



THE OIL DROP

P. O. Box 5771 • Birmingham, Alabama 35209



JANUARY, 1984

THE DRIVERS SEAT

High on the list of New Years resolutions of all your new officers is a pledge to do our best to make 1984 an outstanding club year. This will require a good level of participation by the members. Let me encourage you to make a resolution of your own to participate by attending and taking part in meetings, and making as many of the activities as possible. We have many neighboring clubs all planning activities for weekend meets within easy driving distance which make very nice mini-vacations, a chance for a break in the daily routine. There are so many, most of us have to pick and choose the ones we can attend. If you haven't made one of these weekend outings in the past maybe you can work one in this year. I've never been to one that was not fun.

The purpose of the officers of any club is to serve the membership, by providing interesting activities, keeping the club strong and healthy. This requires input from members. Our January meeting will be a time for planning the year's calender of events. It is important that your voice be heard so let me encourage you to start the year on a good note by attending and taking part in this month's meeting. See you there!

HAROLD HARTLINE, President

A NEW YEAR

The club starts another new year with a new slate of officers. They are:

PRESIDENT-Harold Hartline
V.P. ACTIVITIES-Jean Hinkle/Bobbie Floyd
V.P. MEMBERSHIP-Roy Dutton
SECRETARY-Marie Drake
TREASURER-Sheila Ranelli
NEWS LETTER-Bob Donley/Owen Miller

Lets get behind this fine slate of officers and help them make the VULCAN CORVAIR ENTHUSIASTS the best club in CORSA. We also wish to thank the outgoing group of officers for making 1983 another great year for the club.

OUTSTANDING MEMBER, 1983

At the December Christmas dinner outgoing president Frank Rannelli, announced the winner of the Alice Godfry Award. It is awarded annually to a member for his or her efforts to further the club. This year the award

went to Jean Hinkle. Jean put the club before anything else including her own health. Even while in the hospital in severe condition she told her husband Buck to go to the meeting and insure the coffee was made. We were sorry that Jean was still recovering during the dinner and could not receive the award in person. It was a much deserved award. Frank stated that he would have had a much more difficult time as president in 1983 if it hadn't been for Jean. Congrats, Jean!

NEXT MEETING

Date: Friday, Jan 20, 1984

Time: 7:30 PM

Place: Homewood Library

Program: Bobby Allison driving film titled An American Trip plus a tech session on packing early model rear wheel bearings.

WORLD OF WHEELS

It's that time of year again and we need several cars to be shown in the B'ham Civic Center Feb. 10-12. Cars must be in place in the center Thursday evening and remain till about 6 pm Sun. People who are going to show their cars will also be looking for help in getting them ready. Please volunteer to help them. All members who have show condition corvairs should contact Terry Wilkins, home 923-1116, office 945-2466.

CHRISTMAS DINNER

The annual Christmas dinner was held on 14 Dec at John's Restaurant in B'ham. About 40 people were in attendance. The food was excellent and the comaradarie was outstanding. I again received those 1965 Olsmobile taillights as my gift. I believe they have been floating around to various members for six years now. So that I don't get them again i may try to sell them this year. If I make a nice profit whoever gave them to me is going to feel pretty bad.

ANNUAL DUES

Your dues need to be paid in Jan. They are \$10.00 for the year. This is a family membership and we hope the entire family will gain something from the affiliation. Please pay the dues promptly so we can keep the club solvent. Send to Treasurer Sheila Ranelli, 1725 Hendrix Drive, Birmingham, Al.35214, phone 798-3787

MARCH OUTING

Start making plans now for the trip to the beach in March hosted by the West Florida Corvair club. It's always an outstanding outing. It will be March 30, 31 and April 1 at the Sea Dome Hotel in Destin. Reservations should be made directly with the hotel as soon as possible. The rate will be approximatly \$33.00 per night for up to four in a room. More next month.

CLASSIFIEDS

If you have somthing to sell get the info to me by the first week of the month. My address and phone number are on the attached membership roster.

1964 model Monza conv, red, red int, new blk top, no rust floorboard.

Photo's at meeting, price \$1550.00. Rolland Galbreath, Dora, AL, 648-5810
(I have seen this car and it's worth the money, don't think price is negotiable. I'd like to see this car in club. Harold Hartline)

MEMBERSHIP ROSTER

Attached is the most current list of members available to me. This is list I will be using to mail out the "OIL DROP" so if its not correct you may not get your newsletter. I have also added home and work phone numbers. This will make it easier for members to get in touch with each other. Please give me your phone numbers and I will publish a new list later in the year.

TECH TOPICS

Late model wheel bearing greasing

Did everyone see the excellent pictorial article in the Nov/Dec Communique about putting grease fittings in late model rear wheel bearings? If you can't understand that article you probably cannot even tell an early model from a late model. I hope CORSA continues to publish articles of that quality. I installed some in my 65 Corsa a few years ago. I put them on the bottom of the bearing and put in a 90 degree zerks fitting so that I could grease the bearing through the hole in the hub that is used to insert a socket to remove the bearing from the trailing arm. I also installed grease fittings on my 66 Monza in the flange behind the break back plate. This permits greasing the bearings without removing the brake drum. Both methods work but the second can be seen from under the car so it could affect the rating of a concours car. Use caution when greasing as you may force the grease seals out and allow grease to get on your brakes. It happened to me and it's no fun trying to keep that car heading in a straight line in a panic stop.

Wiring harness connector

I lost all electrical power a few weeks ago and couldn't figure out what was wrong. The problem was traced to the electrical connector at the front left corner of the engine compartment. The connection that carries all the power to the fuse block under the dash was not making good contact and no amount of pushing together of the harness connectors seemed to help. I had to take the wires out of the harness plug, bend the contacts so they fit tightly and then reinstall them in the plug. To lose this connection some night on a dark, lonely road would be a disaster. Check them now in the daylight in your driveway.

BOB DONLEY & OWEN MILLER



THE OIL DROP



P. O. Box 5771 • Birmingham, Alabama 35209

FEBURARY, 1984

THE DRIVERS SEAT

HAROLDS COLUMN DIDN'T ARRIVE IN TIME TO GET IN THE NEWSLETTER



NEXT MEETING

DATE: Friday, 17 Jan 84

TIME: 7:30 PM

PLACE: Homewood Library

PROGRAM: Bobby Allison driving film titled An American Trip plus
a tech session on changing alternator bearings.

TREASURER'S REPORT

Balance Forward	\$843.00
Income	
Cheaha	55.00
Patches	2.00
Dues	2.00
Subtotal	59.00
Expenses	
Newsletter	20.65
Balance 31 Dec 83	\$881.35

LAST MEETING

The meeting was held 20 Jan 84 at the Homewood Library. New officers were introduced. Reports were given. The World of Wheels show on 10-12 Feb was discussed by Terry Wilkins. The March outing at the Sea Dome Inn in Destin, Fl. was also discussed. Questions were raised concerning the Atlanta club's outing in Helen, Ga. in April. No one knew if this was a mistake or whether they were going to try to have the meet. More on this later. Club dues were payable in January (\$10.00).

INSURANCE POLICY

Owen Miller has written a letter for Harold Hartline to send to the national office, We hope to settle once and for all the question of whether the club and its officers are covered by the national insurance policy. Owen has cancelled the local policy with USF&G Insurance Co.

CLASSIFIEDS

A 1965 Monza coupe is listed in the Jan. 30 Auto Trader for \$995. Extra engine included. Phone B'ham 836-7086.

A 1964 Monza coupe, automatic, navy blue exterior/light blue interior. Interior is splitting. Body is in good shape. Phone Montgomery, 277-4215.

MARCH OUTING

The March outing will be at the Sea Dome Inn, Destin, Fl., March 30-April 1. Make your room reservations directly with the hotel now. Phone 1-800- 874-9104. Registration for the event will be \$10.00 per family for the car show fee, one T-shirt, and dash plaque. Plan to attend.

INTERESTING CONVERSION

Mike Brown had a late model Corvair at the meeting last month. It featured an Oldsmobile ~~T~~oronado 450 CI drive-train mounted in the Corvair engine compartment. Unlike other conversions I have seen, it did not do away with the rear seat. From the outside and from the car interior it looked almost stock, but look under the hood (rear deck) and WOW! The radiator was mounted in the right rear wheel well with an electric fan doing the cooling work. Really a nice job! I can't wait to get a better look at it in the daylight. With 450 CI it should really scoot down the road!

FROM THE KITCHEN

STRAWBERRY PRETZEL SALAD

2 cups pretzels (crumbled or crushed)

1/4 cup sugar

1 stick butter or oleo (melted)

Mix together., Line 8x12 in. baking dish with mixture and bake at 350 for 10 minutes. Cool.

1 eight oz. package cream cheese (at room temp.)S

1 eight oz. package Cool whip

1 cup sugar

Beat cream cheese until smooth. Add Cool whip and sugar and beat till smooth. Smooth mixture on pretzel layer.

1 six ox package strawbeerry jello

1 10 oz. package frozen strawberries.(do not thaw.)

Mix jello with 2 cups boiling water. Add strawberries and mix well. When jello is jelled, place on top of cream cheese layer. Chill thoroughly and cut in squares to serve.

Alice Donley

TECH TOPICS

Corvair Crankcase Ventilation. from Upper Cumberland Corvair club

Have you noticed oil on top of your engine? Is there fresh oil around your oil filter cap, or around the top of the oil dip stick, or around any of the pvc(positive crankcase ventilation) tubes or seals?

Pressure buildup in the crankcase of a Corvair engine must be relieved by ventilation or the pressure will force oil out any tube or seal--especially those tubes mentioned above. The 60, 61, & 62 engines relieved the crankcase pressure by use of a road draft tube. Beginning with the 63 model engines, Chevy put a PVC system on top of the engine so that crankcase vapors are drawn into the intake manifold and burned in the combustion chamber. Instead of a straight tube between the top of the crankcase and the intake manifolds, a valve (PVC) was inserted to regulate the flow between the two.

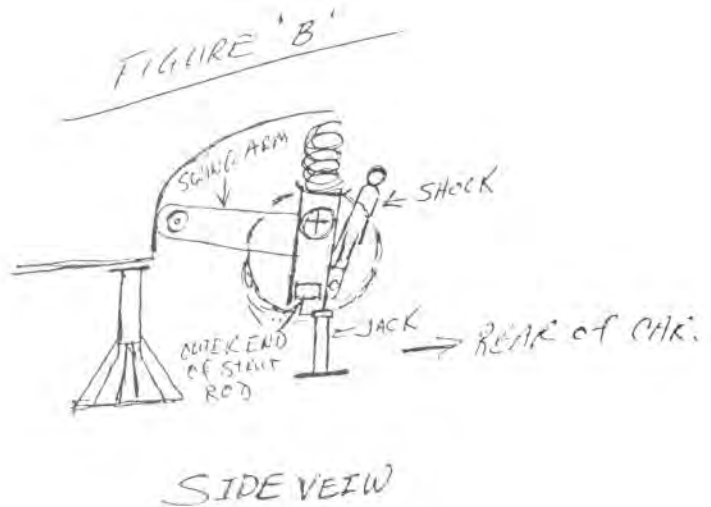
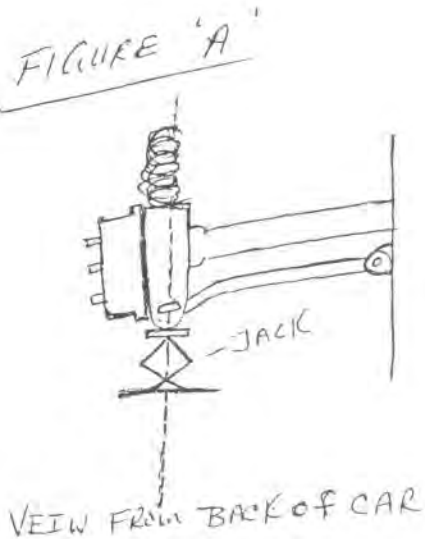
There are two types of valves in Corvair PVC systems. Early models had a conventional PVC valve located in the flex line (rubber hose) between the crankcase vent and the balance tube connecting intake manifolds. The other type control, used on later model corvair engines, is a "measured orifice" (a small hole... about .060") located in the tube connecting the crankcase vent and the balance tube. In both types of PVC systems, there is a tube allowing for fresh air to enter the crankcase. The 63 & 64 engines drew fresh air from the top of the right air cleaner; the later model, single air cleaner style, drew fresh air from inside the air cleaner.

Proper operation of your Corvair engine requires that the PVC system function as designed. This means that the PVC valve or the measured orifice be checked regularly and replaced or serviced as your particular engine requires. The normal time to check the PVC system is at the time of an oil change. ed note.. The tube on most engines I have apart have had the PVC valve packed full of crud and corruption. It was a major task to soak the valve in some solvent and then work a flexible wire up through the tube to loosen the "gunk". I found WD-40 & an old speedometer cable work pretty good You can put the cable in your electric drill.

65 Turbo Choke Cover GM no longer produces it but NAPA still has it..Echlin part #2-207.

ALIGNMENT OF OUTER STRUT ROD BOLT

Fasten the inner strut rod bracket to the transaxle (run bolts halfway in), push outside end of strut rod into position until it binds (make sure washers are in place). Place jack under the backside of the outer strut rod bracket, making sure that jack does not hinder strut rod from moving when jacking (see figures A & B for jack positioning). The position of the jack is very important; if the jack is not centered the wheel assembly will be pushed outward. The wheel assembly should move upward almost vertically with a slight outward movement. Once jack is in proper position, jack wheel assembly up until car body just comes off jackstands. Stop jacking immediately after car comes off of the jackstands. Push bolts through strut rod bushing and bracket. Hammer may be needed to tap bolt all the way through. Jack may have to be raised or lowered just a hair. In my case, I push both bolts almost all the way through with my finger and used a hammer to tap the last $\frac{1}{2}$ inch. While the wheel assembly is still jacked up, tighten bolts on inner strut rod bracket firmly. Snug up outer bolt but do not tighten. Lower wheel assembly back on jackstand. Adjust toein on wheel assembly and tighten bolts "tight".





THE OIL DROP



P.O. Box 59071 - Birmingham, AL 35259-9071

MARCH, 1984

THE DRIVER'S SEAT

Did you get by the Civic Center to see our display at the World of Wheels? The club did itself proud this year. The cars were really high quality and it was obvious that many many hours of work had been spent getting them ready for the show. I want to thank all of those members who agreed to show their cars and for all the work put into them. All of them were winners. The cars on display were:

Blue '65 Corsa Coupe...The Yates; White '65 Monza Conv...The Donleys; Tan '65 Turbo Corsa Conv...The Thurmans; Red '63 Spyder Conv...The Hartlines; Red '63 Monza Coupe...The Lanes; Brown '63 Spyder Coupe...The Baldones.

How about that club display? Terry Wilkins chaired the World of Wheels Committee this year and did an outstanding job. I think he had more people working on the display than we have ever had and you could tell it by the results. Everyone seemed to enjoy doing it. The names I can remember are:

Terry Wilkins...Comm Chairman, reworked the display, made more signs. Norman Rogers & Bob Seimens...constructed the center display & put together the disassembled engine; Chris Rothe...did the assembled engine; Ray Coffee...loaned the club the display; Phil Hartline & Carrol Brand...lettered signs for the cars; Bill Thurman Provided a cutaway drawing; Buck Hinkle...cleaned & set up the club banner & provided Carbs for the display engine; Howard & Charles Drake...cleaned, painted & reworked the rope stanchions; Randle Lane...provided the rope; Bobbie Lane...baked cookies to keep the workers bodies nourished; Jim Floyd...constructed a sign; Henry Snyder...furnished drop cloths under the engines (we all know they aren't necessary); Owen Miller...furnished a sign; Sheila Ranelli, Louise Hartline, Jean Hinkle helped set up the display and clean up the cars. I hope I haven't forgotten anyone. Those of you who helped set up and take down the display are appreciated. The display won second place and we were awarded a nice plaque and \$75.

It's not too early to start thinking about next year. If you have a car you have been working on, let me encourage you to set next years show as a date to show it. This would give you a goal to work to and if you are like me it will help to get it done. We have some excellent cars in the club to choose from but it's always nice to have some new ones to mix in every year.

Let me remind you that the Destin meet and the Helen meet are coming up this month and next. They will be great fun if you can work them in (details below and in the Communique). The beaches are always beautiful at Destin and the spring flowers should be in bloom in Georgia.

Harold Hartline

NEXT MEETING

DATE: Friday, 16 MAR 84

TIME: 7:30 PM

PLACE: Homewood Library

PROGRAM: A short buisness meeting will be held then a social outing will be held at Rannelli's Deli in 5 Points where you can eat or just gather and talk and enjoy the company.

TREASURER'S REPORT

Balance Forward	\$881.25
Income	
Dues	260.00
Subtotal	1141.25
Expenses	140.98
Balance 17 Feb 84	\$1000.27

LAST MEETING

The meeting was held 17 Feb 84 at the Homewood Library. The World of Wheels auto show was discussed. Thanks went out to all who helped make it our best showing yet. Terry Wilkins was the driving force that put together the outstanding display. Bob Donleys 66 Monza convertible won first place in 65-69 Current Restored. Butch Baldone won second and Harold Hartline won fourth in 60-64 Current Restored class. Butch had a 64 Spyder Coupe and Harold had a 63 Spyder convertible. Congrats to them all!

INSURANCE POLICY

Harold Hartline has written to the national office asking them to clarify the Nationals insurance policy. More on that when we receive an answer.

MARCH OUTING

The March outing will be at the Sea Dome Inn, Destin, FL, March 30-April 1. Make your room reservations directly with the hotel now. Phone 1-800- 874-9104. Registration for the event will be \$10.00 per family for the car show fee, one T-shirt, and dash plaque. Plan to attend. The club wants to have another wine and cheese party so please bring your favorite.

APRIL OUTING

The Atlanta club has notified us that they are going to have their outing in Helen GA again this year. It will be 13-15 April 1984. Ther will be two classes in the judging this year. Daily driven (over 3000 mi per yr) and fully judged class. That should give a lot of people a better chance to make a showing with their cars. If you plan to attend it is recommended that yo make your reservations early. Make them with the Alpenhof-North Motel, Helen, Ga 30545, Phone (404) 878-2268. Be sure and mention that you are with the "Corvair Affair" when you register as the rooms are blocked in the club's name. Rates are \$35 per day. Registration for the meet will be \$5.

FROM THE KITCHEN

LINGUINI IN CLAM SAUCE

1 Lb linguini(spaghetti)
1 stick butter
1/2 cup oil
1 teaspoon marjoram
1/2 teaspoon basil
1/2 teaspoon black pepper
1 medium chopped onion
1 green pepper chopped
2 cans minced clams & liquid
1/2 cup red wine(optional)
1/2 teaspoon salt
1 small can chopped mushrooms
1/2 teaspoon garlic powder
1/2 teaspoon oregano

Simmer onions & green peppers in oil & butter until tender. Add garlic, oregano, marjoram, basil, pepper, salt, & clams. Simmer 10 minutes. Add to cooked linguini or spaghetti. This is a pretty spicy meal but it sure is good. Frank Ranelli, eat your heart out.

EDITOR NOTE: We want some of you other members to contribute to this column.

Alice Donley

TECH TOPICS

Throwout Bearings: The 1983-84 Chevy throwout bearings will fit late model Corvairs. They are designed to be in "constant run" without excessive wear. This should be a real break for anyone who has his engine out and wants to change the bearing. GM #908404

Van Pershing, Tuscon Az

Timing Marks: On 1964 and later engines the crankshaft pulley was replaced by vibration damper (harmonic damper). If you are having problems with engine performance on these engines after setting the timing, check the accuracy of the timing mark on the pulley. you may find that the outer pulley may have moved in relation to the inner hub due to slippage or faulty assembly at the factory. This may be checked by comparing the index notch on the inner hub, which is the true top dead center indicator, with the mark on the outer pulley. If a difference is found, a new timing mark may be made on the outer pulley, however; if this is noted, examine the harmonic balancer very carefully to see if the outer pulley is beginning to slip back towards the oil filter. If it has, replace it as soon as possible because it will eventually rub against the filter and result in loss of engine oil. Editor comment: I recommend you not drive the car until you have replaced the harmonic balancer because it might cost you a complete engine.

West Florida Corvair Club

NATIONAL NEWS

The National office is no longer in Pensacola Fl. Address for articles, photos, etc should be sent to: CORSA COMMUNIQUE, 2506 Gross Point Rd, Evanston, IL 60201.

The National office has also sent us a list of members who have registered local affiliation with them. Please check this list and notify CORSA if their appears to be an error.

BROCK, CRUMP, DONLEY, FARR, FERGUSON, FLOYD, HARE, HARTLINE, HATHAWAY, HILL, HINKLE, JONES, LANGSWAGER, PHILLIPS, F. RANELLI, F.J. RANELLI, ROGERS, ROTHE, SIEMENS, SNEED, H. SNIDER, W. SNIDER, STEADMAN, STOLZMANN, STOWES, THOMPSON, THURMAN, WILKINS, WRIGHT.

CLUB ADDRESS CHANGE

Please note the clubs new address on the letter head and on the return stamp. Please use it to send any item to the club.

GET WELL WISHES

Miss Sonya Lane has a broken foot and Miss Robin Hartline had a molar tooth surgically removed. Get well soon , girls.

RUST



OSPHO

is a metal treatment, not a paint — resists/retards rust — chemically changing it to a tough, hard surface ready for priming. Proved in all kinds of heavy industry since 1947. Ospho is available in quarts, gallons, 5 and 55 gallon containers.

For the name of your nearest dealer, contact

THE SKYBRYTE COMPANY

Dept. PE-1, 3125 Perkins Ave., Cleveland, OH 44114 (216) 771-1590
Specialists since 1917 in corrosion and maintenance products.

TECH TIP

If you haven't tried this product you won't believe what it does to rust. It is an absolute must for restoring old cars. You just spray or paint it on rust and let it work for about 24 hours. The rust will turn black and will be ready for primer. The rust actually changes from iron oxide to iron phosphat a good subsurface for painting. It is good to spray it inside doors and other hard to reach areas like the underside of the car.

BOB DONLEY & OWEN MILLER

GEORGE LINDSEY CELEBRITY WEEKEND

The celebrity weekend returns to Montgomery on April 28 and 29. The schedule of activities begins with the parade at 10:30 AM at Eastdale Mall. The Great Star Show begins that evening at 8:00 PM at the Montgomery Civic Center. This year the show will feature Roy Clark, Ray Stevens, Tennessee Ernie Ford, and Larry Gatlin and the Gatlin Band. Tickets are \$10 and \$12 and can be ordered by check or money order to GREAT STARS SHOW

MONTGOMERY CIVIC CENTER

P.O. BOX 4037

MONTGOMERY, AL 36101

On Sunday the Celebrity Golf Tournament will be held at Arrowhead Country Club.

As most of you know Vulcan Corvairs has participated in the parade in the past and we have again been invited back. We are requested to file our answer no later than April 6, 1984. Everyone is asked to consider the above in order that we can decide at the March meeting whether or not the club will participate.

Owen Miller



THE OIL DROP



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APRIL 1984

THE DRIVERS SEAT

Some of our long time members are remiss in their payment of dues. I have told Bob Donley to make a note in the newsletter to each of you who are delinquent that this will be the last one you will receive unless your dues are paid. The club cannot afford to print and mail out sixty newsletters each month when only about half of the people have paid their dues. Come on folks. Send in your dues!

Harold Hartline

NEXT MEETING

DATE: Friday, 17 April 1984

TIME: 7:30 PM

Place: Homewood Library

PROGRAM: Slides from Destin, photos from the World Of Wheels and a demonstration on replacing brushes and bendix in a starter.

LAST MEETING

The last meeting was the kind most members seem to enjoy-no busisness but plenty of good food and fellowship. We met at the library then went to Ranelli's in Five Points West for some serious eating and talking.

OUTINGS



The club has been on two outings since the last newsletter. Early in the month Joe and Ann Steadman invited the group to their place on Smith Lake. A caravan was formed at Westgate Shopping Center. We followed Buck and Jean Hinkle on a most circuituous route which ended in the Steadman's drive. Its a good thing Buck knew the way. I didn't believe instructions could be given to cover all those turns. The Steadmans have a beautiful place on the lake and Ann had prepared a beautiful table of food. Members attending were the Hinkles, Thurmans, Hathaways, Ranellis, Hartlines and the Hyches. Thanks again to the Steadmans for their hospitality. Now all we have to do is get Ann to prepare that same meal at Cheaha.

The second outing was the West Florida Corvair Lovers Holiday at Destin Beach Fl. What more can you say than it was just beautiful. Its worth the drive just to see the water,listen to the surf, and watch the sea gulls drift lazily around. The water was so clear and the sand so white. this has to be the most beautiful

beaches in the world. The organization of the meet went smoothly as usual. I think everyone will agree it was a wonderful mini-vacation. A hospitality room was open Friday night with a beautiful spread of food. Saturday morning they had coffee and rolls. Saturday's activities centered around the cars. Vendors displayed their wares and there seemed to be considerable buying going on. Later in the day a people's choice concours was held. The weather was absolutely beautiful with a cool sea breeze and warm sun to tan you. Well, anyway who wants to come back from the beach without a blistered nose? They held a creeper race while the concours was being judged. Not many takers but a lot of encouragement from onlookers. Warren Soignier from New Orleans won. They also held a fan belt toss but you had to throw across the wind. It would catch the belts and you could never figure where they were going to land. The activities ended with a banquet and trophy presentation. The Hinkles won first place for Early Open class and the Hartlines and Hares won second places for Early Open and Early Closed. None of our cars were in the late classes so we didn't take any trophies home. Club members at the meet were the Hares, Hartlines, C. Drakes, F. Ranelli's, and Hinkles. Thanks again to the West Florida bunch for a good time and to all the wives for a great wine and cheese party.

FROM THE KITCHEN

CREAM CHEESE POUND CAKE



Cream 3 cups sugar, 3 sticks butter or margarine and 1 8 oz cream cheese and a dash of salt until light and fluffy. Add 6 eggs, one at a time, beating well after each. Add 1 1/2 teaspoon vanilla. Stir in 3 cups sifted cake flower. Bake in greased and floured tube pan for 1 1/2 hours at 325 F in preheated oven.

Juanita Hathaway

KNOW YOUR CLUB MEMBERS

John & Juanita Hathaway

We have lived in B'ham since 1955 when IBM transferred us here. Juanita and I met in St Louis when John worked for IBM there. Our two daughters were born there and our son John was born here. Our oldest daughter Barbara is married to Larry Doss and lives in B'ham. They have two children so we get to see our grandchildren quite often. Our second daughter is an Asst. Professor in the Art Department at Mississippi St. College for Women at Columbus. Son John works here in television. He formed a company called Pyramid Productions and this year merged with Air Mobile Productions. They cover sports events and do commercials.

We both like to play bridge and other card games. We are members of East Lake United Methodist Church and the Innovators Sunday School class.

Juanita works at Pizitz-Century Plaza two days a week. She enjoys meeting people and working with clothing.

When we first joined the club we went on very few of the outings and trips. When John became President in 1981, we started to go to all the events and found this was a great way to strengthen our friendships with the other members.

My first Corvair was a 62-4 door 3 speed which I sold to Larry

two years ago. I then bought a 65-4 speed coupe which son John drove for a time. It needs a seal job and some paint. I then got a 65-4 door auto w/air which I never used. I sold it to Richard Stolzman last year. I then picked up a 65 convertible whos engine had dropped out. I have rebuilt the engine but have to do a rework on the transmission. It needs lots of other work.

I won a 63 4door auto at Cheaha. I did a seal job and carb rebuild and it runs good.

I bought a 62 Volvo B 18 in 1964 which served me at work and John at college. It now sits and awaits my attention. We also found a 67 Volvo P 1800 Sports car with a seized engine. The engine has been rebuilt but the rust must be overcome before it can leave my basement.

John & Juanita Hathaway



TREASURERS REPORT

Balance Forward.....\$1000.27
Income.....
Expences.....
New Balance 1 Apr 83...

Data not received in time

APRIL OUTINGS

The Atlanta club is still set to hold their outing in Helen, GA, on 13,14 & 15 Apr 84. I understand all rooms are sold out in Alpenhof North, but that a few rooms were still available in Alpenhof South. About five families have indicated they will be attending from our club.

On 29 April the George Lindsay Celebrity Weekend will be held in Montgomery. Bob Donley and Owen Miller are going to put their convertibles in the parade at the Eastdale Mall. They want more convertibles to carry celebrities so plan on going down, pack a picnic lunch and we'll have a little eat out somewhere. Parade starts at 10:30. You need to be there by 9:30. There were still tickets available for the star show Saturday night if you want to attend but they may be sold out by the time you get the newsletter.

DUES

Harold's column pretty much spelled out the problem. Almost half our members still haven't paid their dues. The newsletter cost the club a lot of time and money to prepare and mail each month. In addition we must have sufficient capital to be able to pay our debts as they come due. If your dues are delinquent you will find a red circle around your name on the front of the newsletter. I cannot mail you a newsletter next month unless Sheila Ranelli tells me you have paid. I mail the newsletter on the second Friday of the month so you need to pay Sheila by the first of May. Sheila's address is:

Shiela Ranelli
1725 Hendrix DR.
B'ham AL. 35214

REMEMBER "IF YOU ARE GOING TO DANCE YOU MUST PAY THE FIDDLER."

ITEM OF INTEREST

I read in the VALLEY CORSA newsletter where a 1965 Corsa Turbo Coupe sold For \$12,500. The article said that a tremendous amount of time and effort had gone into restoring it. I didn't think that kind of time and materials were possible on a Corvair.

TECH TOPICS

In the Cheasapeake Corvair, Guy Saville told of his 63 Greenbrier stopping dead. When he looked into the engine compartment he saw the top of his distributor hanging by the wires. The centrifugal advance weights did not have the small spring installed on one side. Without the spring the weight had literally sliced the top off the distributor. This would be a good item to check every time you install new points or adjust them.

From Shenandoah Valley Corvairs Use a can of freeze spray from an electronics part store to chill a stuck part Chill it for 15-20 seconds to shrink a frozen part before trying to loosen it. A good example is to spray down in the hole drilled for an E-Z-OUT before you insert it.

From North Texas Corvair Assoc. Before starting any repair job which will require the removal of wrench-driven fasteners, buy a set of 6 point sockets and grind off the bevelled edge. This will increase the percent of driving area on the fastener. This is especially important on the small sizes. The place where this is the biggest help are on the flywheel bolts and the sheet metal bolts on the tunnel.

From Corvair Atlanta- Oil filter brands that will fit a Corvair: AC PF-4, ATLAS(EXXON)G-66, FRAM PH-4, PUROLATOR PER-14, WIX PC38P, NAPA 1038, MOTOCRAFT FL13-A, TEXACO T-10, WIZZARD(WESTERN AUTO) R-5836, LEE PF-14, AUTOLITE FL-8, HASTING P-125A

From A Corvair Club-The next time you need to change a headlight and can't seem to get that # $\frac{1}{2}$ spring hooked back onto the chrome ring, try using a wire hook such as an old brake shoe return spring. Use a screwdriver as a handle or a pair of vise grips. See how easy that was!

Owen Miller/Bob Donley



ENGINE IDENTIFICATION

From "Vairmail", San Diego

Corvair engines were fitted with many different cylinder heads thru the years and it is a real puzzle for some to decide which head should be used on that new engine rebuild to get the results desired.

We have accumulated the following information and hope that it will be of use to you. The chart is not complete by any means and we would appreciate

it if you can advise us of additional head part numbers with the appropriate details and we will update the chart as required.

Send to either of our addresses as noted in the CORSA MEMBERSHIP ROSTER or to the San Diego Corvair Club post office box. (Ref. Vair Tip No. 6-04-80).

*Bob Ballew & Jim Craig, S.D.C.C.



CODES: A. '60-'63 - 80 HP D. '65-'66 - 140 HP
 '62-'63 - 150 HP '66-'69 - 140 HP w/A.I.R.
 B. '61-'63 - 98/ E. '64- - 150 HP
 102 HP '65-'66 - 180 HP, & '68-'69 - 110 HP w/A.I.R.
 C. '64-'67 - 110 HP F. '64-'66 - 95 HP/'66-'69 - 95 HP w/A.I.R.

NO	CASTING NUMBERS	CHMBR. CODE	COMP. RATIO	ENG. CODE	H.P.	YEAR	TYPE SPRING	CYL HOLE SIZE	REMARKS
1	Number	A	8:1	140	80	1960	Single	3-3/4"	Large Balance Tub
2	6256711	A	8:1	140	80	1960	"	"	"
3	6257838	A	8:1	140	80	1960	"	"	"
4	6256721	A	8:1	140	80	1960	"	"	"
5	3786588	A	8:1	145	80	1961	"	"	Reinf. Gen. Hole



THE OIL DROP



P.O. Box 59071 - Birmingham, AL 35259-9071

MAY 1984

THE DRIVERS SEAT

Our last meeting was the kind most of us want to see every month. The turnout of members was good. I didn't have a count but we ran out of seating and some had to stand. Let me say a personal thanks for your interest and participation. Activities since last newsletter include a trip to Helen, GA, for "A Date With Helen" sponsored by Corvair Atlanta and a trip to Montgomery for a ride in the George Lindsay Celebrity parade.

First a word about Helen. I know most of you have visited Georgia's little alpine village. It is a very pleasant place for a weekend and is simply an ideal location for a Corvair gathering. The architecture is interesting, the mountains are beautiful and the women never tire of the little shops. This seemed to be the best attended meeting at Helen since Atlanta started the meet. As usual Corvair Atlanta did an outstanding job of sponsoring the meet and I take this opportunity to thank them on behalf of the Vulcan members.

The celebrity parade in Montgomery was fun. Four convertibles made the trip from B'ham and joined up with Owen and Bob to give us six cars. I've never seen so many movie and T.V. stars live and up close. If all those bands, floats, marching girls and celebrities won't make your spirits soar something is wrong. Rain was threatening in B'ham, but it held off and weather was good for the parade. Thanks to Owen for making arrangements for our participation. Slides will be shown at next meeting.

Our outing this month will be in Decatur where we'll meet with the new North Alabama Corvair Club. Let's support them with a good turnout.

Let me express a word of appreciation to Bob Donley for an excellent tech session last meeting on rebuilding starters. I don't think I'll ever have to pay to have one rebuilt again.

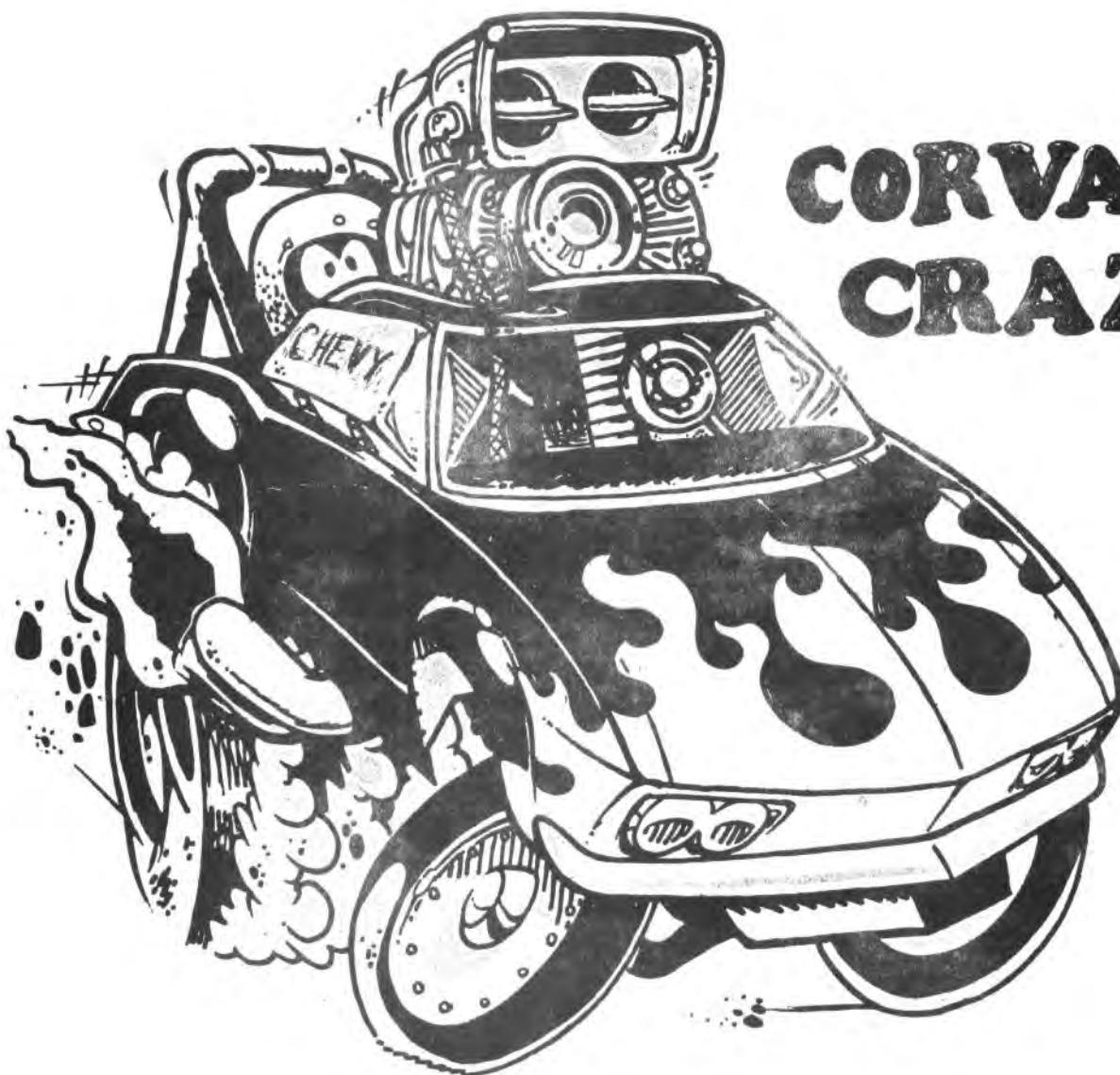
I also want to thank Juanita Hathaway and Louise Hartline for the goodies and Buck Hinkle for the coffee. Those little niceties make a good meeting better.

See you next meeting.

LAST MEETING

Harold opened the meeting with the reading of the nonexistent minutes of the meeting at Ranelli's. Sheila gave the treasurer's report. Steve Harris, Pres. of the North Alabama Corvair Club introduced five of his club members to the group. Harold read a letter from Corsa about The National insurance policy (printed below). John Hill has offered to donate a 60 Corvair to the club as a money making project. The club will advertise it in the Communique and take sealed bids on it. It is the fifth oldest Corvair known to still exist. Coming events are at Montgomery and Decatur. Slides of the outings in Destin and Helen were shown. Bob Donley presented a tech session on rebuilding starters. Snacks and coffee were served to people not on diets.

Marie Drake



CORVAIR CRAZY

OUTINGS

The club has been on two outings since the last newsletter. On 14 April we journeyed to Helen, GA for the annual visit to a little bit of Germany in America. Members attending were; Hartlines, Donleys, O. Millers, Rogers, Siemens, Brocks, Roth, Hathaways, & Hinkles. We really had a good turnout. All our cars were in the point judged classes but the daily driven classes were almost as tough. Really some good cars in that group. Harold won a second and Buck won a third in the early open class and Bob Donley won a third in late open. We almost got rained out in the concours but mother nature took pity on us. Pete Koehler, Corsa Pres., spoke at the awards banquet. He also spoke to a group of people representing 22 of our clubs at a meeting Saturday afternoon. He stated that he thought Corsa was out of financial trouble and had gotten the Communique back on its monthly schedule. We hope so!

The second outing was 29 Apr in Montgomery for the George Lindsay Celebrity Weekend. Cars in the parade were; Bob Donley, Owen Miller, Louise Hartline, Sheila Ranelli, Chris Rothe. Fred McMurry and June Haver rode in Bob's car. We were real disappointed that more celebrities did not show for the parade. The Montgomery folks thank everyone for coming down even if we got rained on after the parade. We ate our lunches in a cafeteria instead of in the park.

FROM THE KITCHEN

Clam Dip

1-8 oz can minced clams
1-clove garlic
1/2 lb cream cheese
2 tsp lemon juice
1 1/2 tsp worchestershire sauce
tabasco sauce to taste
1/2 tsp salt
black pepper to taste

Drain clams and save 1/4 cup of broth. Rub a medium sized bowl with the cut surface of the clove. Add cheese and beat with a fork until smooth. Mix in remaining ingredients including broth. Chill 1 hr. Makes 1 1/2 cups.

Alice Donley

KNOW YOUR CLUB MEMBERS

Bob & Alice Donley

Alice and Bob hail from the mountain state of WEST (by gosh) VIRGINIA. We met at Fairmont state College where Alice tried to catch me through my fraternity brothers. I didn't want to date anyone so short so she finally had to ask me to go to a party at her boarding house. That was my downfall. We married in '63 shortly after I was commissioned in the Air Force. We have been stationed in the U.S., Canada, France, Germany, and Thailand. I have been with the Alabama Air National Guard at Dannelly Field in Montgomery for nine years. Alice is a French and English teacher at Trinity Presbyterian School. We have two teenagers, Mike 17, and Reagan 14.

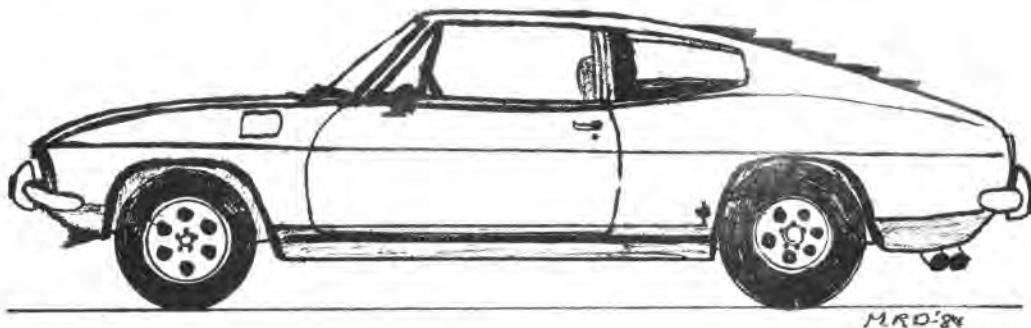
Both are excellent students but are still difficult to handle.

My first car was a white '61 Monza which I managed to demolish against a BIG boulder. Ralph Nader said there would be days like that if one is dumb enough to drive a Corvair. We had it straightened but it ate front wheel bearings after that. I owned a beat up '65 Monza next but it was never more than transportation. I sold it and bought a Mazda RX-2. Next I bought the '65 Corsa I now drive for \$200 dollars from a kid who thought it had blown up when the oil ran out faster than he could put it in. I restored it in '75. It is now my work car as it hauls me 32 miles to work each day. I want to get it repainted soon. My pride of course is my 66 Monza Convertible. I started reworking it in '78 on my driveway. I soon discovered that was no way to do a restoration so I took about a 8 month pause while I built myself an 800 square foot garage. My first outing with it was last Nov. at Cheaha where I won Best of Show. That was probably my proudest moment. I joined Vulcan in '76. Owen Miller and I and a few other Corvair nuts tried to start a club in Montgomery, but we just didn't seem to be able to generate the interest. Owen and I have remained good Corvair friends but the others all seemed to have gone off in other directions. Thank goodness for the B'ham club so that we can share our car troubles with sympathetic friends.

TREASURER'S REPORT

Balance Forward.....\$1085.51
Income.....
Expenses.....
New Balance 17 May 84..\$1105.11

I got this messed up,
so don't blame the
Treasurer.



MAY OUTINGS

Antique and Classic Car Show, Point Mallard Park, Decatur AL,
26 May 84. Corvair class. Judging will be completed by 4 PM.

TECH TOPICS

The other day while I was shopping my car wouldn't start. After a couple of frustrating hours I finally got it home. The starter had been acting up so I was going to put the starter on that I rebuilt during last months tech session. I put it on the car and started it up. I immediately heard a loudgnashing of metal. I removed the

starter and found a broken nose on the rebuilt starter. I tried it with another rebuilt starter. Same results! I then immediately called Brother Ranelli for advice. He said check the ring gear on the clutch. You know! He was right. Out of twelve welds on the gear ten were broken and three or four teeth were ground down. I hope to be able to salvage my heavy duty clutch by taking it to a machine shop and getting it rewelded and balanced.

From Lewis Fulk, Low Country Corvairs comes the suggestion to use a propane torch to soften those #@%& stuck blower housing gaskets. He says it takes half the time to remove them. I sure have wasted many an hour scraping at them. A word of caution about open flames and solvents and oily rags that always seem to be around Corvair work sites. We don't want to see another car go up in smoke.

From the Dallas Transaxle Telegraph- On early models when doing front end work insure that the shims installed for adjusting the camber are installed equally on the front and rear on each side. They are located between the upper control arm shaft and the front cross member. Not following this guidance can result in the caster being changed.

On late models there is a grease fitting on the clutch cross shaft directly in front of the transmission. Have you ever greased it? Other models didn't have the fitting, but the manual still specified greasing them. Have you?

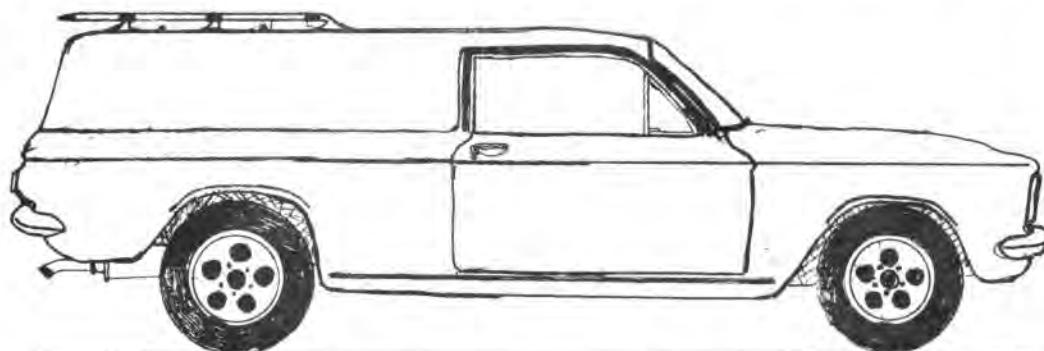
From the Dallas Transaxle, Mike Dobie- Do you carry a spare late model rear wheel bearing with backing plate when on a trip? Are you aware that a left and right are not interchangeable. The emergency brake cable goes in the front side of the backing plate so when you turn it around that hole faces the rear of the car. They also changed the bolt sizes in '66 for the yokes that hold the universal joints in place. This is simply remedied by installing the proper bolts in the yokes on the spare bearing. As far as the backing plate is concerned you can carry a right and left side or have one drilled out so the cable will go in from either direction. You then install a rubber plug in the extra hole.

OTHER DATA NOT WORTH PRINTING from an unknown female

"Whatever women do they must do twice as well as men to be thought half as good. Luckily this is not difficult."

Note: The editors of this newsletter do not necessarily agree with the editorial comments expressed by one of our female members.

Bob Donley & Owen Miller



60-61. 3 DR. LAKEWOOD PANEL TRUCK MRD:84

from
Pete Koehler

March 27, 1984

Harold Hartline
1920 Longview Drive
Hueytown, AL 35023

Dear Mr. Hartline,

We are currently renegotiating CORSA's insurance package. The new policy will become effective April 1st, 1984. It will be like the old one in that ALL CORSA members in ALL Chapters will be covered. There is no 100% CORSA membership requirement for CORSA's insurance.

The Board is currently voting on a proposal that would clear up the confusion once and for all. I am referring to the Chapter Plan that states that all Chapters have to maintain 100% CORSA membership. This rule will be dropped from the books if the Board votes to accept the revised Chapter Plan. I believe that this motion will pass and we will be over this hurdle.

I am working on an article for inclusion in the Communique as soon as I have the results of the vote and we have contracted for the new insurance.

Thank you for your concern in this matter.

Very truly yours,

Pete Koehler
Pete Koehler, CORSA Pres.

c: Art Engle



GENERAL MOTORS CORP.

● *corvair*

CORVAIR OWNERS everywhere will be relieved to see little change in the '64s. Front and side trim and the rear grille are slightly different.

Under the skin, it's a different story. Here, important engine and suspension modifications make this a car apart. A stroked crankshaft (.340-inch) boosts displacement from 145 to 164 cubic inches. Power is also up, though not so much as hoped for. Last year's standard 80-84-hp engine goes to 95 hp, while the "102" is increased to 110 hp. The turbo-supercharged Spyder engine is still rated at 150 hp, though it's 19 cubic inches larger.

The addition of an anti-roll bar in the front suspension and a single transverse helper spring (in addition to the coils) at the rear gives the Corvair handling characteristics comparable with most imported sports cars. Steering is now very nearly neutral, with a slight tendency to *understeer*. The oversteer of previous years has been completely eliminated.

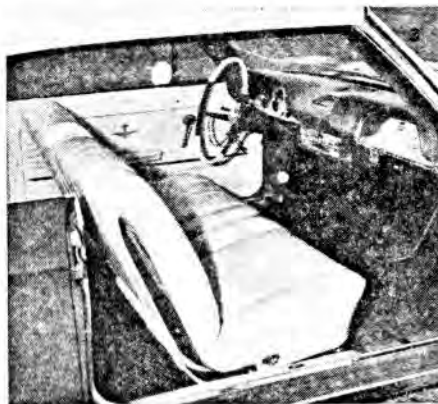
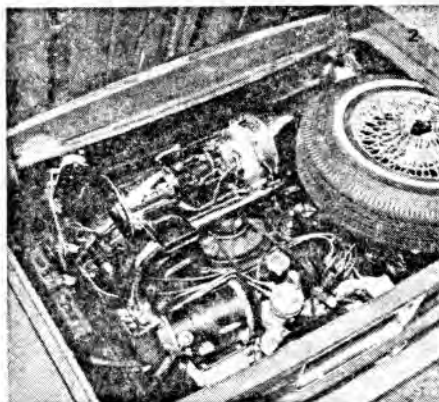
Corvair is offered in four series (Spyder, Monza, 700, and 500), and seven models, plus two Greenbrier wagons. Transmission offerings (which allow eight power teams) include the standard three-speed manual, four-speed, all-synchro manual, and two-speed Powerglide automatic. /MT

1) Suspension and engine incorporate the biggest Corvair changes this year. Stock handling is among best of new models.

2) Crankshaft stroke has been lengthened .340-inch to bring displacement up to 164 cubic inches for more low-end punch.

3) Only noticeable interior changes are in upholstery design and two-tone steering wheel. Convertible top is still manual.

4) Exterior changes include rocker-panel and wheel-opening moldings, rear cooling grille, and minor redesign of the tail lights.





THE OIL DROP



P.O. Box 59071 - Birmingham, AL 35259-9071
JUNE 1984

THE DRIVER'S SEAT

HAROLDS COLUMN DIDN'T ARRIVE IN TIME FOR INCLUSION IN THE NEWSLETTER.

NEXT MEETING



DATE: Friday, 15 JUNE 1984

TIME: 7:30 PM

PLACE: Homewood Library

PROGRAM: Tales of the Point Mallard outing and a tech session on electrical wiring harnesses and how to trouble shoot problems.

LAST MEETING

Minutes were read and approved. Plans were made for the Point Mallard trip. The Moccasin Stomp in Chattanooga, TN, on 23 & 24 June was announced. More planning for that trip at next month's meeting. A couple people said they were going to Charleston SC on 9 & 10 June. A tech session was given on distributors, on removal of dash switches and stopping of rust. Food and drinks were served.

OUTINGS

The Choo Choo Corvairs will hold their second annual Moccasin Stomp on 23-24 June in Chattanooga Tn. It will be held at the Optimist Drag Strip just off I-75 under the big shade trees. The event will include "Daily Driven" and "Show Only" car classes. Both classes will be "Peoples Choice". There will also be a "Timed road rally" and a "Swap Meet" and a Saturday night banquet. Accomodations will be at the Ramada Inn at the East Ridge exit. Come on out and suport a neighbor club.

FROM THE KITCHEN

Artichoke Dip

2 cans artichoke hearts, 1 cup parmesan cheese, 1 cup mayonnaise, a dash of granulated garlic.

Mash artichokes after draining. Mix all ingredients together. Pour in pyrex dish and bake at 350 F for 30 min. Serve with your favorite cracker or chip. Great for parties!

Sheila Ranelli

KNOW YOUR CLUB MEMBERS
OWEN & JOYCE MILLER

On entering the tenth grade at Sidney Lanier High School, Montgomery, AL, I met this pretty young lady in band. (ED. I'm glad he wasn't meting pretty old ladies when he was in the tenth grade) Before I realized what had happened I asked her for a date and she accepted.

We married in Aug 1952 and of course we are still married. That in itself is some kind of miracle. We have two grown children; Lynda, 27 and Cliff, 23.

Joyce was born in Dothan, Al, an moved to Montgomery in 1948. (ED. She didn't say when she was born.) I was born in La Grange, Ga, but moved to Alabama when I was five. Joyce works as a computer programmer with the city water works and is almost finished with her degree in computer programming. I work for United States Fidelity And Guaranty Company in Montgomery.

My first venture into Corvairs was a nifty little 64 Monza that I purchased in 74. Joyce's cousin Hugh White from Pensacola, introduced me to the Corvair marque. I got the bug for a convertible and found my 66 Monza in Atlanta in 1975. It was owned by the origional owner. Soon after that some guy pulled up at my house and started talking Corvair language. I didn't understand it very much at that time. That fellow was Bob Donley. It seems as if we became friends that day. He has shown unending patience in teaching me about Corvairs. We have spent countless hours standing on our heads in the engine compartment and on our backs under our cars. Had it not been for Bob I probably would have sold my cars several years ago. (ED. Owen has helped me as much as I have helped him.)

I agree wit Bob that the Vulcan club has been a most enjoyable association. Joyce and I very much appreciate the friends we have made through the club.

TREASURERS REPORT

Balance Forward.....	\$1105.11
Income.....	60.60
Expenses.....	56.87
New Balance 17 May 84..	\$1106.87



JUNE OUTINGS

9-11 June Charleston, SC
23-24 June Chattanooga, TN

TECH TOPICS

From Andy Johnson, Low Country Corvairs: You can use the Viton "O" ring for the oil tubes on the fuel pump.

From Corsa West 1976 Communique: If your early model battery goes dead over night, check to see if the heater hose is touching the starter. There is supposed to be an origional equipment rubber sleeve over the hose but it's missing on most cars. The battery shorts out through the steel wire in the hose.

From San Diego Corvair club in Jun 76 Communique: Overheat

warning buzzers in Spyders and Corsa can be checked by connecting a wire to the battery(+) terminal and touching it to the head temperature sensor in the lower left shroud or to any of the wires between it and the buzzer under the dash. The buzzer looks like a horn relay.

A NOTE OF THANKS

Many people have complimented me on the drawings in the newsletter and I just want to give my son Mike, a pat on the back for his artistic talents. Of course I must take some of the credit since without me he wouldn't be here to draw those pictures.
I NEED SOME HELP

Please help me with some articles for this newsletter. I just didn't have enough good material this month. They don't have to be original stuff. Just give credit to the person who did the work.

CLASSIFIEDS

For sale: 65 Monza Convertible, \$1,500, engine and mechanical restored, Needs paint, red/white, Phone Atlanta 404/377-4101

Wanted: Corsa Quarterly, Vol 1 #2,3 & 4, Vol 2 #1,2,3 &4, Vol 3 #1,2,3 & 4, Vol 4 #1. Would like to borrow old Communiques to Xerox. Dan Brock/752-2601.

For sale: Quick steering arms for late model. These are not homemade ones. L.M. Stewart/567-7292.



If you own a typical Corvair with manual transmission, you've probably had occasional or continual trouble with shifting gears. If you've never driven a 4-speed Corvette or an old MG or Sprite in good condition, you might be quite satisfied with your Corvair's indifferent shifting. Or you may believe the popular notion that sloppy operation is inevitable with that long linkage and you just have to live with it.

Well, sloppy linkage in a rear engine car need not be a fact of life. By understanding the design, replacing a few worn parts, and making some simple adjustments, you can greatly improve your Corvair shifting. This article deals specifically with 1965-1969 cars, but the points discussed may be applied to other models as well.

First you need to get an idea of how the shift linkage works. You can start with the information in the shop manual, but the surest way is to put your car on jack stands, remove the two sheet metal panels along the bottom, and watch what happens underneath while a friend sits in the car and shifts through the gears. If you are having linkage problems, you may readily see some of them in this underside inspection, but others may not be so apparent.

The sketch here shows the critical parts with identifying letters so you can see which part I'm talking about. Here are some of the common problem areas:

1. Bushings (F) are loose or missing so the inside shift tube (I) can move excessively within the main shift tube (G). Almost all Corvairs will have this problem.
2. Bent shift tubes (G and I) due to past encounters of the car bottom with stumps or boulders.
3. Shifter (B and E) is insufficiently lubricated and dirty.
4. Shifter (B and D) is bolted too tight or too loose to the car floor.
5. Coupling assembly (Q) holes are worn too large.
6. Connecting pin (P) worn too loose, or has been replaced with a smaller pin or bolt.
7. Rubber insert in coupling assembly has deteriorated to let excess rotation occur.
8. Coupling assembly is not lined up with transmission selector shaft (R).
9. Stabilizing rod (M) is too loose or is misaligned.

If you don't want your car sitting up on jack stands any longer than necessary, you may as well buy some parts before you begin your inspection. I suggest you obtain the following new parts:

- | | |
|--|----------|
| 2 (F) plastic bushings (see note below) | #3869452 |
| 2 (K) rubber grommets (old ones may be OK) | #3910700 |
| 1 (Q) coupling assembly (may be repaired) | #3859294 |
| 1 (P) coupler pin (get 2 or 3 for spares) | #3827306 |
| 1 (Y) boot assembly | #3869808 |
| 1 (X) boot | #3869806 |
| 1 (Z) boot | #3953568 |
| 1 (AA) boot | #6256998 |

A note on the plastic bushings: I'm not a salesman but I highly recommend Clark's Corvair Parts' shift bushing kit which sells for about \$5.50. You get two bronze bushings, screws to install them and excellent instructions. You'll need a round file, an electric drill, a 1/8" and 11/64" drill bits and some fine sandpaper; a tap for the

TECH TOPICS

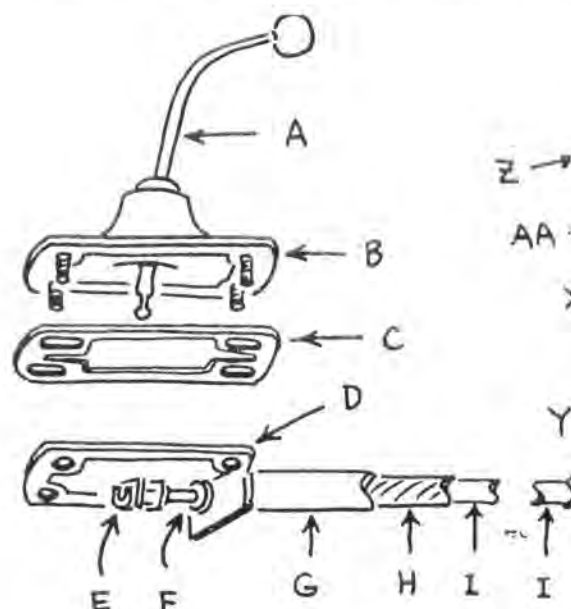
Tech T.
inform.
would
to the

screw holes would be helpful, but it's not required. You have to drill and tap (using a tap or the self threading screws Clark provides) a set of holes in each end of the outer shift tube (G) and fit the bushing to the size of the inner shift tube (I) so it slides in them smoothly. It does take some time and effort to get a good fit, but the results are well worthwhile. You could use new plastic bushing from Chevrolet and save a lot of time, but they will pop out sooner or later and you'll be back where you started. Clark also sells all the other GM parts you need, including new shift tubes (G and I) if you've some extra bucks to spend.

A note on the coupling assembly (Q): You may want to get a new one and try to repair the old one later for a spare. If the rubber insert is good, repair the worn holes by brazing or welding them full of metal. Use a wet rag to keep from cooking the rubber insert. Grind or file off excess metal, then drill a new hole where the old hole was. Make it just a bit larger than the new connecting pin (P) you bought for a spare. Do NOT attempt to drill out the hole in the transmission selector shaft (R) to take a larger pin or bolt; the shaft is hard, tempered steel.

All right, by now you have figured out how the shift mechanism operates, you've solved the bushing problem one way or another, you have the necessary new parts, and you've cleaned and lubricated moving parts as needed. It's now time for assembly and alignment.

Install the new boot (Y) on the large shifter tube (G), stretching it to go over the support bracket (J). Install the inside tube (I), plastic liner (H) and outer tube (G) together. Install boot (X). Install the coupling assembly (Q) with the clamp (U) moderately tight. Install rod (M), grommets (K), washer (L) and



is a monthly column of Corvair technical on submitted by CORSA members. Your tips appreciated and published and should be sent to Editor.

Nut (N) to the tube bracket (J). Tighten only enough to compress the grommets slightly. Insert the other end of the rod (M) into the bracket (O) which is bolted to the transmission crossmember. Put the second nut (N) on loosely. Now go to the front and fasten the assembly (D) to the shifter base (B) being careful to position any spacers (C) that are present. This is a good time for your helpful friend to hold the shift lever steady from above while you line up the parts and tighten the nuts.

When tightening the shifter assembly, the idea is to get it tight enough so the lever (A) doesn't move appreciably as you're shifting gears, but not so tight that the assembly is prevented from sliding a bit when the engine and transaxle move slightly on their flexible mounts.

Now go to the back and connect the coupling assembly (Q) to the transmission selector shaft (R) with the pin (P). Tighten things up snugly and head up to the driver's seat to try moving the shift lever to engage all gears. Leave the lever in its most forward position: first gear in a 4-speed, reverse in a 3-speed.

Back underneath, pull out the pin (P) so you can move the coupling assembly forward from the selector shaft. When the pin is out, does the coupling still sit in alignment with the shaft, or does it hang too low or too far to one side? If it isn't aligned, loosen the bolts holding the bracket (O) to the crossmember; also loosen the nut holding the stabilizing rod to the bracket. The holes in the bracket are slotted and allow considerable movement for adjustment. If the shift tube hangs too low and you can't compensate for it by moving the bracket around, try putting a metal shim under the rear edge of the bracket to change its angle when it's bolted tight. When the coupling assembly and the shaft are aligned, tighten everything securely, then move the coup-

ing back over the shaft and insert the pin. Don't forget a washer and cotter pin to hold everything together.

Now you can set the position of the shift lever forward or backward to suit your height. Loosen clamp (U), go up top and move the lever forward or backwards as needed, and tighten. The "normal" lever position is more or less vertical at the floor when in neutral, but the angle can be changed quite a bit to suit you.

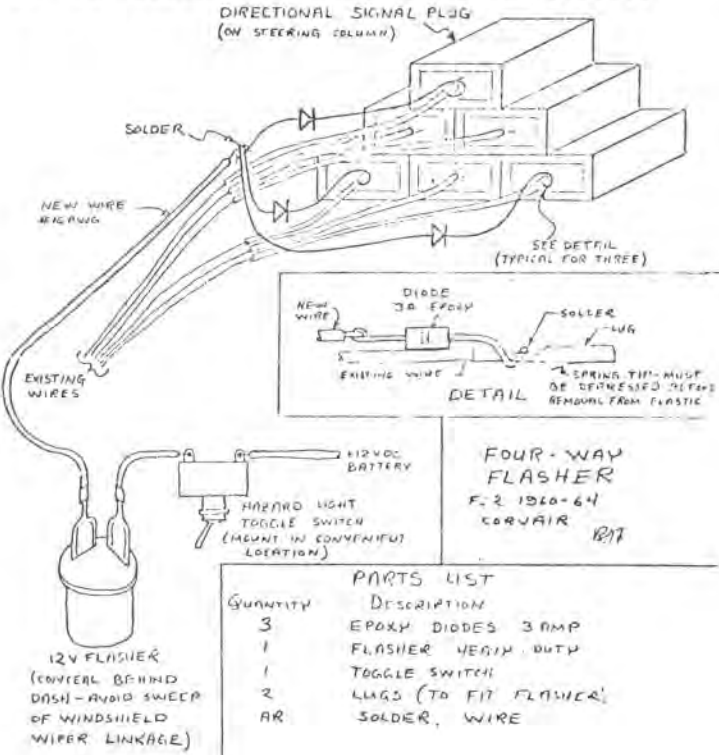
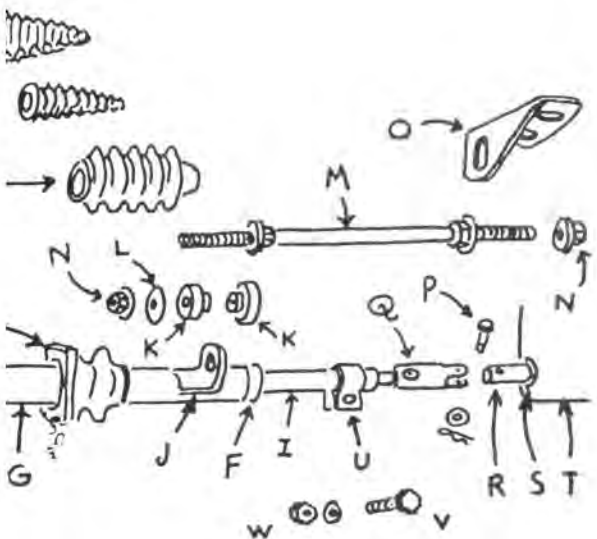
You might ask your long suffering friend to run through the gears again while you check underneath for any signs of looseness or binding. Button up those two bottom sheet metal panels and go for a test drive.

If everything went well, you can expect: the shift lever should only have a fraction of an inch free play in any direction when in any gear. It should move easily left to right across the neutral slot. It should move easily and positively from one gear through neutral into the next gear. Total lever movement when shifting should be considerably less than it was before. Finally, the driving "feel" of the transmission should be as good as on any car you've ever driven, Hurst shifters possibly excepted.

Now that you can feel what your transmission and engine are doing, you can learn how to double-clutch....but that's a topic for a future article.

What you've just read has been written by Jim Pittman of Albuquerque, New Mexico and a member of Corvairs of New Mexico. A well researched and well written article, exactly the type we're looking for to use in the Communiques. Any more out there, Jim?

The following drawing for installation of four way flashers on 1960-64 Corvairs has been done by Ron Folkins of Calgary, Alberta.....



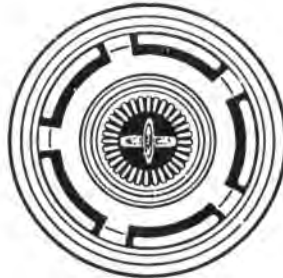
HUB CAPS AND WHEEL COVERS

1964



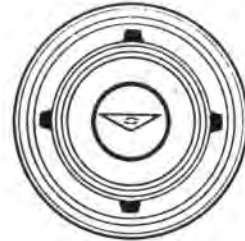
3840301*

1965



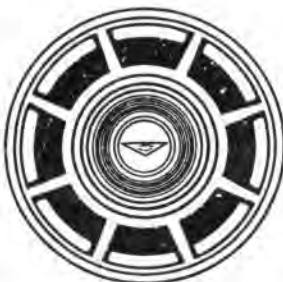
3861087*

1965-66



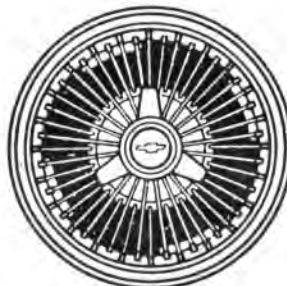
3859254

1966



3878318*

1964-66



3855383-13"

3834904-14"

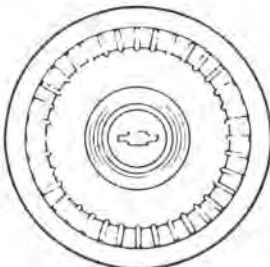
1965-66



3874648-13"

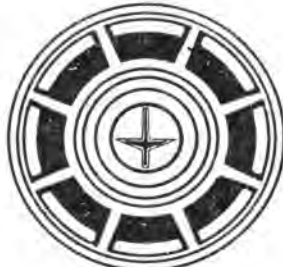
986416▲

1967-69



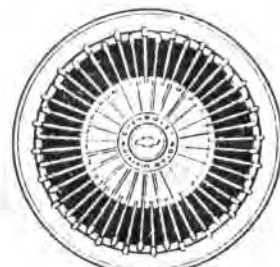
3840898
STD. ON 500 MODELS

1967-69



3878318-(1)*

1967-69



3908393
OPT. ON ALL MODELS
W/13" WHEEL

* - LESS INSERT

▲ - CONSISTS OF 4 WHEEL COVERS



MANY PERSONS seem to confuse the Lakewood with another Corvair body style, the miniature bus, Greenbrier. Corvair's Lakewood is a true station wagon, although it is certainly the most unconventional station wagon currently made in this country.

The Lakewood is offered in only one body style, a four-door wagon. Its powerplant is the well-known horizontally-opposed six-cylinder engine originally developed for the Corvair sedan. A complete list of the options can be found in the specifications chart elsewhere in this issue. Although the axle listed as standard for any power team is a 3.27-to-1, the wagon driven for this test proved that the 3.55 optional ratio is a wise selection for all-around purposes in the wagon series. This axle might mean that the highest mpg figure would be in the low 20's, but the extra power that the lower gearing produces will be extremely helpful when even a moderate load is being carried.

Along with its unconventional rear-engine placement, the Lakewood has a few unique disadvantages that make some types of loading impractical. And, on the other side of the ledger, it has distinct and exceptionally utilitarian qualities that are found on no other American-made wagon.

Since the engine is located directly underneath the cargo floor, a lot of heat tends to be transferred to the cargo compartment. Of course, this actually works out for the best in cold winter months, when the entire passenger compartment can be warmed quickly and efficiently. But in summer the same peculiarity becomes the root of a lot of trouble. Frozen foods, some other foods (butter, for instance), photographic film, etc., might be damaged if stored on the rear cargo floor for any length of time.

This might seem to be a serious limitation on the Lakewood's practicality, but the Corvair station wagon has a compensating front storage area under the hood which outweighs any disadvantage in the rear. This one point is probably the most popular single feature of the compact and has a few subtle advantages that might be overlooked.

The most elusive quality of the front compartment is that when carrying a heavy load, the weight can be divided between the front and rear, maintaining the most ideal weight balance. This helps tire wear, handling and several other driving traits. Another important feature is that the compartment locks with a key and is entirely separate from the rest of the car. Valuables can be protected without locking up the rest of the wagon.

The biggest drawback to loading the front, however, is that the spare tire is stowed here, as it was on last year's sedan. Although the front is listed by Chevrolet as 10 cubic feet, it takes a lot of shuffling around of the load to get anywhere near that amount of ordinary luggage loaded.

The rear cargo compartment is short from door to second seat back and is uncommonly high from the ground. This makes loading more difficult if the cargo must be lifted from the ground. This cargo compartment can be improved somewhat by folding the second seat back forward as on the sedan. A

flat board drops into place between the seat back and the rear cargo area and tightly locks the second seat down. This secondary cargo area is not level with the back. To gain more space, the second seat (literally a floor for cargo purposes) is about eight inches lower. This makes more total space and some higher items can be hauled that couldn't be before.

The tailgate is a counterbalanced lift type and opens wide enough so that large parcels can be carried. It does not lock up, and in the event that long items which extend out the back are carried, it must be tied down. The rear window is fixed and will not roll down, a disadvantage in hot weather.

Access to the engine is good as far as normal maintenance operations, such as checking the oil, etc., are concerned. If extensive repairs are needed on a trip, such as changing the vee-belt, the entire load must be removed from the rear cargo area to lift the floor.

/MT



THE OIL DROP



P.O. Box 59071 - Birmingham, AL 35259-9071

JULY 1984

THE DRIVERS SEAT

Our Cheaha Mountain Man meet is still sometime off, November 9-10, but it's time plans were made. This year we have the lodge for two nights and days so there will be more time for more activities which means there will be plenty of work for all of us. There is some good and some bad about Cheaha. The good is it is an absolutely beautiful place especially in the fall. The bad is that accommodations are somewhat limited. However, if we take advantage of everything available to us we should be able to take care of everyone who wants to attend. The fall of the year is a very popular time at Cheaha. Many people make reservations one year for the next. We will have to compete with them for any rooms other than Bald Rock Lodge. Individual reservations should be made as soon as possible to insure you have a place to stay. A recap of the lodging available is included in this newsletter.

Come on out to my house for the pool party and tech session on wheel bearings on 21 July.

Harold Hartline

NEXT MEETING

DATE: Friday, 20 July 1984
TIME: 7:30 PM
PLACE: Homewood Library
PROGRAM: A film called "Room to live".



LAST MEETING

Twenty-three members and three children were present. Minutes of the May meeting were read and approved. The treasurers report was read and approved (ED: I didn't get the amounts.) Plans were discussed for a July outing which will be the club's tenth anniversary.

Reports were given by Frank Ranelli and Owen Miller on the Point Mallard and Charleston outings.

Harold Hartline will send the Communique some publicity on the Cheaha outing in November.

The plans for the Chattanooga outing were made. Meeting was adjourned. The film "Seconds To Live" was shown and then tech topics on shift tube rebuild and electrical wiring harnesses were given.

OUTINGS

This months outing will be a pool party, barbeque, and wheel bearing tech session at the Hartlines home in Hueytown, AL on 21 July. It will start at 2:00 P.M. Each family should bring a covered dish that will compliment a barbeque and a beverage. A nice desert would be appreciated. Meat and buns will be furnished. Don't forget your swim suit and towel. If you have an ice cream freezer please call Jean Hinkle(780-0549).

The tech session will be a working session on greasing rear wheel bearings. Plans are to set up two groups. One group doing early models and one doing late models. Tools and jacks will be available. Now is a good opportunity for you nonmechanically inclined people to get your hands a little dirty under some close supervision.

The car donated to the club will be available for inspection. We plan to discuss how best to utilize this nice car as a club project.

Since there is only one turn after you leave I-59 a map shouldn't be necessary. Exit I-59 at the Bessemer exit(19th St if southbound and 18th St if your northbound). Go west on 19th St until you come to a five point intersection with a Home Crafters store on your right. Stay in the center lane and it will put you on Hueytown Rd. Go up a gradual hill and as you top the hill turn right on Longview Dr. Harold and Louise reside in the fourth house on the right.

This activity requires good weather so if its bad we will postpone the outing for one week.



ELEPHANT STEW

1-Elephant, medium size
2-Rabbits(optional)
Salt and pepper to taste
Add: lots of brown gravy

Cut elephant into bite size pieces. This will take about 2 months. Add enough gravy to cover. Cook over kerosene fire about 4 weeks at 475 degrees. This will

serve about 3800 people. If more on the list, add the two rabbits. Caution: Do this only if necessary as most people do not like hare in their stew. (ED: I calculated 3872 normal servings and the hares seem to give it a little extra jump.)

From Corvair Atlanta, Big John Kirkman

KNOW YOUR CLUB MEMBERS

HAROLD AND LOUISE HARTLINE

It's amazing how a subject I know so well can be so difficult to put down on paper, but it looks like I am committed to do it so here goes.

Louise and I were born in Blount county, Alabama, within 5 miles of each other. We grew up together, but I moved away and lived in various parts of the state, mostly Mobile and DeKalb counties. Both of our families were farm families. We met at Susan Moore High School. She started and finished there, but I only went part of the 10th grade and quit, that being enough school for me at the time.

We have been a couple since 1953, and plan to stay that way. When we married, being drafted was a real concern, so to get it over with I joined the Marines and did my time. After discharge I worked a year as a welder, and during that time Louise produced our first born, a daughter, Janie. (ED: All by herself Harold?) As soon as all its bills were paid, I quit my job and became a full time student on the G.I. bill at the University of Alabama. Louise worked in Birmingham, and I commuted to Tuscaloosa. It took three 3 years to earn a degree and during those years we really came to understand what it was like to be on the poverty program. While we were in school, our second child was born, a son, Phillip.

In 1960, I graduated with a Bachelor of Science degree in Mechanical Engineering. Louise earned a P.H.T. degree (Putting Husband Through).

I took my last final exam on July 13, 1960, and started work the next day at American Cast Iron Pipe Company in BIRmingham, where I have remained. Our third child, a daughter, Robin, was born in 1965. Louise has devoted much of her time to raising our children. After starting work at ACIPCO, I enrolled in night school, and after 5 years, I earned a Bachelor of Laws degree, and was admitted to the Bar in 1967. I have worked in Research, Personnel, labor relations, Training and Safety at ACIPCO, and for a period maintained a law office in Birmingham, where Louise worked as a legal secretary. It came to the point where we had to choose between the law office and ACIPCO, and we chose the corporate security blanket.

We both agree that the most important thing in life are family and freinds, and we have been blessed with both. Our interest in Corvairs started in 1960, when we graduated from Alabama, and purchased a red 1960 coupe. We kept it for years and put 75,000 miles on it. I can remember driving it on vacation when the children were small, the back seat folded down and padded with quilts. It made a perfect bed for Jane and Phil to sleep on and thereby gave us some peace and quiet.

Our family has been a member of the Vulcan club since it was a year old and can truly say that we have enjoyed every minute of it. Most of all we appreciate the warm freindships that have developed through our association with other Corvair drivers

TREASURERS REPORT

Balance Forward.....	\$1105.11
Income.....	60.60
Expenses.....	56.87
New Balance 17 May 84..	\$1106.87



Emergency brake cables, late models: If you haven't changed your late model parking brake cable you might better look at it. While replacing the shifter tube in my late model I noted that some of the strands of the cable were broken. In checking a little closer it's evident why and where they fail.

There is a cable guide attached to the body at the engine end of the tunnel. The guide directs the cable to the opening where it leaves the tunnel. The problem is that the guide is steel and the cable is steel with no apparent lubrication in between them. Years of rubbing can't do anything but wear the cable and the guide. The guide should have been a nylon wheel or guide but since it isn't, about the best we can do is to replace the cable and load the guide with bearing grease. I'm suprised that someone hasn't come up with a better mouse trap for this problem. By the way while you have the cable loose at the rear why not remove the brake handle and repaint it!

Harold Hartline

CHEAHA ACCOMODATIONS

Bald Rock Lodge- Call Bobbie Floyd @ 923-7968

All Other Accomodations- Cheaha State Park Resort
P.O. Box 546
Lineville, AL, 36266
Tel-(205) 488-5115



Bald Rock Lodge
We have the lodge reserved. It can accomidate up to 50 people. Most rooms share a bath.

Resort Motel
30 rooms, each with 2 double beds, color TV,
Single \$36.40, Double \$40.56

Cabins
Completely furnished for housekeeping. All have fireplaces.
4 capacity cabin...\$38.48
8 capacity cabin...\$49.92

Camp Grounds
43 camp sites with all modern conveniences
Cost \$6.00-\$9.00 per site

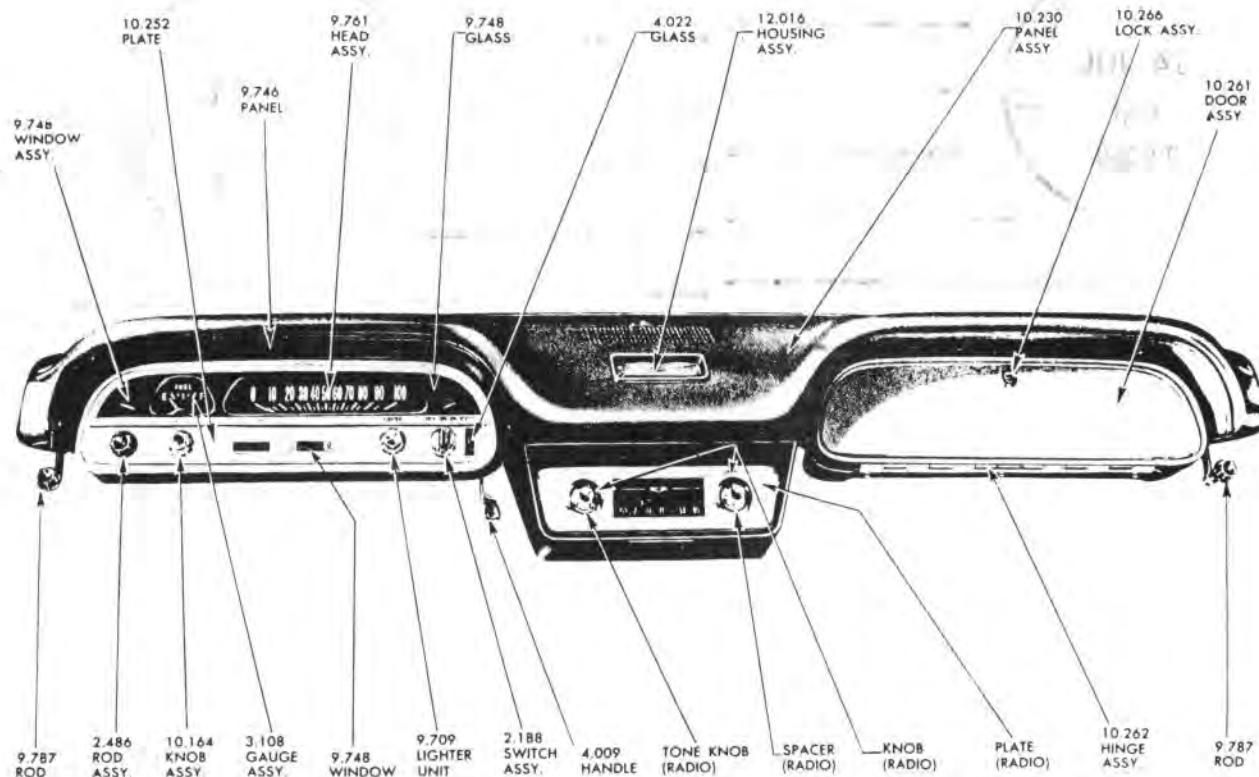
Recommend you m your reservations early. Bobby Floyd for the Lodge and Cheaha Park for all other accomodations. First come-first on the Lodge.

NEW PRINT HEAD

I got a new print head for my printer. Lets hear comments on whether I should continue to use it or go back to the larger print or maybe mix them up.

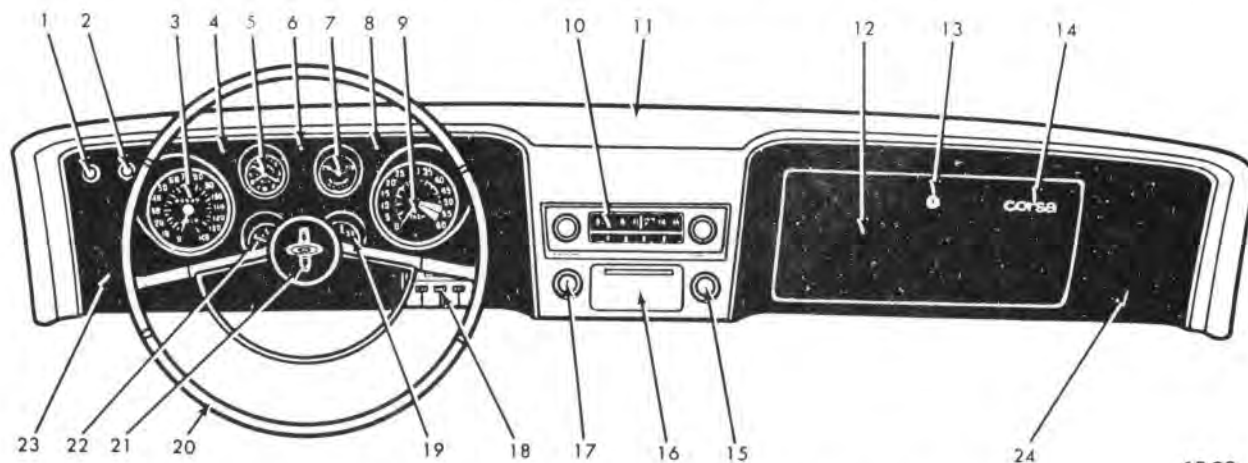
CLUB ROSTER

Attached is the current club roster. I would like to print another roster in December. Please try to update the roster before then. I would especially like to have everyones work phone number so that we can contact you during the day if necessary.



1960-64 CORVAIR INSTRUMENT PANEL

10-19



1965-69 CORVAIR INSTRUMENT PANEL

10-20

1. 2.485 SWITCH ASSY.
2. 10.164 KNOB
3. 4.330 HEAD ASSY.
4. 9.748 WINDOW
5. 9.772 CLOCK
6. 9.748 LENS
7. 1.148 GAUGE ASSY.
8. 9.748 WINDOW
9. 9.750 TACHOMETER
10. 9.650 RADIO
11. 10.230 PANEL ASSY.
12. 10.261 DOOR

13. 10.266 LOCK ASSY.
14. 10.261 EMBLEM
15. 9.709 LIGHTER UNIT
16. 12.009 TRAY ASSY.
17. 2.188 SWITCH ASSY.
18. 8.852 CONTROL ASSY.
19. 9.755 GAUGE ASSY.
20. 6.513 WHEEL
21. 2.820 CAP
22. 3.108 GAUGE ASSY.
23. 9.743 PLATE
24. 10.252 MOULDING



THE OIL DROP



P.O. Box 59071 - Birmingham, AL 35259-9071

AUG 1984

THE DRIVERS SEAT

Let me say what a pleasure it was to have the Corvair folks at our house for our july outing. Louise said she counted 44 people including Lee and Grace Mashburn from the Atlanta club. It is always amazing to me how much food shows up at these meets. It was difficult to hold out long enough just to sample everthing. I tip my hat to all the girls for preparing a feast. (ED. A typical male chauvanist attitude cause I'm sure most of the guys helped prepare the food. Right fellas?) The author of every dish deserves special mention but as sure as I try I'll forget someone and wind up in more trouble so just let me say thanks to everyone who prepared food.

Can you believe that after all that eating three freezers of ice cream were consumed and the paddles were licked clean. There's an extra freezer at my house so someone must be missing one. I'll try and remember to bring it to the meeting.

Suzanne Lane and three other members of the Clogging Charmers put on a clogging show that everyone thoroughly enjoyed. Those girls work with a vim and vigor that only comes with youth. As always, it was a joy to see them.

Richard Stolzman did a hands on tech session on wheel bearings and I think all who watched him now know the fine points of greasing them. Thanks Richard.

The club car was on display along with John Hill's scrapbook of photographs and documents he had accumulated over the years. I noticed certain members kept going back to the car and restarting the engine. I think they were amazed at how smooth and quiet it was.

Jean Hinkle, our activities chairperson did an outstanding job for the July outing, but you know that's behind us now so we are ready for the next one.

Harold Hartline

NEXT MEETING

DATE: Friday, 17 Aug 1984

TIME: 7:30 PM

PLACE: Homewood Library

PROGRAM: Turbo rebuild

LAST MEETING

Twenty-four members and three children and three guests were present. There is a balance of \$1052.89 in the treasury as of 20 July 84. There was no old business. Cheaha outing was discussed. It will be on 9,10,11 Nov 84. Harold read the letter that will be sent to Corsa to be published in the Communique about the outing. A motion was made and passed to have a live band for a dance Saturday night. A motion was also made and passed to raise the registration fee to \$7.50 for adults and \$3.00 for children under 12. Ann Steadman presented the menu for the banquet. A plea was made for donations for door prizes and bingo prizes.



The July outing was discussed. Jim Floyd volunteered his car for the tech session.

Comments were favorable on the new print in the newsletter.

Norman Rogers showed slides from the Pennsylvania outing and the film "Room To Live" was shown.

Marie Drake, Sect.

FROM THE KITCHEN

Pot de Creme

1 Pint chocolate ice cream

1-4 1/2 oz. box instant chocolate pudding

1/3 cup cream or half and half

Beat until mixed. Chill. Serve to people not on diets.

Alice Donley

KNOW YOUR CLUB MEMBERS

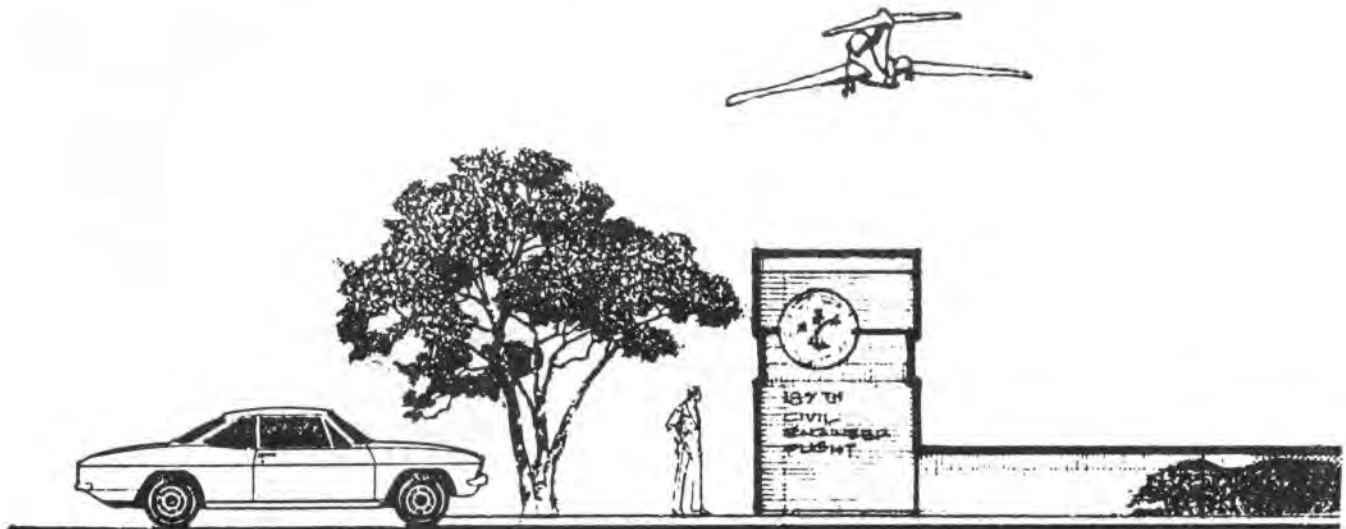
I've run out of autobiographies on our members. Come on folks and give me a little help with this newsletter.

TECH TOPICS

From Dave Newell, Bay Area Corvairs- The 70-77 Chevy/GMAC van front door weatherstripping will work for your trunk and engine compartment. They are the correct length for the trunk and more than enough for the engine compartment. GM part numbers 36357 & 36358 for left and right doors. They have 3/8 plastic snaps in the rubber about every 5 inches. Cut them off and glue in place. Don't drill holes and use the clips as the trunk will get wet.

From Mike McGowan, Central Florida Corvair Club-A good looking non stock air dam for the Corvair can be had by purchasing GM part # 10456772. It is a spoiler from a Chevy S-10 truck. For less than \$20 you can have a stylish effective spoiler. Plan on spending a couple hours work with a sharp knife and a drill as it is not what you call a bolt on, but it's a great raw material and it looks great. (ED. Be cautious when pulling into bumper blocks or head in parking or you will probably break it off.)

Bernie Weedle of the Atlanta club is rebuilding harmonic balancers for \$15 plus shipping charges. He is using urethane rubber. Write to him at 500 Shadwood Court, Roswell, GA 30075. (404) 993-2453



drawing courtesy of Watson, Watson and Rutland Architects

PROJECT CAR

Our club is now the proud owner of the 1960 sedan that member John Hill purchased new in 1959. This car will be 25 years old in October. John owned it since the first or second day that Corvairs went on sale in B'ham. He has donated the car to the club to do as they want. He hopes an appreciative member will purchase it and preserve it.

Louise and I went to John's home to get it and had a very interesting conversation with him about the car. It has been his only transportation since he purchased it in 59. That's 25 years folks. It now has about 100,000 miles on it. John recently bought a new car. He said the only reason he replaced it was the gas heater quit working and he didn't know how to repair it. A scrap book came with the car with all the original documents and pictures of club outings and car shows. It will be given to the new owner whoever that might be.

To keep an automobile 25 years you surely must have some special feelings for it. I believe that feeling is why John gave the car to the club. In a way there is a note of sadness in taking the car after he so lovingly cared for it for 25 years. It must have been like a family member.

John had relatives who wanted the car, but he felt that it would just be used and not be appreciated and he didn't want that to happen.

I figured we would need a tow bar to get the car to my house but the exact opposite was true. It cranked instantly and ran as smooth as silk. Not a skip or sputter even when cold. We drove the car home to Hueytown via the freeway and I was truly impressed with how smoothly it drove and how everything worked except the heater.

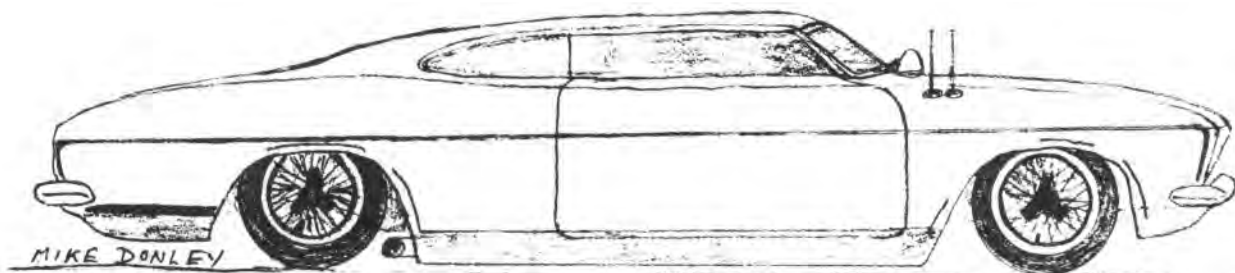
My evaluation is that it does not need any mechanical restoration. John said he did not have to add oil between oil changes and the engine does not leak. To make a point concours car would only require cosmetics and I think the paint can be touched up. I believe this car would probably be the least expensive way I can imagine to have a show car.

As you know the club has voted to sell the car to the highest bidder. Some members have already expressed an interest in the car so I will drive it to the next meeting so everyone can get a look at it.

When we took possession of the car I told John we would try to place it with a Vulcan member, but if no one wants it, we would try to sell it to a Corsa member.

There will be a minimum acceptable bid established at the next meeting. To bid on the car place your name and your bid inside a sealed envelope and then write "bid" on both faces of the envelope. Put that envelope in another envelope and mail it to the club post office box or bring the sealed envelope to the meeting. We will open the sealed bids at the close of the August meeting. If you don't want to bid till you see the car bring an envelope to the meeting and turn it in after you look the car over. You just might be the proud owner of the fifth oldest Corvair known to exist.

HAROLD HARTLINE



We are trying something different this year. Since we have the lodge for more days this year we have more time for more activity. Corsa has been notified and information packets are being mailed to clubs in the neighboring states.

This meet will require a lot of work by our members so you can expect to be asked to do some tasks. To start your participation we ask each member to furnish one or more items for door prizes and Bingo prizes.

Here's how things are shaping up. The meet will get underway Friday night with a hospitality room featuring a wine and cheese tasting party to welcome our guests. Juanita Hathaway will be in charge. To ward off the November chill we will have both fireplaces roaring and chestnuts to roast. Would you believe maybe peanuts? For you game players there will be Bingo with prizes. Sheila Ranelli will be handling the Bingo and is depending on all of us to furnish prizes. Needless to say there will be sweet mountain well water to mix with your lemonade.

Saturday morning you may want to take some time to enjoy the scenery and a good place to start is with breakfast at the resort hotel's restaurant. They have a buffet with most anything you could want for breakfast and a view of the mountains that is breathtaking.

Other Saturday activities include a point judged Concours, ladies program, parts sales, clogging show, and dinner at Bald Rock Lodge. Ann Steadman will be the "CHIEF" cook and bottle washer. A live band will play 60's music and we will have a slide show of past Cheaha events.

Sunday will start with a continental breakfast (rolls and coffee for the uninformed.) Trophies will be presented followed by a time distance rally which will end at the Talledega Motor Speedway's Hall of Fame Museum.

Since Cheaha is a state resort, blocks of rooms cannot be reserved and rooms will go fast to people who come to the park to see the fall colors. Reservations should be made as soon as possible. We have all of Bald Rock Lodge but it won't hold everyone. Rooms will be on a first come first serve basis. IF YOU WANT IN THE LODGE CONTACT BOBBIE FLOYD otherwise contact the state park.

Lodge- Call Bobbie Floyd @ 923-7968

We have the lodge reserved. It can accomodate up to 50 people. Most rooms share a bath.

All Other Accomodations- Cheaha State Park Resort

P.O. Box 546
Lineville, AL, 36266
Tel-(205) 488-5115

Resort Motel

30 rooms, each with 2 double beds, color TV,
Single \$36.40, Double \$40.56

Cabins

Completely furnished for housekeeping. All have
fireplaces.

4 capacity cabin...\$38.48

8 capacity cabin...\$49.92

Camp Grounds

43 camp sites with all modern conveniences

Cost \$6.00-\$9.00 per site



Recommend you make your reservations early. Bobby Floyd for the Lodge and Cheaha Park for all other accomodations. First come first serve on the Lodge.

Bob Donley, *EDITOR*



CHEAHA 1984 #
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NOV 9, 10, 11, 84

PLEASE FILL OUT A REGISTRATION FORM AND RETURN IT TO THE VULCAN CORVAIR ENTHAUSIST AS SOON AS POSSIBLE TO PERMIT US TO PLAN FOR OUR NOVEMBER OUTING AT CHEAHA STATE PARK.

REGISTRATION: ADULTS \$7.50
CHILDREN 12 AND UNDER \$3.00

BANQUET: NO CHARGE INCLUDED IN REGISTRATION

CONCOURS: \$5.00 PER CAR

TALLEDEGA MOTORSPORT MUSEUM: \$2.00 AT THE GATE

BALD ROCK LODGE: \$40.00 FOR WEEKEND

NAME:.....

ADDRESS.....

CITY.....STATE.....ZIP.....

CLUB AFFILIATION.....

Registration.....at \$7.00.....

Registration.....at \$3.00.....

Concours.....at \$5.00.....

Lodging at \$40.00.....

Total enclosed.....

MAKE CHECKS PAYABLE TO VULCAN CORVAIR ENTHUSIAST.

MAIL TO: BOBBIE FLOYD
800 BELLWOOD CIRCLE
FAIRFIELD AL 35064
(205) 923-7968



THE OIL DROP



P.O. Box 59071 - Birmingham, AL 35259-9071

SEPT 1984

THE DRIVERS SEAT:

Have you looked at the calendar lately? The summer of 84 is waning. In fact our next meeting will be its last day. But late summer and early fall bring lovely weather for outside activities and an opportunity for a last fling at top down cruising in your favorite Corvair. There is just nothing like it, cool wind in your face, the purr of a well tuned engine behind you, and admiring glances from those who see you. All in all an opportunity to enjoy a care free afternoon with nothing to think about except having fun. What you say you don't own a convertible? That's truly a shame. May I suggest you don't deprive yourself of that pleasure forever. Get yourself one and join the cruisers. You deserve a new toy.

The Steadmans hosted another wonderful outing at their home on the lake. It's beautiful up there in the high rent district where one neighbor has a helicopter. That's high class commuting. They have a beautiful piece of property, about five acres I guess, with a rock ledge jutting out into the lake. An ideal place for swimming and boating. As usual we had a good turnout, the food was excellent and plentiful. Thanks, Joe and Ann, for your hospitality.

Harold Hartline

NEXT MEETING:

DATE: Friday, 21 SEPT 1984

TIME: 7:30 PM

PLACE: Homewood Library

PROGRAM: Slides of the party at the Steadmans and Turbo rebuild (maybe)



LAST MEETING:

The meeting opened with 30 members and 3 visitors present. Mark Urbin from New York was a visitor. Balance in the treasury was \$1030.54.

Joe and Ann Steadman invited club members to their home on 26 Aug 84 for a covered dish dinner.

Outings to Dothan on 6 Oct 84, or an outing to Tannehill State Park were discussed.

Jim Floyd briefed on a Nashville Tour 28 Sept 84 for \$166. Anyone interested call the Floyds.

Nominating committee for the next slate of officers must be appointed very soon and plans must be made now for the Christmas banquet.

A motion was made, seconded, and approved to accept no bids below \$500 on the 60 Corvair. Three sealed bids were opened and Terry Wilkins became the proud owner. Terry bid \$705. Other bids were: Holder, \$555.89; Rogers, \$551.

Meeting adjourned and the slides of the pool party at the Hartlines were shown. A 10th Anniversary cake of the club's founding was served by Jean Hinkle and Marie Drake

Marie Drake, Sect

CORVAIRS IN THE FLICKS:

I have noticed a couple of Corvairs in movies lately. In "Heart Like A Wheel" Shirley Muldowney and her husband are having a marital discussion under the rear end of a 65 Corsa that is up on a grease rack. I noticed that both thermostat doors were hanging down so the heater/defroster wasn't working properly. Maybe the owner is a fellow club member and thi little dig will get back to him. In "Ridgemont High" one of the teachers was observed in the backseat of a 63 red convertible doing some things that we can't print in a family newsletter like the OIL DROP.

FROM THE KITCHEN:

Chinese Walnut Chicken

1 Cup walnuts
1/4 cup salad oil
2 Boned chicken breasts
1/2 tsp salt
1 cup sliced onion
1 1/2 cup bias cut celery
1/2 cup chicken broth
1 tsp sugar
1/2 cup soy sauce
2 tble spn dry sherry or
1 tble spn vinegar
1 tble corn starch
3/4 cup chicken broth
5 oz can bamboo shoots
5 oz can water chestnuts

In a skillet toast the walnuts in the salad oil while stirring constantly. Remove and drain.

Bone the chicken breast and cut in thin strips. Put in skillet and sprinkle with the salt. Cook 5-10 minutes, stirring frequently. Remove chicken.

Add the onions, celery, and 1/2 cup chicken broth. Cook 5 minutes or till vegies are tender.

Combine cornstarch, sugar, soysauce, sherry, vinegar, and 3/4 cup chicken broth. Pour over vegies and cook till sauce thickens.

Add chicken, drained bamboo, drained chestnuts, and nuts. Heat and serve on rice.

Alice Donley



KNOW YOUR CLUB MEMBERS:

I know we have a lot more than five families in our club. Why can't each one who hasn't already done so set down and write me a short article for this column. PLEASE!!

TECH TOPICS:

Chevrolet has introduced some updated part numbers for valve cover hold down springs. The part is called a rocker cover retainer and it is both taller and thicker than the Corvair spring bar (#3850874). The new numbers are: #14011078 for the regular bar and #14044820 for the chromed retainer.

From AIR COOLED NEWS-A source of supply for the early model winshield rubber seal is Lynn H. Steele, Rt 1, Box 71-W, Denver N.C., 28037 or call 704/483-9343. Part # is CV 503 and costs \$48. Specify year and model when ordering.

A new "spring bar" small-block rocker cover retainer that is both taller and thicker than previous designs is now available, either chromed (shown) or non-chromed.



From Bob Donley-Last week I tore down my 140 engine because it was running rough and the tail pipe was sooting up. The engine had about 25000 miles since a rebuild. At that time I had put in new valve stem oil seals(intake), rings and rod bearings. Valve guides were not installed. I figured that was my problem. The heads were quite carboned up but the rings were all loose in the grooves. I took the heads to the shop and told them to rework them including valve guides if needed. When I went back to pick up the heads, I took along the pistons to let them clean the ring grooves. When they started removing the old rings they found 4 of the 6 pistons cracked on the side just below the oil ring. Anyone out there know what happened? The only thing I can figure is that maybe the carbon build up jammed between the head and the piston and caused the cracks. I'd like to hear from anyone else that may have experienced the same thing. Ruining four pistons is an expensive lesson.

From Harold Hartline- While driving to the Steadmans last month I was pointedly reminded about heater hoses. The driver's side hose on both early and late models passes above the starter. If for any reason it comes loose or sags it can create a direct short if the wire in the hose comes in contact with the hot wire to the starter. The hose can also sag and rub against the drive shaft. On late models this is critical since the shaft is large in diameter but quite thin. The spring steel wire in the hose can grind a groove in the axle and cut it into. Very rarely will you find a late model that doesn't show some damage to the shaft. But back to the outing. John Hathaway was driving behind me and noticed sparks and smoke coming from under the car. We had noticed the smell inside the car but since it was running smoothly we dismissed it as someone burning trash. When we got to the Steadmans, we checked under the car and found the upper hose had come off and fallen across the starter terminal. It had burned out a section of the wire and a two inch band of the hose. Luckily it extinguished itself. I could have burned up my car. CHECK THOSE HOSES!

OUTINGS:

The FESTIVAL IN THE PARK will take place in Oak Park, Montgomery, AL on 29 Sept 84. We wont be putting our cars on display but it always makes a nice days outing. Owen Miller will be playing his trumpet with the community band again.

A CORVAIR CLUB of Dothan is working with other area car clubs on the Landmark Park Show Oct 6 in Dothan. Barb and Dick Witkos will put on a free cookout at their house for all Corvair owners who are preregistered. They have always supported our Cheaha meet so we should try and make their show. They will have two classes for Corvairs. We will assemble at Lowmans Village, Hwy 31 South K-Mart parking lot at 6:30 AM and depart promptly at 7:00. We will stop in Montgomery to pick up the Millers and Donleys. General admission will be \$1.00 adults, \$.50 children. Entrants fee \$5.00 first car and \$2.00 each additional car. Bring a picnic lunch or buy it there. Live bands and many sights to see and things to do. Try to let us know if you plan to go down so we can notify the Dothan folks.

Central Florida Corvair club is having their "CORVAIR AFFAIR" at Cypress Gardens 26-28 Oct 84. Registration forms will be available at the meeting. Hotel accomidations will be at Quality Inn, Cypress Gardens.

CLUB PROJECT CAR:

The 60 Corvair that John Hill donated to the club now has a proud new owner in Terry Wilkins. He was the high bidder and took the car home. He has a



42 Chevy stake body truck that was displaced out of its parking space in Terry's drive. It is partially restored and if you are interested give him a call.

By the way of explanation about the car we had discussed in an earlier meeting about selling by sealed bids. The original intent was to run a notice in the Communique and hold the opening until we had time for a response. This add was sent to Corsa and should be in the next issue. However there were some good reasons for changing those plans and letting the car go early. First, some of our members wanted the car and placed bids. Second, we told John Hill we would try to place it with one of our members. Third, we did not have any insurance on the car and should it have been in an accident we might have been involved in a messy legal issue. Fourth, we did not have a place to store it and would have had to let it sit in the weather or rent a garage. After a lengthy discussion at the meeting it was voted to sell it that night. All of the bids were above the reserve and the highest was accepted.

NOMINATING COMMITTEE:

It's that time of year again. A nominating committee will be appointed at the next meeting so be sure to attend this one. If you would like to work as a club officer or on the nominating committee make your desires known to one of the present officers. A change of officers is always a healthy thing for any club. New blood is invigorating. We have many members capable of doing an outstanding job. Let me ask each of you to make a commitment to take a turn if asked. You'll enjoy holding office and the club will grow from your new ideas.

CREDIT WHERE CREDIT IS DUE:

I wish to thank Jean Hinkle for the Anniversary cake at the last meeting. Buck Hinkle also saw that we always had coffee at each meeting. Marie Drake not only does a super job with the minutes but always brings goodies to go with Buck's coffee. Thanks again folks for a job well done.

Harold

CLUB NOTES:

Club members are asked to remember we are depending on them to furnish prizes for the Bingo and Drawings. Get out and beat those bushes now.

Juanita Hathaway is chairing the hospitality committee and wants to remind the ladies that this will be a standard VULCAN wine and cheese party and we are expecting a large crowd. Add something to your shopping list to furnish to the party.

Chief Chef Ann Steadman is needing a headcount even if you haven't registered so that she will know how much food to purchase for the banquet. If you can please get your registration to Bobbie Floyd. Some members have sent only money for rooms so it makes planning difficult.

Bob Donley, Editor





CHEAHA 1984 #
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NOV 9, 10, 11, 84

PLEASE FILL OUT A REGISTRATION FORM AND RETURN IT TO THE VULCAN CORVAIR ENTHAUSIST AS SOON AS POSSIBLE TO PERMIT US TO PLAN FOR OUR NOVEMBER OUTING AT CHEAHA STATE PARK.

REGISTRATION: ADULTS \$7.50
CHILDREN 12 AND UNDER \$3.00

BANQUET: NO CHARGE INCLUDED IN REGISTRATION

CONCOURS: \$5.00 PER CAR

TALLEDEGA MOTORSPORT MUSEUM: \$2.00 AT THE GATE

BALD ROCK LODGE: \$40.00 FOR WEEKEND

NAME:.....

ADDRESS.....

CITY.....STATE.....ZIP.....

CLUB AFFILIATION.....

Registration.....at \$7.00.....

Registration.....at \$3.00.....

Concours.....at \$5.00.....

Lodging at \$40.00.....

Total enclosed.....

MAKE CHECKS PAYABLE TO VULCAN CORVAIR ENTHUSIAST.

MAIL TO: BOBBIE FLOYD
800 BELLWOOD CIRCLE
FAIRFIELD AL 35064
(205) 923-7968





THE OIL DROP



P.O. Box 59071 - Birmingham, AL 35259-9071

OCT 1984

THE DRIVERS SEAT:

This month's Drivers Seat comes to you from the Best Western Inn, Dothan AL. It's the second day of the Peanut Festival. The first day presented the Wiregrass Antique Auto Clubs meet in Landmark Park. "A" Corvair Club participated in the sponsorship of the meet. I think there was just about any make you could imagine on display. Everthing from a beautiful 58 Porsche Speedster to the wildest of street rods. It was like a collection of cars at the World Of Wheels in Birmingham except they had more cars and it was held outside. The Queen of the Peanut Festival was there, a beautiful young lady who is a student at Troy State. She obligingly posed for pictures with the cars. Landmark Park is an old farm setting complete with home, barn, outhouse, farm animals, and equipment. You just couldn't imagine a more beautiful place for this kind of show. There was a really good showing of Corvairs which is our primary interest but it was fun to get a close look at the handiwork of people interested in other kinds of cars.

Vulcan members who attended were the Donleys & Millers from Montgomery and the Hartlines & Hinkles from Birmingham. Dick and Barbara Witkos of Dothan are long standing members of Vulcan. Dick is President of "A" Corvair Club. He and Barb worked many hours to make make the meet an outstanding success. The winners from our club were the Donleys, Hartlines and the Witkos'.

After the meet Dick and Barbara hosted a cookout at their home for all the Corvair people. The food was excellent and it was great fun to meet with Corvair friends from other areas. Huey Heuther demonstrated the program he has written for the Commodore 64 computer. It tells how to troubleshoot and maintain your Corvair. It was very interesting. He stated that he had over 600 hours of programming time in it.

I understand that the Landmark Park show will be an annual event. I highly recommend it for a fall outing for the club next year. This time of year is perfect. The weather has cooled to just the right temperature and the clear October skies are just lovely. You can't help but be pleased if you work this into your plans next year.

Our nominating committee will present its proposed slate of officers at the Oct meeting so plan to attend. We also need to review our Cheaha game plan and tie down any loose ends.

On the way back Buck Hinkle developed a vibration in his car. We stopped at the Donleys for a quick check and a tire change. It appeared as though the tread may have separated from the carcass of the tire.

Harold Hartline

NEXT MEETING:

DATE: Friday, 19 OCT 1984

TIME: 7:30 PM

PLACE: Homewood Library

PROGRAM: Slides of the Landmark Park Benefit car show in Dothan 6 Oct.



CORVAIR

LAST MEETING:

The meeting opened with 22 members and 1 visitor present. Stella Goodall, our new member was introduced to the club. Secretary and Treasurer's reports were given. Balance in the treasury as of the last meeting was \$1688.18.

Jean Hinkle was selling chances on free hotel accommodations for the Corvair Lovers Holiday at Destin, FL in Feb. The 5 Oct outing in Dothan was discussed and the Tannehill outing for Oct was cancelled. Central Florida will host an outing at Cypress Gardens 26-28 Oct.

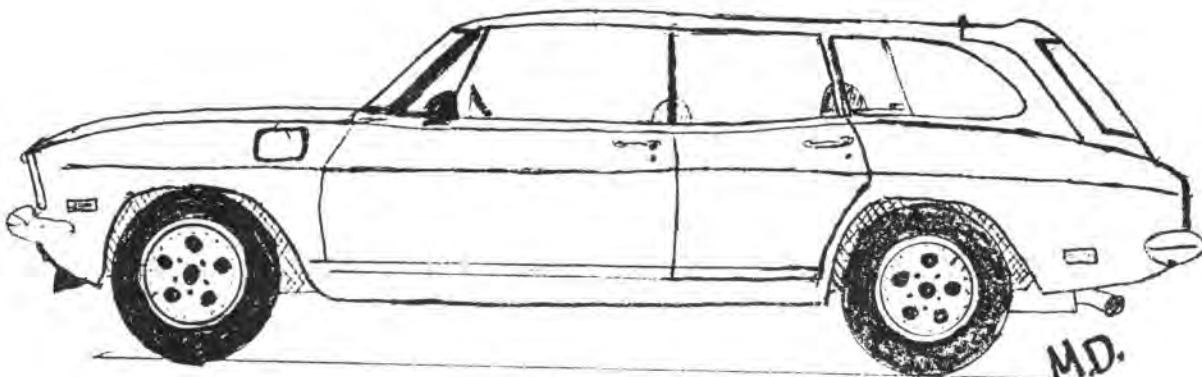
Jim Floyd reported that there was only one room remaining in the lodge at Cheaha. Anyone wanting lodging must make reservations through the state park or find accommodations in a hotel off the mountain. Bob Donley volunteered to prepare the continental breakfast on Sunday. Sheila asked for help and ideas for the Bingo game.

The Nominating Committee for a new slate of officers was made. They are Buck Hinkle, Curtis Hare and John Hathaway.

Christmas party plans were made. It was decided to make it a covered dish affair. Ladies were asked to bring their favorite Christmas dishes. The Club will furnish the ham and turkey. Children are encouraged to attend. Each person is to bring an exchange gift and children are to bring a child's gift. Value should be about \$5.00. The dinner will be Dec 8 at an undecided location. The John Hill family will be our invited guest as a thanks for the donation of the 60 Corvair to the Club.

The meeting was adjourned and refreshments by Bobbie Lane and Marie Drake and coffee by Buck Hinkle were served. Slides of previous outings were shown.

Marie Drake, Sect



KNOW YOUR CLUB MEMBERS:

I know we have a lot more than five families in our club. Why can't each one who hasn't already done so set down and write me a short article for this column. PLEASE!! My plea has again gone unanswered. I was going to volunteer to write the newsletter again next year but may not since I don't seem to be able to get any articles from most of our members. Maybe some of you would like to volunteer to try to fill up three or four pages each month.

TECH TOPICS:

From Frank Ranelli-Is your automatic leaking transmission fluid? Many times the problem is the fluid going back up the shift cable and then leaking out cracks in the plastic coating. Clean all the grease off the cable with laquer thinner. Then split a piece of hose about 20 inches long that will fit around it snugly. Fill the hose with silicone adhesive and put it around the cable. Secure the hose till it dries with several nylon ties, tape, or hose clamps. If it's not coming through the cable, it might be leaking around the O ring seal where the cable enters the transmission.

OUTINGS:

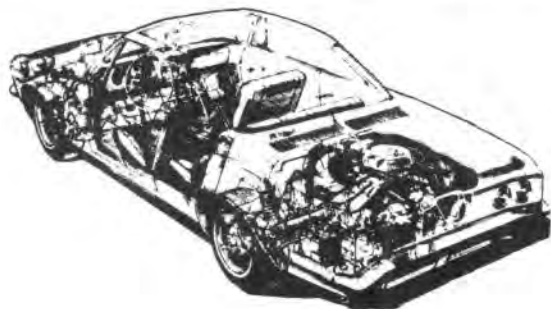
The Landmark Park Benefit car show was a big success for all the car clubs in the Wiregrass. Families from the club that participated were the Hartlines, Hinkles, Millers, Donleys and Witkos's. Dick Witkos is also President of the Dothan Corvair Club and was Activity Chairman for the show. There were 178 cars entered in the show. My favorite was a beautiful Porsche Speedster and an Auburn Boattail Speedster. That is of course after the Corvairs. There were 13 Corvairs entered. Harold Hartlines Convertible won 2nd in the early class. Dick Witkos won 3rd with his 65 Corsa Coupe and Bob Donley won 1st place with his 66 Monza convertible. Huey Heuther, former President of the Dothan club and now living in St Louis, drove in to be the judge. He spent about 20 minutes per car and really gave them a thorough examination. The trophies were real nice and the Peanut Festival Queen handed them out. My wife told me not to try and give the queen a kiss. Of course I didn't. I think we should try to get more of our members to go down to the show next year. Every one came home with a nice sunburn. By the way ask Jean Hinkle about her "ORDER OF THE BROGAN" award for foot in mouth disease. For the uninformed a brogan is a military boot.

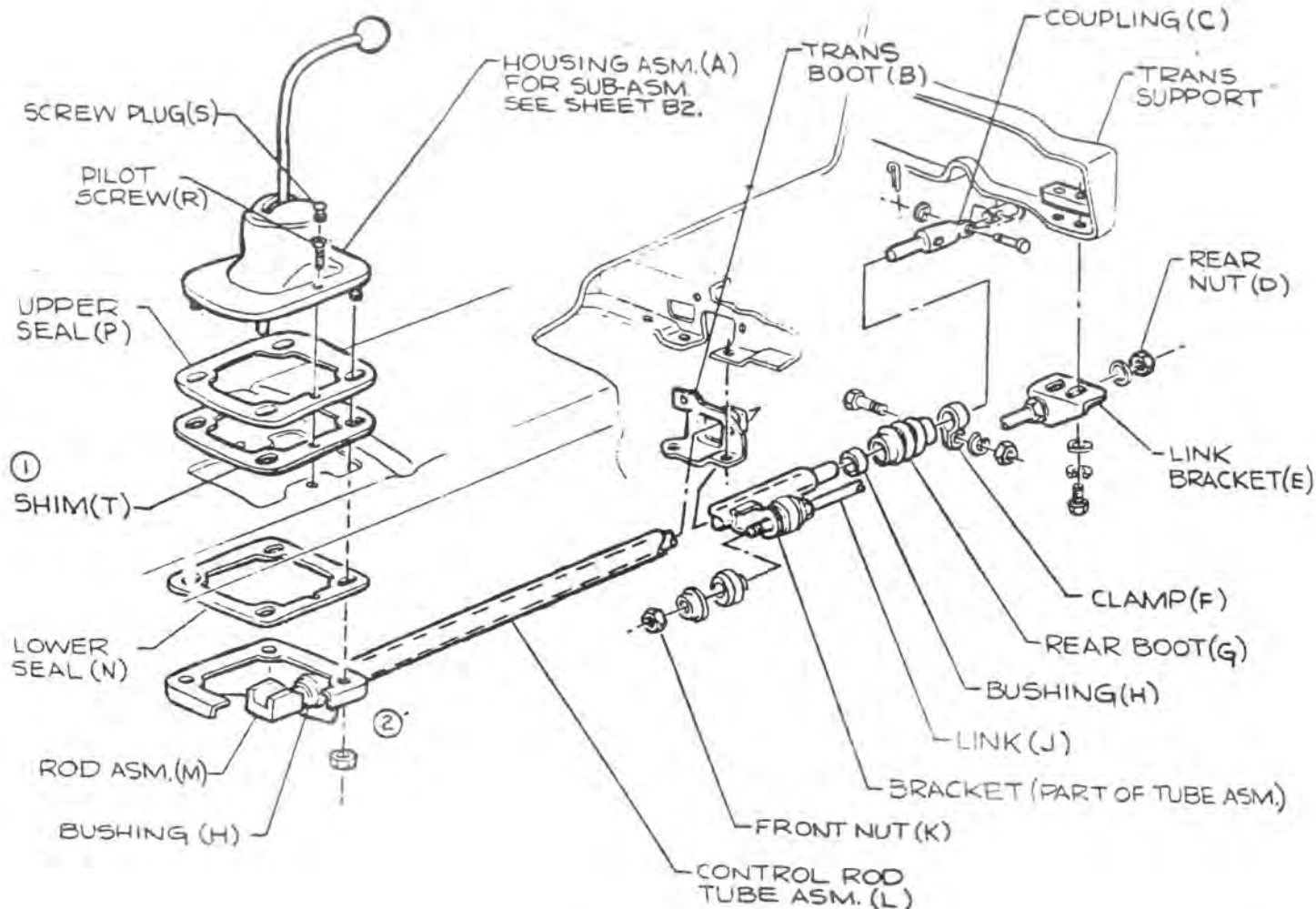
CLASSIFIED:

For sale- 1966 Blue Corsa 180 Coupe, 4 speed, completely stock, painted original color one time, perfect interior. Asking \$3,750.00. Dick Witkos (205)792-8528.

Wanted- A left front fender to the right front headlight for a late model. Needed to restore a 66 Monza that picked a fight with a big truck. Also need a name of a firm that repairs Corvair Clocks. Bob Donley (205)277-4308.

Bob Donley, Editor

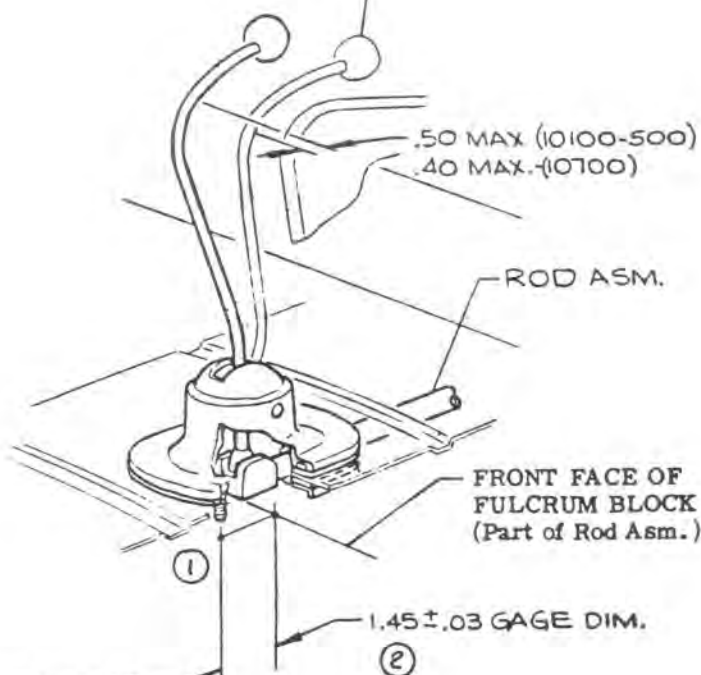




Gearshift Adjustment Procedure

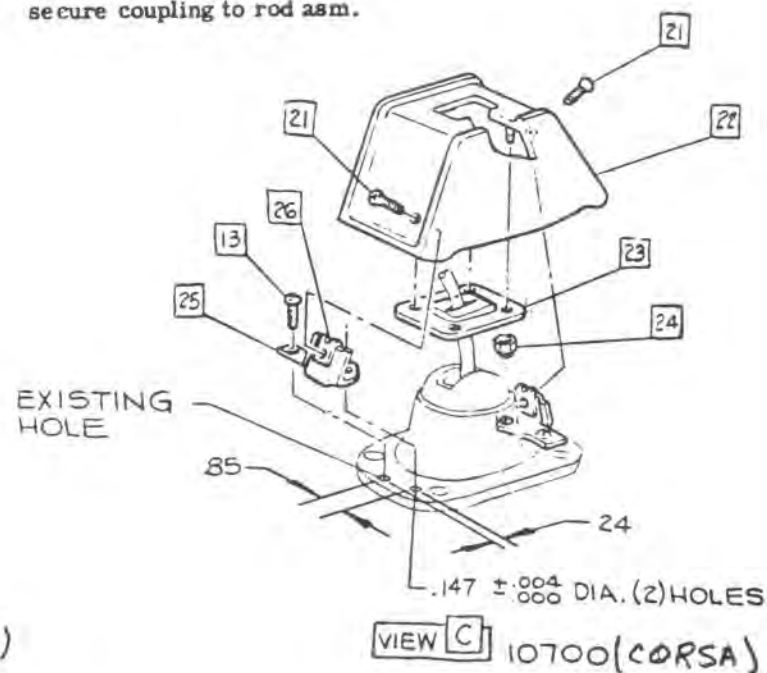
1. Before making adjustment, lash in system must be taken up by movement of rod asm towards rear of vehicle.
2. With seat in full forward position, place transmission in "reverse" gear & clamp to retain setting throughout gearshift adjustment.
3. Adjust to nominal dimensions as shown & tighten clamp to secure coupling to rod asm.

↓ FIRST GEAR & SEAT IN FULL FORWARD POSITION



↓ OF FRONT ATTACHING STUDS IN HOUSING

(4)



CORVAIR

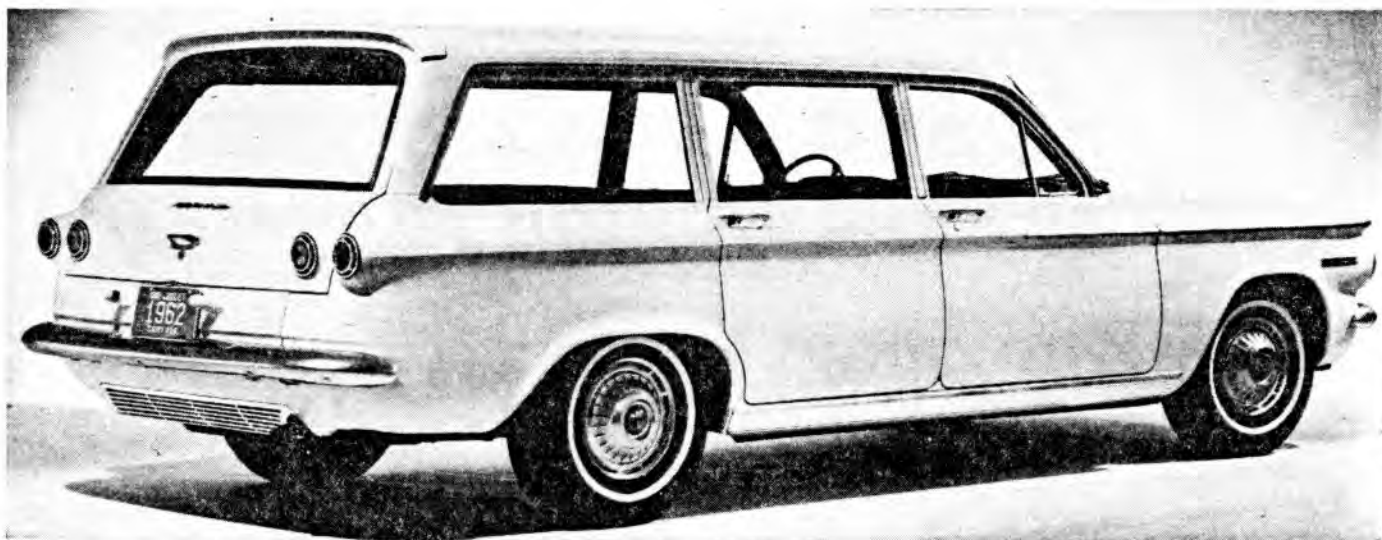
Standing pat
for a third
time around

THE BIG NEWS at Corvair this year is not change — not even change for the sake of change. This, of course, is encouraging, since one of the original concepts of the compact class was continuity in styling. Corvair has stuck by this idea so well that there is actually very little difference between the original Corvair introduced two years ago and the current 1962 body style.

Therefore, the changes on this year's Corvair styling are simply for the purpose of model year identification — and even these are going to require sharp eyes to detect. Briefly, the only noticeable changes are the new twin ornamental grilles in front, plus restyled emblems, taillights and engine exhaust grilles.

This has a distinct advantage for the owner of a 1961 Corvair. For a few dollars and a little work he will be able to purchase the grille, emblems, etc. and "customize" his car so that it will closely resemble a 1962 model.

Although the Corvair's body style, engine and chassis designs are basically carry-



ALTHOUGH ONE MODEL OF THE LAKEWOOD STATION WAGON HAS BEEN DROPPED, THE FOUR-DOOR PLUS A MONZA VERSION WILL BE OFFERED.



DIFFERENCES ON THE NEW CORVAIR ARE HARD TO SPOT. TWIN ORNAMENTAL GRILLES ARE NEW, AS ARE SEVERAL EMBLEMS AND THE TAILLIGHTS.

overs, there are changes which were made earlier this year which almost qualify as new-car developments. Probably the most significant of these are the new two-ply, low-profile tires which were made standard equipment on the Corvair during the 1961 model run.

To say that the 1962 Corvair line is an absolute carryover is actually erroneous. One of the major identifying features this year will be several new paints for the exterior and new interior color schemes.

And even more significant is the reshuffling of the body style lineup. One four-door sedan, Model No. 569, and one Lakewood station wagon, Model No. 535, have been discontinued.

The reason for the dropping of the sedan is undoubtedly directly related to the unusually strong popularity of the Corvair Monza. The Monza is also responsible for the decision to discontinue the cheaper station wagon. Actually, to say that the 500 station wagon has been dropped is incorrect. It has been moved up to the Monza class and will probably be the

jazziest station wagon around in 1962.

As a Monza, the new station wagon will offer the sporty interior features — and also as an option, the bucket seats. While it might seem that bucket seats and a luxurious interior are far removed from a station wagon's usual utilitarian purpose, it is still difficult to ascertain how the public will react to a sporty station wagon. As difficult, perhaps, as predicting the success of the Monza.

Back again this year is the Greenbrier sports wagon, and it is also virtually a carryover. There is one minor difference in Chevrolet's approach to this unusual wagon. Last year the publicity and the sales departments tended to treat it as part of the truck line. This year they've got it in the passenger-car classification. An indication that perhaps Chevrolet executives misjudged the popularity of the wagon — and also misjudged just who would buy it.

Also back again from last year is the Corvair's unusual, but now well-known, flat-opposed, air-cooled, six-cylinder engine. This powerplant has a bore and

stroke of 3.438 x 2.6 inches, two single-barrel carburetors, and displaces 145 cubic inches. It is available in three forms. The standard engine has 8-to-1 compression ratio and produces 80 hp at 4400 rpm, with 128 lbs.-ft. of torque at 2300 rpm. The performance option has 9-to-1 compression and a special camshaft and turns out 102 hp at 4400 rpm, with 134 lbs.-ft. of torque at 2800-3000 rpm. Although the performance option has slightly increased ratings this year, there are no basic changes in the engine.

Not too well known is another engine version which is standard on Monza models with Powerglide transmission. This has a compression of 9-to-1, but without the special cam, and is rated at 84 hp at 4400 rpm and 130 lbs.-ft. of torque at 2300 rpm.

Corvairs will be available with three transmissions: three-speed and four-speed manual and a special version of the Powerglide automatic. Axle ratios are 3.27, 3.55 and 3.89. A limited-slip differential is available optionally with all models. /MT



CORVAIR GREENBRIER SPORTS WAGON IS BACK AGAIN THIS YEAR AND IS VIRTUALLY UNCHANGED, EXCEPT FOR MODEL YEAR IDENTIFICATION.



THE OIL DROP



P.O. Box 59071 - Birmingham, AL 35259-9071

NOV 1984

THE DRIVER'S SEAT

By the time you read this our Cheaha Mountain Man Meet will be history. I hope each and every one of you were able to participate in it. Each year we seem to try to do a little more with it but I believe most people just enjoy the slow easy pace of the outing. Give your new officers your opinions on what the meet should be.

I hope each and every one of you bring your families out to the Christmas party. This is the first year we have held a family type get-together. We also are holding it on a weekend so more working people and their families could attend. It's your club outing so take advantage of it.

Harold Hartline, Pres.

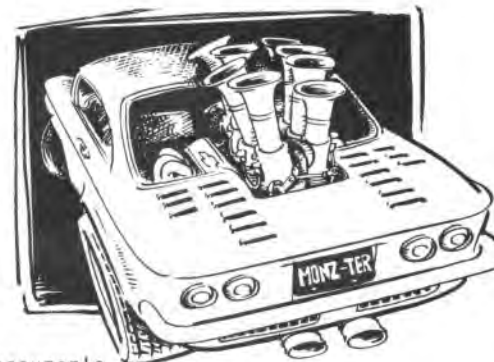
NEXT MEETING

DATE: Friday, 16 NOV 1984

TIME: 7:30 PM

PLACE: Homewood Library

PROGRAM: Results of the Cheaha Mountain Man Meet.



LAST MEETING

The meeting opened with 26 members present. Secretary and Treasurer's reports were read and approved. Balance in the treasury is \$2282.18.

Plans for the Christmas party were made. Party will be 8 Dec 84.

John Hathaway presented the Nomination Committee's recommended slate of officers for next year. they are:

President- Sheila Ranelli

Secretary- Jean Hinkle

Treasurer- Juanita Hathaway

Membership Chairman- Marie Drake

Activity Chairman- Ann Steadman

Nominations will be opened from the floor at the Nov. meeting. (Ed. Please note that this is an all female slate of officers. This may be a first for a Corsa club. In fact I am not sure that there has even been a female club president, let alone an entire female slate.) Final plans were made for Cheaha.

Meeting was adjourned and slides of the Dothan Landmark Park Outing were shown.

Marie Drake, Sect



KNOW YOUR CLUB MEMBERS

I didn't receive any articles again this month so I hereby discontinue it.

TECH TOPICS

From Frank Ranelli- When replacing the engine seals, clean the mating surfaces well and apply some RTV sealant to the seal. This will help seal around the mating surfaces and also prevent the seal from spinning in the block. He said he has seen several seals that leaked because they were spinning and not fitting tight.

From Corvair Atlanta- Dixie Bearing stocks a blower bearing replacement for about \$12.75. It is produced by FAG Bearings Limited (this is it straight folks) out of Ontario Canada. Part Number DWG 1699. The number WS 2878 is also on the box, but I don't think it's part of the number. The steel shaft on each end must be cut and ground to the proper length. Press onto the fan housing and enjoy relative peace and quiet once more.

From Corvair Atlanta, Richard Ivie- Plugs suitable for Corvairs: Champion 15 or L77JC4. AC 42F, M42FF, and M43FF. The latter two are marine plugs.

CORVAIRS IN THE FLICKS

In THE RIGHT STUFF there is a scene on the beach in Florida with a 1960 Model white four door with headlight screens and fenderskirts

CHRISTMAS PARTY

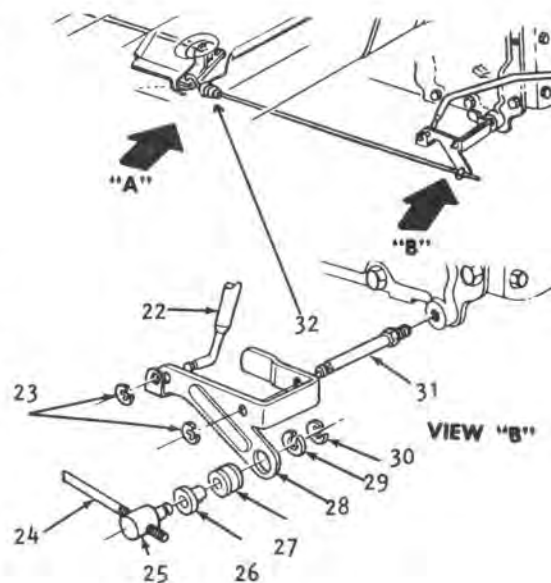
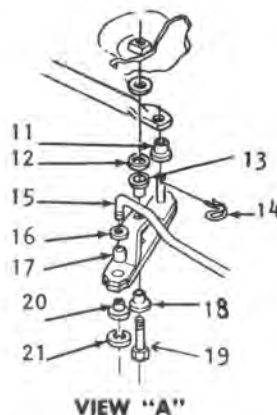
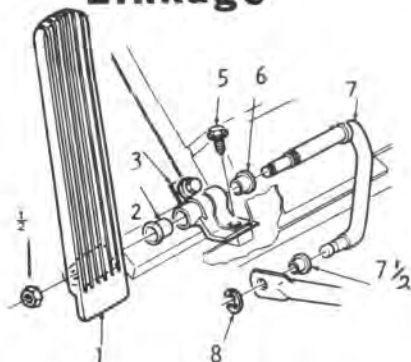
The December meeting and outing will be a Christmas dinner at the Tuxedo Junction Ball Room, 2014 1/2 Ave E, Ensley on 8 Dec at 7:00 PM. Dress will be informal. This will be a family affair. Meats, drinks, ice and paper goods will be furnished by the club. If you have a favorite Christmas tape (cassette) bring it along. Gifts will be exchanged. Children under the age of ten should bring a child's gift. Children over ten will exchange with the adults if they desire to do so. Gifts should be about \$5.00 in value. Please bring your favorite covered dish and desert. Remember someone will go home with those beautiful Oldsmobile Taillights. You have to be there to win them.



1969 MONZA CONVERTIBLE

Typical '60-69 Cars

Accelerator Linkage





Corvair—performance



by Jim Wright, Technical Editor



I F THERE'S ANOTHER American car around today that enjoys the fierce owner loyalty, enthusiasm, and popularity of the Corvair Monza, we haven't heard about it. The Monza seems to have stirred the imagination of motoring enthusiasts like nothing since the early days of the boxy MG roadster.

This is dramatically proven by the Corvair Owners Club International. Sponsored by EMPI of Riverside, California (Box 668, if you're interested), the club's membership is fast approaching the 10,000 mark. With members and chapters in all 50 states and a dozen foreign countries, this surely must be the largest active owners' club in the world. Unlike several other car clubs, this one's idea of an activity *doesn't* consist of rallying down to the local pub for an evening of booze and bench racing. These people are *active* and go in heavily for rallies and gymkhanas, and more than a few members are entering their cars in races — with a fair share of success. An example of one of their bigger rallies was a recent Southern California dice that took 12 hours to run and placed equal emphasis on *car and driver* as well as navigator. Incidentally, the win-

ner picked up \$200 for this one, a fat purse for a club event.

Last summer at Riverside, the club held its first convention. Over 150 members from as far away as Canada showed up for the three-day event, which included a day of field trials at Riverside International Raceway.

Further evidence of owner enthusiasm is the fact that at present, there are more accessories being manufactured and sold for the Corvair than for any other single car. And these range all the way from magnesium wheels (at least four different makes) to a wide variety of hop-up goodies for the lively Flat Six engine. Bell Auto Parts is even marketing an Airheart disc brake conversion that'll give the Monza braking equal to anything.

Sales charts show that since 1960, when the Big Three compacts were introduced, the Monza's sales curve has remained relatively flat: right in the neighborhood of 275,000 to 300,000 units sold each year. Latest reports show this trend continuing through 1963.

By present standards, our test car had a minimum of creature comfort extras on it. There was a radio, padded



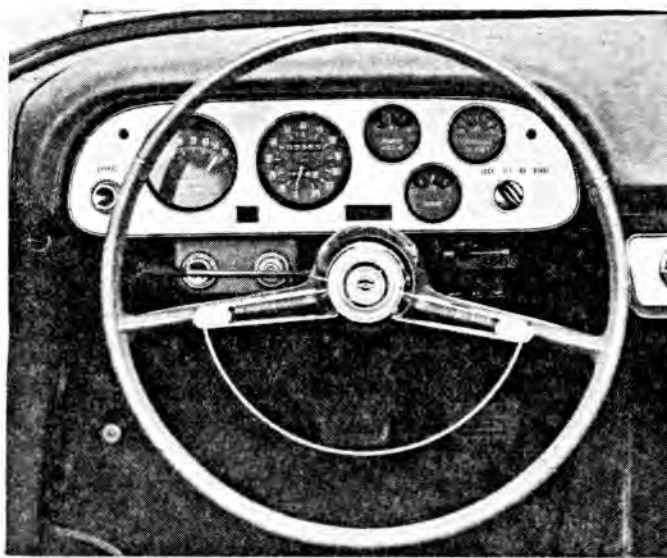
and personality plus!



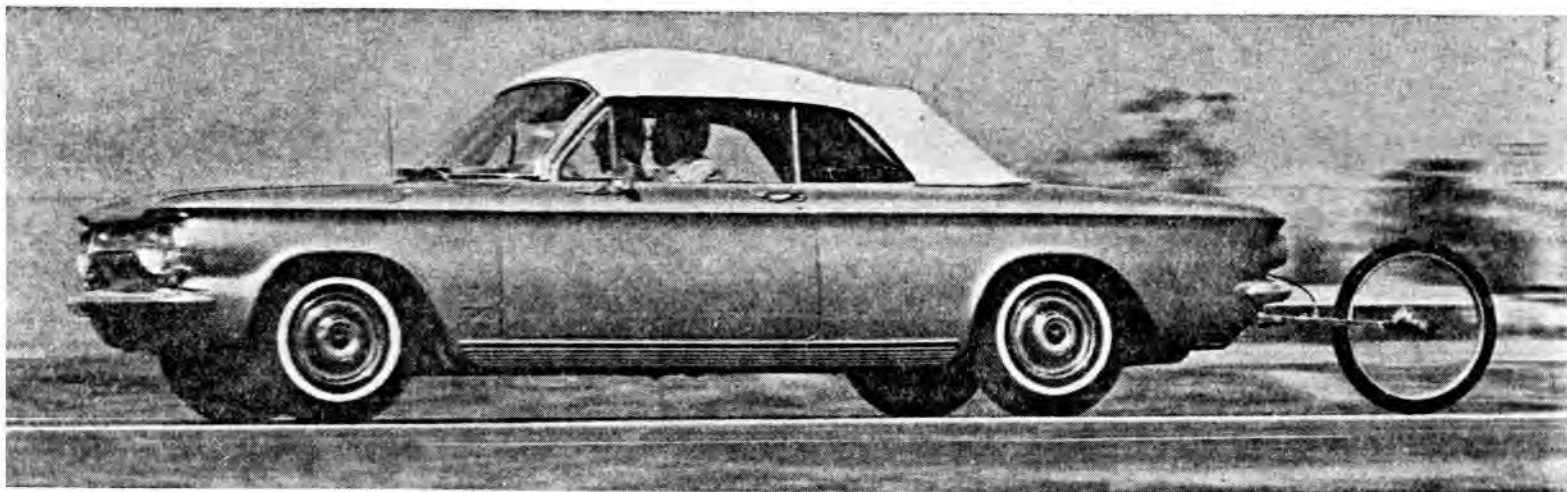
dash, tinted windshield, and whitewall tires. Heater is standard. Except for air conditioning (which the test car didn't have), no power equipment is available for the Monza. Even the convertible top is manual. We did want to check out the top horsepower option, so our car was equipped with Spyder equipment (Regular Production Option 690), consisting of exhaust-driven supercharger and its attendant heavy-duty pistons, rods, crankshaft, and intake and exhaust valves. Also included in this package is the special Spyder instrument cluster—120-mph speedometer, 6000-rpm tachometer, manifold pressure gauge, cylinder head temperature gauge, and fuel level gauge. Low oil pressure and generator failure are handled by warning lights.

Since the automatic transmission isn't available with the turbocharger option, we specified the four-speed, all-synchronized manual transmission (RPO 651) in place of the standard three-speed unit. This was tied into a standard 3.55-to-1 rear axle.

The turbocharger is rated at 10 to 11 pounds' boost and increases output of the small, 145-cubic-inch mill from an unblown 102 hp to 150 hp at 4400 rpm. Torque is boosted from 134 pounds-feet at 28-3000 rpm to 210 pounds-feet at



Part of the Spyder option includes custom instrument layout. Warning lights are used for both oil pressure and generator.



OUR TEST SPYDER RAN QUICKLY AND EASILY TO A TOP SPEED OF 110 MPH. WHILE CONVERTIBLE TOP BALLOONS AT SPEED, IT DOESN'T SLAP.

32-3400 rpm. This increase is in the neighborhood of 47 per cent. For the price of the package (\$317.45), it's very cheap indeed.

Because of the inherent lag in a turbo-driven supercharger, there's very little difference in acceleration over the standard Monza 102-hp engine until you hit second gear. This is where the boost starts building, and from here on you know the turbocharger is worth the price. We clocked 0-30, 0-45, and 0-60 mph in 4.5, 7.4, and 11.1 seconds. The standing quarter-mile averaged out to 17.9 seconds ET, with a trap speed of 80.5 mph. This is a good 10 mph faster quarter-mile time than a well-tuned 102-hp Monza can make. It's also about two full seconds or more quicker.

During our acceleration tests, we had a bit of trouble with the fan belt. It had been set up too loose and as a result had worn badly. The belt came off once just as we left the line, and we didn't notice the warning light come on. So we clocked 0-30, 0-45, and 0-60 mph in 4.2, 6.8, and 10.2 seconds, which is quite a bit faster than with the belt on. Performance can be affected by how tight you set up the belt. We've found that about half-an-inch deflection gives good results—not tight enough to seriously affect perform-

ance or accelerate wear; not so loose that it'll come off. After we tossed the belt, we replaced it with a spare we make a habit of carrying when testing cars with air-cooled engines.

The Corvair has very good traction, and even though we were coming off the line at 4500 to 5000 rpm, we didn't hear more than a slight chirp from the rear wheels. We wound the engine right to the 5500-rpm red line for every shift. It'll wind freely and easily to 6000 rpm without protest, but we got the best results at 5500. While the engine's a little noisy—as are all aluminum, air-cooled jobs—it was smooth as silk all the way up to top rpm. The all-synchro box allowed clash-free snap shifts, and the shift linkage was completely free of any slop.

Several two-way runs down the Riverside Raceway backstretch produced an honest top speed of 110 mph (5500 rpm on the tach). It might have gone two to three mph faster with more room or with a lower gear (numerically), but we can't kick about any car that'll pull to red line in top gear.

While not quite so economical as its lower-powered brother, the Spyder still delivers satisfactory mileage. Our



PHOTOS BY BOB D'OLIVO

(ABOVE) The Corvair can be made to handle well on all surfaces, provided the right tire pressures can be determined.

(LEFT) With stock suspension, the outside wheel in a corner has a tendency to roll under. Optional parts will cure this.



overall average for 878 miles was 16.8 mpg, and this included all kinds of road and traffic conditions and varied weather. Around town, our lowest figure was 14.97 mpg, while high-speed cruising on the open road (65 to 85 mph) delivered a high average of 19.2 mpg. On a long trip, where the driver would stick more closely to posted limits, the Spyder should deliver 20 to 23 mpg.

Corvair is one of the few cars around that put more of the braking effort on the rear than the front, and the brakes, while not large, do a good job of bringing it to a halt. Even after our high-speed runs, they were still working a little, although they were badly faded. Given a short cool-down period, they were ready for the brake tests. Here they performed well, giving quick, straight-line stops. With 54 per cent of the brakes' effectiveness situated at the rear, plus the anti-dive geometry built into the front suspension, the Corvair stops almost dead level even during panic braking.

Driven hard and fast over narrow, twisty mountain roads (which means we were also braking hard and fast), the Spyder showed more brake fade than we thought comfortable. We didn't have to stop for cool-down, but we did get to the point where we felt the unequal braking effort. *continued*



Flat floor pan keeps front-seat passengers from feeling too crowded, but passengers in rear will find quarters cramped.

CORVAIR

If this were our personal car, we'd either order the sintered metallic linings (RPO 686) or else investigate the Bell Auto (Airheart) disc brake conversion kit. This would be especially true if we were planning to enter the car in rallies or trials of any sort.

Ever since we drove the '62 Monza in the 24-hour Enduro at Riverside Raceway last year (MT, March, 1962), we've been fascinated by the way this car can be made to handle. Properly set up, it has unbeatable handling characteristics. Best part of this is that it doesn't take a lot of work or money to get the desired results. The best combination we've found so far is the heavy-duty suspension option (RPO 696) offered by the factory. This consists of shock absorbers, stiffer springs (shorter at the rear to give more negative camber), an anti-roll bar at the front, and limiting straps at the rear that restrict rebound travel and also impose a limit on how far the outside rear wheel can turn under should the car be spun out. The cost is under \$30 for this package if you order it on your new car, and that's hard to beat. Several accessory firms make a variety of suspension helps of equal value. The EMPI Camber Compensator is one such aid that owners swear by. Another accessory that'll interest the high-performance driver is the special steering arms that cut down the lock-to-lock steering wheel turns from 4.6 to less than three.

Our test car had stock suspension with the exception of the front anti-roll bar. When we took delivery of it, the tires were running the factory-recommended pressures. A quick trip down the freeway and through several corners convinced us that more air was needed. Rear-end sway was very pronounced at all speeds, and above 50 mph it was intolerable if not downright dangerous. Boosting the recommended pressures up from 15 psi front and 26 psi rear to 22 front and 34 rear completely cured the problem, and the Monza felt more like a Monza should feel. This front-to-rear ratio on tire pressures is critical and must be kept for best results. The ride isn't so soft this way, but going on your head can give you an even worse jolt.

Now, before all you non-Monza-owning disbelievers sit down to write us a bunch of nasty letters about how miserable you think the oversteering Corvaire is, we'd suggest you get one of your Monza-owning friends to give you a quick trip down a twisty road in one. Afterwards, if you're nice, maybe he'll even tell you where you can get one just like it.

The Monza's bucket seats are the standard GM offering and are comfortable enough, although they'd give better support if they were dished just a bit more. Fore and aft adjustment is enough to allow long-legged, long-armed drivers the room they need to operate. Rear-seat passengers won't be able to find enough room for their legs if the front seats are all the way back, but then if you're buying a car for the convenience of the passengers you wouldn't be the sort who'd enjoy a Monza anyway.

Exterior and interior detailing and finish show a high degree of quality control. Carpeting and upholstery materials are top grade, and with the proper care and cleaning should keep their classy appearance as long as you want them to.

Originally conceived as a bare, economical, basic transportation car, the Corvaire has evolved into a real enthusiast's machine. If you're not the type who appreciates a high-performance automobile — one that comes very close to the European definition of *gran turismo* — you'd best shop elsewhere, because the Monza Spyder is definitely not your cup of tea.

/MT

CORVAIR MONZA SPYDER

4-passenger convertible

OPTIONS ON CAR TESTED: Spyder equipment, 4-speed transmission, radio, padded dash, seat belts, tinted windshield, whitewalls

BASIC PRICE: \$2481

PRICE AS TESTED: \$3190.20 (plus tax and license)

ODOMETER READING AT START OF TEST: 2655 miles

RECOMMENDED ENGINE RED LINE: 5500 rpm

PERFORMANCE

ACCELERATION (2 aboard)

0-30 mph.....	4.5 secs.
0-45 mph.....	7.4
0-60 mph.....	11.1

Standing start 1/4-mile 17.9 secs. and 80.5 mph

Speeds in gears @ 5500 rpm

1st.....	29 mph	3rd.....	74 mph
2nd.....	46 mph	4th.....	110 (actual top speed)

Speedometer Error on Test Car

Car's speedometer reading.....	31	47	51	62	72	82
Weston electric speedometer.....	30	45	50	60	70	80

Observed miles per hour per 1000 rpm in top gear.....19.5 mph

Stopping Distances — from 30 mph, 31 ft.; from 60 mph, 141 ft.

SPECIFICATIONS FROM MANUFACTURER

Engine

Ohv, horizontally-opposed 6
Bore: 3.4375 ins.
Stroke: 2.60 ins.
Displacement: 145.0 cu. ins.
Compression ratio: 8.0:1
Horsepower: 150 @ 4400 rpm
Torque: 210 lbs.-ft. @ 32-3400 rpm
Horsepower per cubic inch: 1.03
Ignition: 12-volt coil

Gearbox

4-speed manual, all-synchro;
floor shift

Driveshaft

None used

Differential

Transaxle
Installed ratio: 3.55:1

Suspension

Front: Independent, coil springs with upper and lower control arms, direct-acting tubular shocks, and anti-roll bar
Rear: Independent, swing axle with coil springs, direct-acting tubular shocks

Steering

Recirculating ball
Turning diameter: 39.5 ft.
Turns: 4.6 lock to lock

Wheels and Tires

4-lug, 13 x 5.5J steel disc wheels
6.50 x 13 2-ply tubeless tires

Brakes

Hydraulic, duo-servo, self-adjusting; cast-iron drums
Front and rear: 9-in. dia. x 1.75 in. wide
Effective lining area: 126.1 sq. ins.

Body and Frame

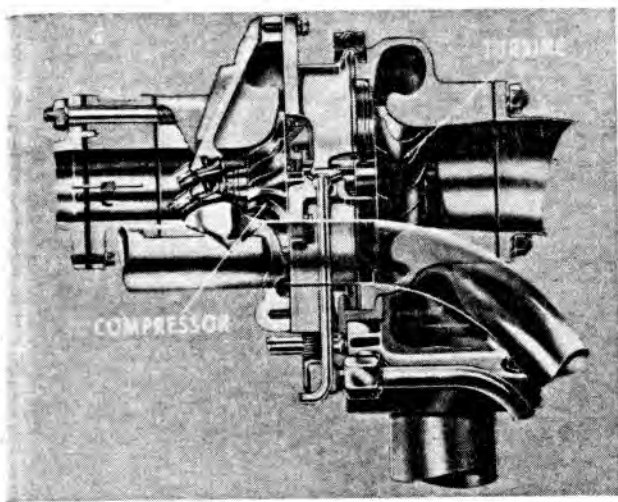
Unitized
Wheelbase: 108.0 ins.
Track: front and rear, 54.5 ins.
Overall length: 180.0 ins.
Curb weight: 2585 lbs.



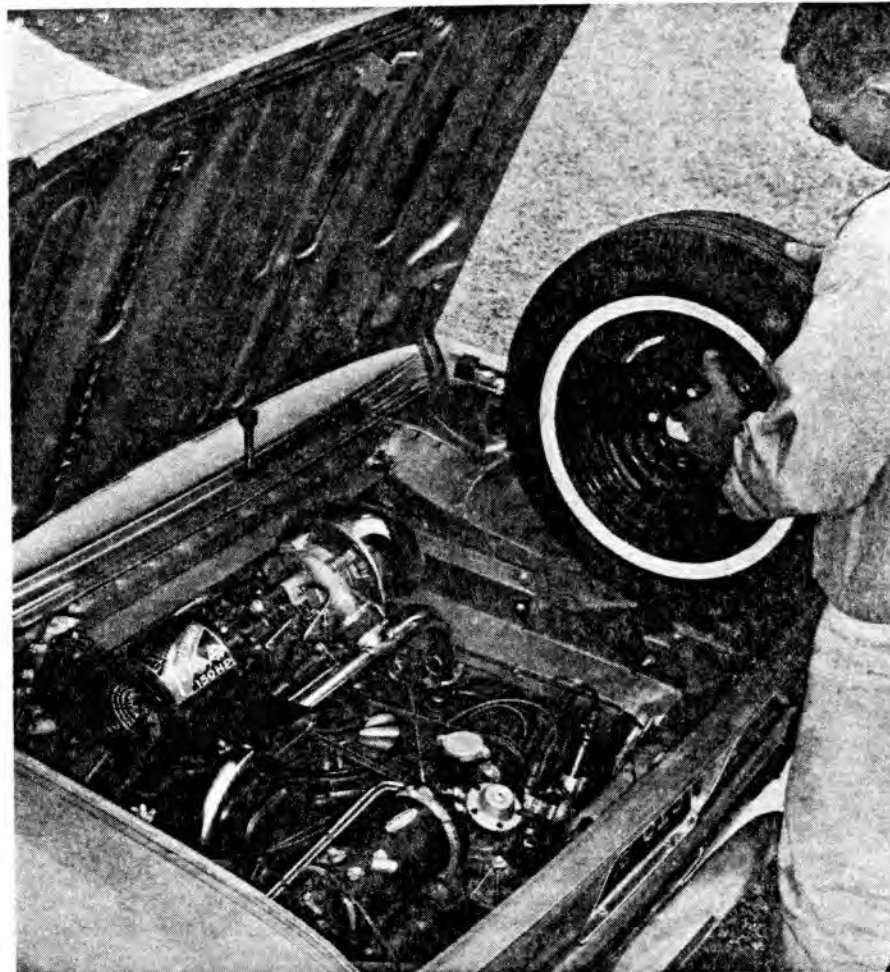
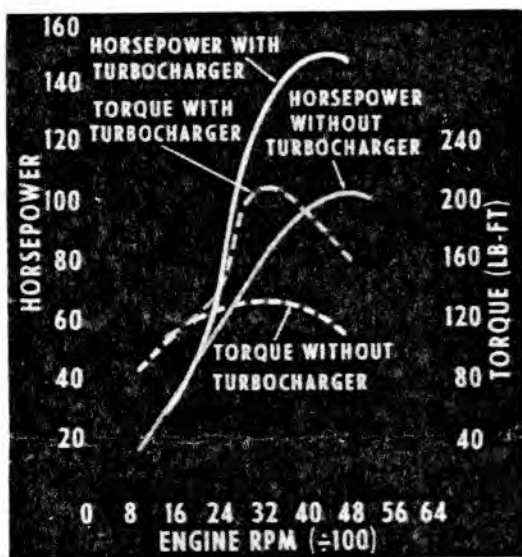
Manually operated top is very easy for one man to handle; it doesn't take any longer to put up or down than an automatic.



(RIGHT) Trunk area is adequate for needs of two or three people. The brake master cylinder stands conveniently on the firewall.



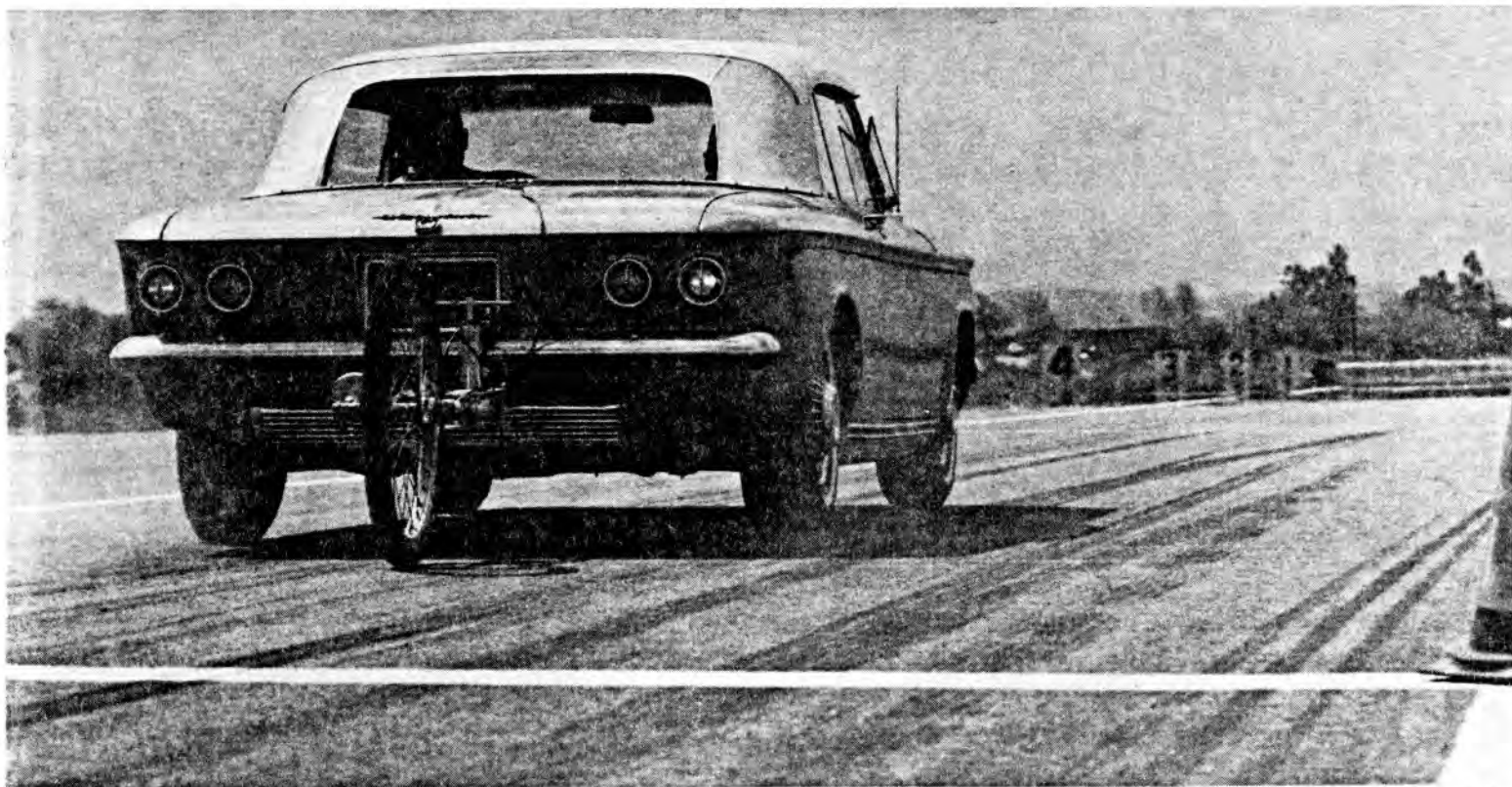
Cutaway shows turbo details. This supercharger gives up to 11 pounds' boost from exhaust gas.



(ABOVE) Spare is carried in engine compartment, but some owners relocate it in the trunk, where it isn't subject to the intense heat.

(LEFT) Supercharged version of the Monza engine pulls a solid one horse per cubic inch from the small, 145-cubic-inch flat Six.

(BELOW) Suspension geometry keeps the Spyder dead level during hard braking. MT's tests included fast, easy-to-control panic stops.





THE OIL DROP



P.O. Box 59071 - Birmingham, AL 35259-9071

DECEMBER 1974

Merry Christmas



Happy New Year



THE DRIVERS SEAT:

The annual Cheaha Mountain Man Meet is over and it was a great success. We were concerned that we were not going to have sufficient people there to cover the expenses but we actually made about \$165 when all the bills came in. I want to thank all the people who worked so hard to make the meet the success that it was. I hope I don't offend anyone by forgetting them, but some of the key people were: Juanita Hathaway, Wine and cheese- The spread was just great, Jean Hinkle & Curtis Hare, Door Prizes- We gave prizes out for almost one hour and everyone wanted to take one of those two pairs of \$100 speakers home; Ann Steadman- The dinner spread was just fabulous and I didn't hear anyone say that they went away still hungry; Sheila Ranelli, Bingo- Everyone seemed to enjoy the games from the smallest tyke to the old folk; Randall Lane & Frank Ranelli, The Cloggers were a smash hit and the band brought back a lot of fond memories for a lot of club members; Louise Hartline, The dash plaques and trophies were very nice and didn't cost the club a small fortune; Owen Miller, Judging went smoothly even if it got rained on. Buck Hinkle, The Talladega tour was very interesting and I don't believe anyone fell down the track; Bobbie & Jim Floyd, They put together the registration packets and then got all the people



registered and into the proper rooms; Bob Donley. The Sunday buffet was more like a complete meal rather than a continental breakfast. A special note of thanks must go out to Barbers Milk for the contribution of all that milk and juice.

A large group of Vulcan members worked hard this year to make our Cheaha meet so enjoyable. But, There is another element required before any event can be successful. Participation by other Corvair Enthusiasts. I am aware of members from eight other clubs who came to our meet. That was excellent considering that there were tornado warnings out. I want to thank each and every club represented. Your participation was warmly appreciated and we want to ask that you come back again next year and bring a friend.

This will be my last column as your President. I want to thank each and everyone who helped me in any manner. Without your support and help the President cannot keep the club functioning. Bob Donley has again volunteered to do the newsletter. He needs each one of you to do a little article for him

They don't have to be technical in nature. Anything relating to your experiences with the Corvair will be most appreciated. How about some of you women giving him a favorite recipe. I wish Sheila Ranelli and her all-women slate of officers the best of luck in the coming year and I hereby volunteer my services to help her in any way I can.

I hope each and every one of you can make it to the Christmas party on the eighth of December. If I don't see you there, I want to wish you a Merry Christmas and a Happy New Year.

Harold Hartline, President

NEXT MEETING:

DATE: Saturday 8 DEC 1984

TIME: 7:00 PM

PLACE: Tuxedo Junction Ballroom, Ensley

PROGRAM: Annual Christmas dinner

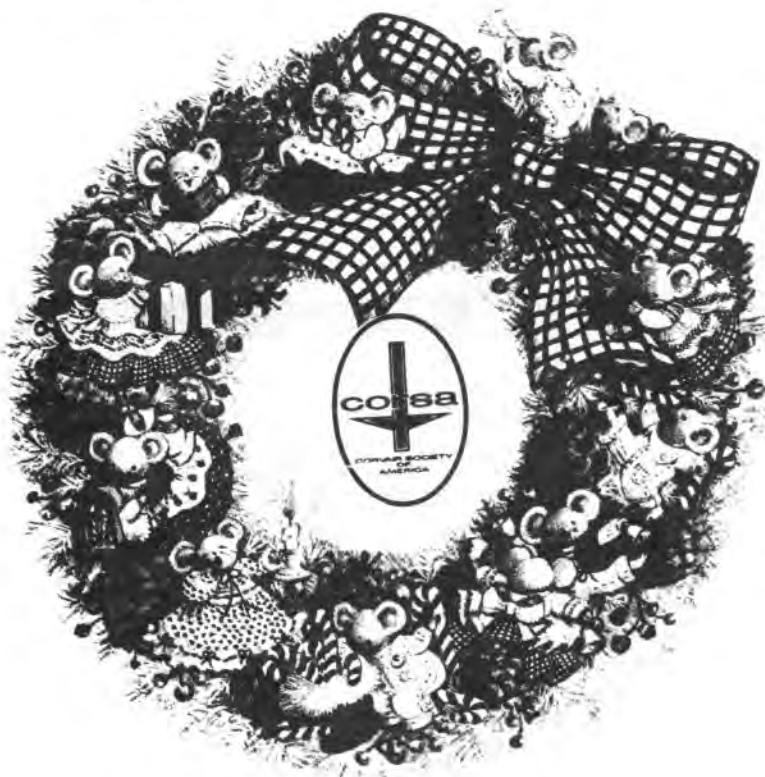
LAST MEETING:

The meeting opened with 25 people present. We welcomed a new member Bill Kellum to the Club. Bill comes to us from Tennessee. He now resides in B'ham. The success of the Cheaha outing was discussed at length. The final plans for the Christmas party were made. The Homewood Library

has implemented a new policy on the use of the building that will require someone who resides in Homewood to sign for the key each meeting night. New officers were elected by acclamation since they were unopposed. New officers are: Pres-Sheila Ranelli; Sect-Jean Winkle; Treas-Juanita Hathaway; Membership-Marie Drake; Activity-Ann Steadman. Meeting was adjourned and slides were shown of the Cheaha meet.

OUTINGS:

The Mountain Man Meet at Mt. Cheaha was a resounding success. We had a large turnout of people from all over the south. The weather turned a little nasty on Saturday, but we kept the fires roaring in the fireplaces and there was enough hot air being spoken to keep everyone warm. Winners of the concours were:



Early Closed-First; Curtis Hare, Birmingham
Second; Jack Allison, Atlanta

Early Open-First; Roger King, Atlanta
Second; Steve Harris, Decatur

Late Closed-First; Jack Shanks, Atlanta
Second; Bill Kellum, Birmingham

Late Open-First; Bob Donley, Montgomery

Forward Control- First; Charles Drake, Birmingham
Second; Gary Knecht, Fort Walton

Best Of Show- Jack Shanks

Jack Allison, the Corvair Atlanta Newsletter Editor, and I had a long discussion where we compared notes on accomplishing the newsletters each month. He stated he generally had the same problems that I had in getting articles from the members, running all over town getting stamps, printing, mailing etc. He also seemed to enjoy the anguish as much as I do. I guess newspaper reporters must be a special breed. By the way, Jack wrote a very funny tongue in cheek article in his last newsletter that I will print in it's entirety the next time I run short on material. I want to say that in my opinion Jack writes one of the best club newsletters I have read. Keep up the good work.

THE COMMUNIQUE :

I have heard a few members express their dissatisfaction with Corsa printing the forms to order Corsa parafamilia and apply for Corsa Membership in the Communique in such a manner that we either have to tear up our magazine or take it to a copy shop and Xerox the order form. Whats your opinion? If enough people expressed their disapproval, we could probably write the national office a letter signed by our club president. I feel they could just as easily print these forms on a tearout that wouldn't affect the integrity of the magazine.

MERRY CHRISTMAS



ACTIVITY COORDINATOR :

Burnie Weedle of the Atlanta Club has volunteered to act as an activity coordinator for Corsa. Any club holding an activity can notify Burnie and he will tell them if any other club is holding an activity within a 3-400 mile radius or within a couple of weeks of that planned activity. That should help prevent conflicts of events and insure larger turnouts at each event. Corsa will in no way try to prevent an event but just let the clubs know if there might be a conflict. Good move Corsa! Burnie you need to mark down Cheaha for the first weekend in Nov 85.

MEMBERSHIP DUES:

Annual Vulcan membership assessments are payable during the month of January. The \$10 fee is a family membership and includes the cost of this outstanding newsletter. Please send a check to Juanita Hathaway, 812 Castlewood Drive, B'ham Al, 35206 or pay at the meeting. Don't force me keep hounding you in the newsletter to pay your dues.

VAIR TIPS:

The San Diego Club has technical booklets with indexes and glossy covers that contain proven tech tips for \$3.00 each for years 74-83. Send check to San Diego Corvair Club, c/o Evans, 3296 Via Bartola, San Diego, CA, 92111.

FEBRUARY OUTING:

Just a reminder that the 5th Corvair Lovers Holiday is going to be held 15-17 Feb 85 at the Holidome on Okaloosa Island, Fl. Northwest Florida will be the host and all their previous meets have been resounding successes.

A block of rooms has been reserved until 15 Jan 85. Any remaining rooms will then be released to the general public. Make your reservations now. Tell them you are with the Corvair Club. The Holidome phone number is 904/243-9181.

It would also be helpful if you told the Northwest Florida Club you planned to attend. It really makes it difficult to plan an event if you don't know how many may attend. Please call Gary Knecht at 904/862-3614.



CHRISTMAS PARTY:

This year's Christmas party will be a bit different from past parties. It will be a covered dish affair. The club will furnish the meat, plates, tea and softdrinks. All you have to do is furnish your favorite covered dish. We are hoping for 100% attendance so don't be left out. BYOB.

Gag gifts will be exchanged as in the past or you can purchase something if you wish. Stay in the price range of \$5-10. Young people will be present so please be careful about risqué gifts. Men bring mens gifts and women bring womens gifts. If you have young children bring something for them that they can exchange or keep. Mark the gifts as male, female, child(m), child(f).

If you have any questions or want to help decorate call Bobbi Floyd, 923-7968, or Jean Hinkle, 780-0549

See the map below for directions.

TECH TOPICS:

From Andy Johnson, Lowcountry Corvair Assoc- If you get locked out of your trunk don't damage the body by prying on it with a bar. Just remove the headlight trim and then take out the 6 or 7 sheetmetal screws that hold the bubble assembly to the trunk. Reach inside and unlock the trunk with a screwdriver. Reinstall the bubble, but be sure to use a sealer around the entire mating

surfaces.

From Jim Craig, San Diego Corvair Club- If your radio dial is slipping and the dial will not move, all is not lost. On early model radio's there is a 5/16 bolt protruding out of the left side of the radio case. Tighten that bolt only enough so that the tuner does not stop. Test by rotating the manual tuning knob. The pushbuttons are usually not affected by the slippage problem.

A GOOD YEAR:

1984 has been a good year for me as a long standing member of the Vulcan Club. I have always felt that I should do more than just attend meetings. I haven't wanted to run for an office as I felt that the officers really should be in Birmingham where most of the members live. I have wanted to try my hand at the newsletter for a long time but I couldn't type and would have made a mess of it. Then along came my salvation in the form of a home computer. I now feel I am contributing to the club and it's something that can be done from 100 miles away. Huey Huether is doing the "A" Corvair Club newsletter from St Louis. I have enjoyed working with Harold Hartline and the other club officers and hope I can work as well with the all new slate of women officers. Eat your hearts out guys!

May each of you have a MERRY CHRISTMAS and best wishes 1985.

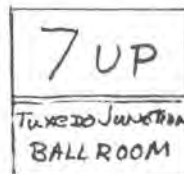
Bob Donley, Editor

I-59 FROM BHAM →

← I-59 FROM TUSCOLOOSA

↑ PARKWAY, EXIT 119A

AVE E



LOOK FOR THIS
SIGN ABOUT
16 BLOCKS FROM
INTERSTATE

⊙ ← 2014 1/2 AVE E

ENSLEY



TURBO TECH. SECTION

150 OR 180 TURBO ?? What made the difference? The carburetors were a little different. The head chambers were a little different but 95% of the total difference is in the size of the inner ends of the blades on the exhaust turbines & impellers and the enlarging necessary inside their respective housings. Outward appearance, size, and fit are basically identical.

WHAT'S NORMAL ? -

GAS MILEAGE - With stock carburetor - 15 - 22 MPG

ENGINE TEMP. - Example: 60 mph in 80° temperature approximately 400° (normal range you can expect 350° - 475°). The original gauges are not the greatest and a lot of things affect the temperature.

BOOST - A strange creature. It varies depending on engine RPM, load, and temperature. I have never seen boost from just revving a Turbo. Even in first the boost will seldom come on until about 4500 RPM or higher; 2nd gear about the same. 3rd gear and 4th gear about 2800-3500 RPM but again it varies on how hot, if going up a hill, down a hill, or on level ground! The gauge should read about 1/2 to 3/4 of the way into the positive side. (The numbers don't really mean much. You probably aren't getting that much boost)! If yours only goes to '0', you need a rebuild or at least a "clean out" of carbon.

OIL USE - Turbo's do generally use more oil than other Corvairs.

USE - Be sure at least once a week to make that Turbo come on. We rebuilt our first Turbo 10 years ago. Use it everyday and it still runs great - **BUT I USE IT!** If you don't they carbon up.

REBUILDS - A Turbo rebuild is not too bad if you have these tools - large snap ring pliers, dial indicator, possibly a torch, and of course a Shop Manual. We can supply most of these parts and/or rebuild your Turbo for you. Here, however, are a few of the tips we have picked up that aren't in the Shop Manual:

1. Left handed lock nut - often we have to heat them to remove.
2. Exhaust impeller stuck in housing - glass bead inside outlet side. Rotate if possible. Saturate with oil overnight and tap or press dead center of impeller with handle of hammer (often necessary to heat housing where clamp goes).
3. 1962-64 impellers were suppose to be a press fit. 1965-66 were not, they just slip on and off.
4. Check housing where turbine shaft "piston ring" seal rides.

ADD A TURBO ?? - So you want to add a Turbo to a non-Turbo engine. First, you should realize that for best, long range results, an engine should be totally designed for the Turbo. That's what Chevy did. We have talked to people that have put Turbos on just about every combination. Here's a quick summary:

With Powerglide - don't ever do it!

80 & 95hp. - okay - a lot of modifying and final results about like a regular Turbo.

110 & 140hp. - Dropping Compression - excellent results and durability

Keeping stock compression - performance superior over stock Turbo, especially low end. Water injection essential. Some loss of durability.

WHAT'S DIFFERENT - 1962-63 - Bigger connecting rods, nitrited crankshafts, special camshaft, special exhaust valves, bronze exhaust valve guides, special heads (Turbo oil drain - right head, special heat sensor hole, left head compression), special exhaust, other minor changes.

RECOMMENDATION? - If you want good long term dependability and driveability, stay basically stock. If you **MUST** add a Turbo to a non-Turbo engine **TRY** to round up all the parts before you actually decide to start. We can supply about 95% of the parts. The remaining 5% can be rough!

ENGINE SIZES

The following are the engine sizes (horsepower and cubic inch displacement) available by years. It is best to determine the engine size by the head numbers, although originally they were usually designated by an emblem on the engine hood. No emblem was the lowest horsepower for that year. Be sure to **SEE PAGE 1**.

YEAR	HORSEPOWER	CUBIC INCH	EMBLEM
1960	80 80 (P.G.)	140	None
1961	80 98	145 145	None
1962-63	80 102	145 145	None "Crossed Flags"
1964	95 110 150	164 164 164	None "Crossed Flags" "Turbocharged"
1965-66	95 110 140 180	164 164 164 164	None "110" "140" "Turbocharged"
1967-69	95 110 140	164 164 164	None "110" "140"