ranelli	-	63-180	-	22.55 MPG

Thanks to all who attended. Trophies will be awarded at next meeting.

MONTHLY MEETING

This meeting will be a little different. On August 20th at 7:30 we will meet at Homewood Park instead of the library for a weiner roast. Bring the family and come on out. You will have to furnish your own drinks and we are asking each family to bring either hot dog buns or potato chips. The club will supply the weiners and everything else. If you don't know where the park is, go to the library and someone will be there to show you the way.

CHEAHA

We goofed! Last month we made a mistake on the price of the rooms at the Lodge. We stated \$10.00 per night. The rooms are \$18.00 per night. Sorry about the error. We still have a few rooms available. Call me for reservations.....Bobbie Floyd 923-7968

Page 2

MOVIE

Anyone interested in having your car in the Bear Bryant Movie that is to be made in Alabama, send me a picture of your car with the year, your name, address and phone number on the back. I will get it to the person who is trying to get period cars for the movie. He will contact you if your car is selected. Get your picture to me as soon as possible. Pictures will not be returned....., Jim Floyd

CLASSIFIED

62 - 8 door Greenbrier, 80 hp-4 speed rebuilt motor, not cranked in 5 years. Very solid and restorable. Grant Snead - 1-553-4210

2 - '65 Red Bucket Seats not perfect but worth \$10.00 each. - Grant Snead 1-553-4210

Parts, Parts, Parts ---Help! I need room. Frank Ranelli, 798-3787. I moved back to my old house at 1725 Hendrix Drive (same phone number). I have a new building just full of Corvair parts.



THE OIL DROP

P. O. Box 5771 • Birmingham, Alabama 35209



SEPTEMBER 12, 1982

LAST MEETING:

THIS WAS PROBABLY OUR MOST SUCCESSFUL OUTING OF THE YEAR. JIM FLOYD ESTIMATED THE CROWD AT 55 TO 60 PEOPLE AND ABOUT 160 WEINERS WERE EATEN. SOME OF OUR PEOPLE WENT TO THE AUDITORIUM AT THE PARK TO WATCH SOME FINE SQUARE DANCING. THANKS TO ALL WHO PARTICIPATED AND ALL WHO HELPED MAKE IT A SUCCESS.

IN THE NEWS:

I DON'T KNOW HOW MANY OF YOU WATCH THE CLASSIFIED ADS IN THE BIRMINGHAM NEWS, BUT I NEVER MISS THEM. ON SUNDAY, AUGUST 22, I THOUGHT IT WAS 1966 AGAIN. THERE WERE NO LESS THAN 6 SEPARATE ADS FOR CORVAIRS. IT SEEMS THAT AS TIMES GET TOUGHER PEOPLE ARE SELLING OFF THEIR PLAY TOYS AND FOR SOME FOLKS CORVAIRS HAVE TO FALL INTO THAT CATEGORY. I HAVE HAD MORE CALLS FROM PEOPLE WANTING TO SELL CORVAIRS THAN EVER BEFORE. I PERSONALLY DO NOT BELIEVE THESE ARE THE BEST OF TIMES TO SELL ANYTHING.

CHEAH - 1982 SEPT. 18 & 19

THE GAME PLAN HAS ALL BEEN LAID AND HERE GOES CHEAH. MEET AT 1:00 PM AT GOODYEAR STORE IN EASTWOOD MALL.

LEAVE AT 1:15 SHARP!

ARRIVE AT THE LODGE AT 2:45.

MOVE IN AT APPROXIMATELY 4:00. PLEASE DO NOT MOVE IN THE LODGE UNTIL WE HAVE THE GO AHEAD. THIS HAS BEEN A SORE SPOT FOR THE PARK PEOPLE IN THE PAST.

SUPPER - WE WILL EAT AT 6:00 PM. THE MENU WILL BE A COLD CUT BUFFET FEATURING A FIVE FOOT LOAF OF BREAD AND ALL THE TRIMMINGS TO BUILD YOUR DOGWOOD SPECIAL. LADIES (OR GENTS) ARE ASKED TO BRING A CAKE OR PIE FOR DESSERT.

SUNDAY - YOU ARE ON YOUR OWN FOR BREAKFAST.

CONCOURS START AT 1:00 PM SHARP. TROPHIES AT 2:00 PM. - \$5.00 ENTRY FEE.

DOOR PRIZES WILL BE GIVEN AWAY AFTER THE TROPHIES ARE GIVEN OUT.

REGISTRATION FEE IS \$3.00 FOR ADULTS & \$1.50 FOR CHILDREN.

ROOMS ARE \$18.00 AND THERE ARE STILL A FEW LEFT AS OF 9/10/82.

EVERYONE PLEASE COME OUT AND SUPPORT THIS EVENT NOW IN ITS 6TH YEAR.

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NEXT MEETING:

IT IS TIME ONCE AGAIN TO SELECT A NOMINATING COMMITTEE FOR NEXT YEAR. SOME NEW BLOOD WILL BE NEEDED AGAIN TO HOLD OFFICE AS THE SAME OLD FOLKS ALL SEEM TO WANT TO RETIRE. GIVE IT SOME THOUGHT.

CLASSIFIED:

PARTS, PARTS, PARTS - REPAIRS, ETC. FRANK A. RANELLY 798-3787.

RECIPE: (EASY AS PIE) COCONUT CREAM PIE

1 LG. PACKAGE CREAM CHEESE
1 LG. CONTAINER WHIPPED TOPPING
1-1/2 CUPS COCONUT (CHOPPED)
1/2 TSP. ALMOND FLAVORING

WHIP CREAM CHEESE (SOFTENED) WITH WHIPPED TOPPING. ADD FLAVORING. FOLD IN COCONUT. PUT IN BAKED PIE CRUST SHELL OR GRAHAM CRACKER SHELL (EITHER ONE IS VERY GOOD).



THE OIL DROP

P. O. Box 5771 • Birmingham, Alabama 35209



OCTOBER 16, 1982

CHEAHA 82 -

OUR ANNUAL TRIP UP TO THE MOUNTAIN ENDED UP A HUGE SUCCESS DESPITE THE SHORT STAY AND A LOT OF PESSIMISM ON THE PART OF SOME OF OUR MEMBERS. THE SATURDAY NIGHT COLD CUT BUFFET WAS A HUGE SUCCESS AND WHAT WAS LEFT WAS GOBBLED UP SUNDAY. EDNA THOMPSON CARRIED OFF THE LAST 8¹/₂ OF THE 5 FOOT LOAF OF BREAD. WE HAD ONLY A SMALL GROUP OF FOLKS FROM CORVAIR ATLANTA, BUT DRE JEFF CHAMPION WENT HOME A HAPPY FOLLOW - BUT MORE ABOUT THAT IN MOMENT. A LAST MINUTE IDEA OF JIM FLOYD'S TO GIVE AWAY SOME DOOR PRIZES AND TO SELL SOME EXTRA CHANCES FOR 25¢ RAISED \$81.00 ON A \$40.00 INVESTMENT. HATS OFF TO JIM LIMBAUGH CHEVROLET, STATE FARM INSURANCE, AUTOMOTIVE HEADQUARTERS AND RANELLI'S FRANCHISE SYSTEMS FOR PRIZES DONATED. ALL IN ALL WE THOUGHT WE WERE GOING TO LOOSE ABOUT \$150.00 AND IT TURNED OUT WE ONLY WENT IN THE HOLE ABOUT \$15.00 AND WE HAVE A TROPHY LEFT FROM THE CONCOURS WHICH WE CAN USE LATER. HATS OFF TO JIM AND BOBBY FLOYD FOR ANOTHER GREAT EVENT. AND SPEAKING OF THE CONCOURS HERE ARE THE RESULTS:

EARLY CLOSED:	1ST	JEFF CHAMPION	63 MONZA	CORVAIR ATLANTA
	2ND	CURTIS HARE	63 MONZA	
EARLY OPEN:	1ST	SHEILA RANELLI	63 SPYDER	
	2ND	BUCK HINKLE	64 SPYDER	
LATE CLOSED:	1ST	FRANK A. RANELLI	66 CORSA	
LATE OPEN:	1ST	JIM FLOYD	66 MONZA	
	2ND	FRANK THOMPSON	69 MONZA	
FWD. CONTROL:	1ST	CHARLES DRAKE	61 RAMPSIDE	
	2ND	NORMAN RODGERS	64 GREENBRIER	
BEST OF SHOW:		JEFF CHAMPION	63 MONZA	CORVAIR ATLANTA

MONTHLY MEETING: FRIDAY 15TH. WE HAD DISCUSSION ON PLANS FOR THE CHRISTMAS BANQUET, NOMINATIONS FOR THE OCTOBER ELECTIONS AND SAW A MOVIE THAT JIM FLOYD OBTAINED FROM CORSA.

WINSTON SALEM:

OCTOBER 30TH AND 31ST ARE THE DATES FOR THIS YEARS FALL AFFAIR. LAST YEARS WAS ONE OF THE BEST FOR BUYING AND SELLING PARTS I HAVE EVER BEEN TO. APPROXIMATELY \$30,000.00 CHANGED HANDS AND YOU COULD GET ALMOST ANY PART YOU WANTED. A FEW MEMBERS HAVE ALREADY TOLD ME THEY PLAN TO ATTEND.

VAIR STORIES

(THIS ONE WAS TOLD TO ME A LONG TIME AGO AT A CAR SHOW BY A MAN WITH A CORVAIR POWERED MOTOR CYCLE. SOME OF YOU HAVE HEARD IT BUT IT BEARS REPEATING.)

IT SEEMS THIS FELLOW HAD A 65 CORSA TURBO COUPE AND ONE NIGHT HE WAS TRAVELING HOME TO INDIANAPOLIS FROM CHICAGO AND HAD TO MAKE IT THAT DAY. AFTER LONG HOURS AT THE WHEEL HE WAS ABOUT TO FALL ASLEEP SO HE DECIDED TO LET HIS GIRLFRIEND DRIVE SOME. SHE CLIMBED BEHIND THE WHEEL AND HIM IN THE BACK SEAT. HE TOLD HER TO KEEP IT ABOUT 60 MILES PER HOUR AND IMMEDIATELY FELL ASLEEP. AFTER A FEW MINUTES HE WOKE UP TO A VIBRATION AND A LOUD WHISTLE. HE ASKED HIS GIRLFRIEND HOW FAST SHE WAS GOING AND SHE SAID 65. HE STUCK HIS HEAD UP AND LOOKED OUT THE WINDOW TO SEE TREES AND SUCH ON THE SIDE OF THE FREEWAY GOING BY IN A BLUR. HE SAT UP AND LOOKED AT THE DASH AND SHE HAD MISTAKEN THE TACK FOR THE SPEEDOMETER AND IT WAS ON 65! THEY WERE DOING ABOUT 130 MPH AND THE BOOST GAGE WAS HALF WAY IN THE PLUS. WHEN HE TOLD HER HOW FAST SHE WAS GOING SHE PANICKED AND SLAMMED THE BRAKES ALMOST LOSING CONTROL OF THE CAR. NEEDLESS TO SAY HE RETURNED TO THE WHEEL AND SAYS FUNNY BUT HE JUST WASN'T SLEEPY ANYMORE.

CLASSIFIED:

65 CORVAIR - REPINTED 1 1/2 YEARS AGO, 2 FRONT SEATS REUPHOLSTERED, NEW TIRES, CARPETS, 10,000 MILES ON NEW ENGINE, 4 SPEED, AM-FM 8 TRACK, MAG WHEELS. ROD CAIN 628-8227

PARTS - REPAIRS -- FRANK KANELLI 798-3787



CORVAIR BRAS NOW AVAILABLE

AL POLUS 714-469-2378

FELLOW CORVAIR ENTHUSIASTS, THE SAN DIEGO CORVAIR CLUB NOW HAS THE FIRST OF CUSTOM MADE BRAS FOR YOUR CORVAIR. MADE OF THE FINEST NAUGAHYDE WITH SOFT COMBED SURFACE INSIDE, AND SOFT PADS TO PROTECT THE PAINT AND TRIM ON YOUR CORVAIR.

1. CUSTOM MADE TO REALLY FIT YOUR VAIR.
2. MADE FROM THE FINEST AMERICAN MADE NAUGAHYDE WITH SOFT COMBED SURFACE UNDERSIDES.
3. HEADLIGHT OPENINGS LARGE ENOUGH NOT TO RESTRICT LIGHTS.
4. FINE TOP QUALITY WORKMANSHIP, BY TRIM SHOP SPECIALISTS.
5. WE QUALITY CONTROL AND INSPECT EACH BRA.
6. COLOR: BLACK

TO GET YOUR BRA SEND A \$25.00 DEPOSIT. MAKE YOUR CHECK OR MONEY ORDER PAYABLE TO SAN DIEGO CORVAIR CLUB, SEND TO AL POLUS, MERCHANDISING DESK. - 4030 CITRADORA DR. - SPRING VALLEY, CA. 92077. WHEN YOUR BRA IS READY WE WILL NOTIFY YOU TO SEND THE BALANCE OR WE WILL SHIP C.O.D. IF DESIRED. IF YOU ORDER NOW YOUR PRICE WILL BE \$89.95 EACH, PLUS \$2.00 FOR HANDLING & PACKAGING. THIS BRA WILL LIST FOR \$115.00, WHICH IS REASONABLE CONSIDERING IT SHOULD LAST THE LIFE OF YOUR CAR, AND WILL PROTECT THE PAINT AND TRIM AND MAKE YOUR VPAIR LOOK SHARP.



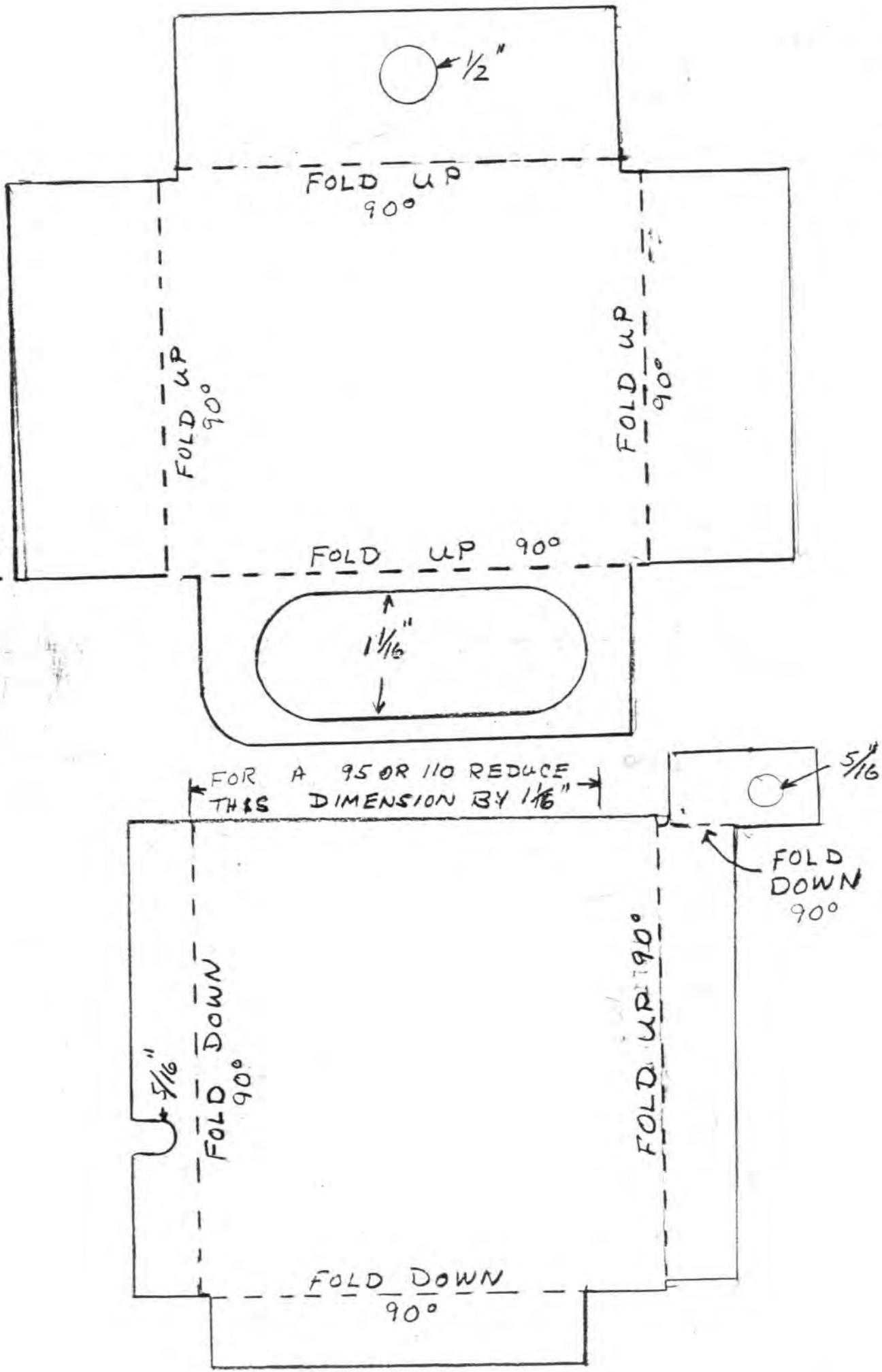
P. S. OUR NEW 1981 "VAIR TIP" ARE NOW AVAILABLE AT \$3.00 EACH. COMPLETE SET OF 8 FROM 1974 THROUGH 1981 IS JUST \$21.00. SAVE \$3.00 BY ORDERING THE SET. SEE OUR "VAIR TIP" AD IN YOUR CORA COMMUNIQUE. MAKE CHECK PAYABLE TO SAN DIEGO CORVAIR CLUB, SHOW MEMO FOR "VAIR TIPS" AND SEND TO AL POLUS, MERCHANDISING DESK.

AL POLUS, MERCHANDISING

140/180 OIL COOLER END PLATES

SCALE = FULL SIZE

FOR A 95 OR 110 REDUCE
THIS DIMENSION BY $\frac{1}{16}$ "



November 16, 1982

LAST MEETING:

Nominations were presented by the Nominating Committee. They are as follows:

Frank A. Ranelli - President
Second Vice President - None

Terry Wilkins - 1st Vice President
Jean Hinckle - Secretary Bill Thurman - Treasurer

As you can see they were not able to fill all the openings and nominations will be heard from the floor before voting will take place at the meeting on the 19th. If you wish to run or to nominate someone, please be prepared to do so at the meeting.

Harold Hartline has agreed to take over the newsletter writing for 1983.

CHRISTMAS BANQUET:

As you should already know, it will be held at Jack Daniels Restaurant in Homewood on December 10th. We have told them to expect a crowd of about 50 so please send in your reservations and all plan to attend. This is the first time to have it on a Friday night and we hope more of you can attend. Sheila has received only a few reservations so far.

WINSTON-SALEM:

Attendance by our club was the largest ever this year. I think attendance overall was short this year. Loads of parts were displayed again but the state of the economy seems to be taking its toll on Corvairs too. Sales were way off and a lot of cars were for sale. The concours was great with some really great cars. They just get better and better! One really unusual car was a 1968 Cord 810 Replicar. It featured a Corvair Trubo Powertrain up front. That's right front wheel drive. Harold Hartline will have slides at the next meeting.

NEXT MEETING:

An informal parts swap meet will be held after the business meeting. If you have something to swap or buy, plan to attend.

CLASSIFIEDS:

'61 Monza Coupe, 4 speed needs minor work. Roy Dutton - 785-2495

Corvair Repairs - Frank Ranelli - 798-3787 or 785-4192.

'64 Convertible 110, '63 Convertible 102 Auto, '64 Convertible 110 - 4-speed, '63 Spyder Coup. For details call Frank Ranelli - 798-3787 or 785-4192.

CLARK'S CATALOGS for sale - \$2.00. See Terry Wilkins at the next meeting. He only has three left.

It is DUES TIME Again and they are still only \$10.00 a year. So that we can prepay and distribute a membership roster before June, please pay by the January meeting.

Terry Wilkins has made arrangements to have T-Shirts made withthe club logo. He hopes to have samples for the next meeting and will take orders. He is also checking jackets with the logo on the back. If you are interested, be at the meeting or call Terry at 923-1116.

Ho! Ho! Ho!

VULCAN CORVAIR CHRISTMAS PARTY



You are cordially invited to attend an honorary annual Corvair Christmas Party on December 10, 1982 at Jack Daniels Restaurant, 1912 28th Avenue South, Homewood. Cocktail hour will start around 6:30 P.M. and dinner will be served at 7:30. We will be served in a private dining room with plenty of seating area, dance floor, and full scale bar. There is a juke box for our musical entertainment.

Everyone attending should bring a small gift for a male or female guest, (\$5.00 limit please). Gag gifts are willingly accepted!

MENU

King Cut Sirloin Steak	\$12.75
Queen Cut Sirloin Steak	9.25
Fried Seafood Platter	8.95
(Shrimp, oysters, scallops, ocean perch, deviled crab)	
Fried Chicken	

All of the above entrees include salad, baked potatoes, and bread.

6% sales tax will be added

15% gratuity " " "

\$3.00 per person set-up fee will be added

Please try to make your plans to attend! There will be guaranteed laughter and fun for all.

Please complete the registration form below if you plan to attend or register by calling Sheila Ranelli 798-3787 or 823-1322. Mail registration forms to: 1725 Hendrix Dr., Birmingham, 35214.

BYOB

BYOB

Name of guest or guests _____

Telephone(s) _____

Menu selection(s) _____

VULCAN CORVAIR ENTHUSIASTS
Post Office Box 5771
Birmingham, Alabama 35209

Thompson, Frank & Edna
3418 Sagebrook Lane
Birmingham, AL 35243
967-7464

