



THE OIL DROP



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

JAN 1985

Published monthly by the Vulcan Corvair Enthusiast for its members and others interested in preserving the Corvair. President; Sheila Ranelli, Sect; Jean Hinkle, Tres; Juanita Hathaway, Membership; Marie Drake, Activity; Ann Steadman, Newsletter; Bob Donley.



HAPPY NEW YEAR

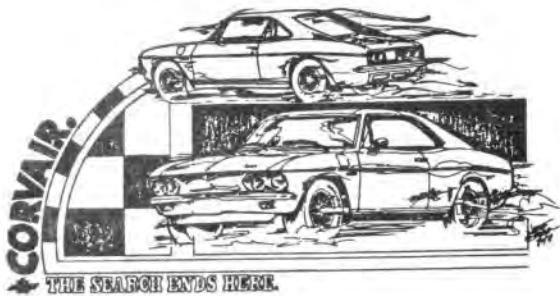
THE DRIVERS SEAT:

I didn't receive a column from our new President in time to go to press and I don't know how to drive one of these Corvair car clubs from the back seat so we'll have to wait till next month to see which road our new officers are going to drive down. (Bob Donley, Editor)

Just as I was getting ready to print this, Sheila called and said the officers were to meet on Tuesday the 8th to discuss club goals for 85. A full report at the Jan. meeting.

NEXT MEETING:

DATE: Friday 19 Jan 1985
TIME: 7:30 PM
PLACE: Homewood Library
PROGRAM: Introduction of new officers and session on Corvair steering



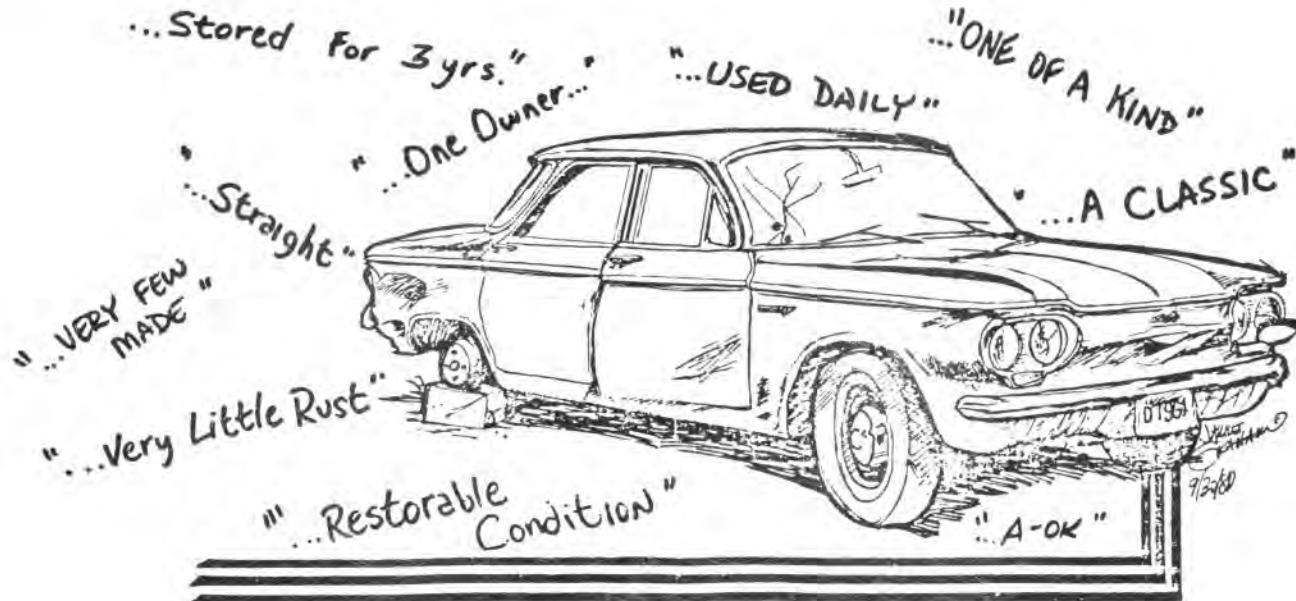
CHRISTMAS PARTY:

Hope you were able to attend the Christmas party. It was very nice and every one seemed to have a good time. The pace was unrushed and everyone had time to get into the Christmas spirit. The ladies set up a lovely buffet with all sorts of good things and decorated the table

with centerpieces and candles. The banquet hall in Ensley worked out nicely, plenty of room, everthing we needed and close parking. Thanks Frank Ranelli for making it available to us. Plaques were presentrsed to last year's officers to recognize their efforts during the year. This was a year that provided any number of members who

qualified for the "MEMBER OF THE YEAR" award. However, it could only go to Ann Steadman who worked so untiringly throughout the year for the betterment of the club. Congratulations Ann!

The exchange of gifts was made into a game which turned out to be lots of fun. Everyone drew a number and then number one selected a prize from under the tree. Number two then could either select a gift from under the tree or select number one's gift and so on. Needless to say some of the gifts changed hands many times with much good natured humor. There was one sad note, The 1958 set of Oldsmobile taillights did not show up. They had almost become a Christmas tradition. They had been exchanged for a long time but it looks as though they have been retired. (Don't you believe it! Ed.) Come to think of it the nude lady statue did not show up either. Maybe she also has a home where she will be well cared for. I certainly hope she doesn't show up as a hood ornament on a customized corvair.



Let me say again how much I appreciate the efforts of all of you who worked so hard and helped me throughout the year. When I think back over the year, I realize how many people pitched in and did their part. It really made being President fun and rewarding. We all need to remember that the greater the participation level the more successful the club will be. With that in mind let me urge you each of you to support our 1985 slate of officers. I think our all woman officer slate is a first for Corsa and I know they are anxious to have a good year. My prediction is that this will be our best year yet.

Harold Hartline

ANNUAL 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, 81^{1/2} Castlewood Drive, B'ham Al, 35206 or pay at the meeting. Don't force me to keep hounding you in the newsletter to pay your dues.

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 904/443-9181. 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.



THE REVEREND IKE SAGA:

This little ditty was extracted from the Corvair Atlanta newsletter. It was written by Jack Allison, their newsletter editor. He actually received the letter but he doctored it up just a little to use it in the club newsletter. (Ed.)

Dear Jack Allison, Corvair Owner:

I got your name from someone close to you who wanted you and your Corvairs to get extra special blessings.

A man came to me crying. He had been walking a good distance, had greasy knuckles and a 9/16" Taiwan wrench in his hand. He said, "Rev. Ike, I have had bad luck with my Monza ever since that evil AAMCO dealer put a curse on me for nonpayment of services. Please help me!"

Right there on the spot I gave him the stuff that took the Corvair BAD LUCK AND CURSE off him! He was healed and his Knuckles turned white again too. His worry and fear left. He ran down the road to his Monza, turned a couple of set screws and rode away. His car was blessed.

There is a blessed O-ring which I've cut in half in this envelope. Tie a red thread around each half...any brand of thread. You hide one half of this O-ring in your Corvair somewhere until you get the Corvair POWERFUL GOOD LUCK PACKAGE from me. RUSH the other half back to me TODAY, but not later than 4:39 PM tomorrow with a faith donation for the ministry. HIDE THE OTHER PIECE OF THIS O-RING IN YOUR CORVAIR UNTIL YOU GET THE POWERFUL GOOD LUCK PACKAGE.

I will RUSH the Corvair POWERFUL GOOD LUCK PACKAGE to you as soon as you send me one half the O-ring tied with a red thread, with a faith donation.

A wise man once said, "Whatsoever you drive on earth, will be your chariot in heaven." (Claypool 1972)

When you tie each red thread in a knot around the O-ring, by faith, you will be binding and stopping the automobile DEVIL. You will be binding and STOPPING DIESELING. You will be binding and stopping CLACKING VALVE LIFTERS. You will be binding and stopping bad luck and cross threading. You will be binding and STOPPING all that's mechanically evil and whatever makes your Corvair leak oil. YOU WILL BE READY FOR THE CORVAIR POWERFUL GOOD LUCK PACKAGE WHICH I WILL RUSH TO YOU WHEN YOU RUSH ME BACK THE O-RING HALF WITH THE RED THREAD TIED AROUND IT.

(At this point Rev Ike repeated paragraph three about RUSHING the tied O-ring half back by 4:39 PM.)

Then he continues:

Another young man met me on the street and told me how he was having so much BAD LUCK with

his 63 Greenbrier. He said, "Rev. Ike, I can't hold no belt on my blower pulley, I can't get my harmonic balancer to quit wobbling. Why?"

I told him what caused that "RALPH NADER CURSE" and told him how to get rid of it. He was cured right on the spot!

Even if you have to borrow MONEY TO GIVE, do it! It'll work wonders for your disabled Corvair if you just send money and have faith in my Corvair POWERFUL GOOD LUCK PACKAGE which I will RUSH back to you.

(Another repeat of paragraph three.) Then noted on the TEL-A-GRAM REPLY FORM were three blocks indicating the amount of FAITH DONATION I should supply if I have faith. There was:

\$20.00 \$27.00 \$45.00

For me the \$27.00 FAITH DONATION was circled in red. I'm kinda glad the \$45.00 wasn't marked because I'd know my Corvairs were in a heap of trouble then.

The rest of the GOOD LUCK TEL-A-GRAM REPLY read

"Rev. Ike, HERE IS SOME INFORMATION ABOUT MY CASE! I want the Corvair POWERFUL GOOD LUCK PACKAGE TO BE SPECIALLY PACKAGED for what I need good luck for. I have put an "X" in the box or boxes where I need help. (I will keep your birthdate and all your personal information a secret.) HERE IS MY SIGN OR BIRTHDATE:

Put an "x" in the box next to what you want!

I need better luck with my accident insurance claims.

I need GOOD LUCK in my engine compartment.

I need HELP finding SPARE PARTS and a WIRING SHORT.

I need HELP to get rid of BAD GAS MILEAGE and VAPOR LOCK.

I need HELP AND MONEY to get out of reverse gear.

I need HELP with a "RALPH NADER DEATH TRAP HEX."

I need: A REILS LIKE YOURS!
(fill in)



Well bless whomever it was that submitted my name to the Rev. Ike. My half the O-ring tied with a red thread (any brand) is secretly tucked away in one of my cars. The other half was mailed to Rev Ike BEFORE 4:39 PM along with a borrowed \$27.00 faith tithe. I filled in the last item on the list, by the way, and am wondering how a U.S. Mail Jeep is going to be able to handle a POWERFUL

GOOD LUCK PACKAGE as big as a Rolls Royce.

Jack Allison, Corvair Atlanta

PARTS IS PARTS:

From Frank Ranelli, Westwood Automotive Parts has had some early model rear wheel bearings manufactured. They are on sale for \$34.95 each. If these sell well the owner told Frank that he would have some more made. If you need them you better rush over there as he only had 20 and some of those have been sold. Clarks' sell them for over \$50.00. Maybe we should buy a bunch and sell them as a club project.

TECH TIPS

[Reprinted from Negative Camber, Cincinnati]
TECH TIP

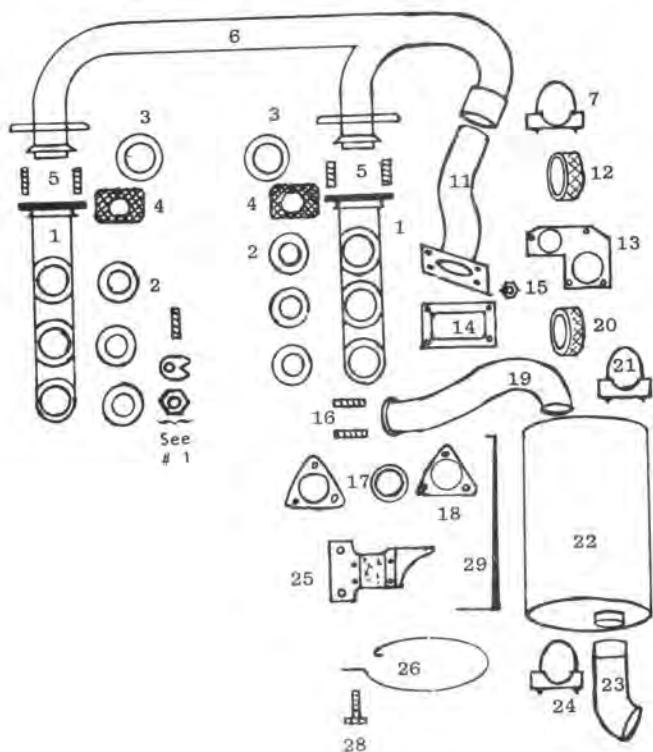
Here is a tech tip which everyone may know, but which I have never seen printed. BEFORE starting any repair job which will require the removal of wrench-driven fasteners, buy a set of 6 point (not 12) sockets and grind off the bevelled leading edge. This will increase the percent of driving area on the fastener. This is especially important on the small sizes like the sheet metal parts fasteners. The place I have found it to be the biggest help is on head nuts which do the valve adjusting, the flywheel bolts and the sheet metal bolts on the tunnel.

Harold Layher - North Texas Corvair Assn.

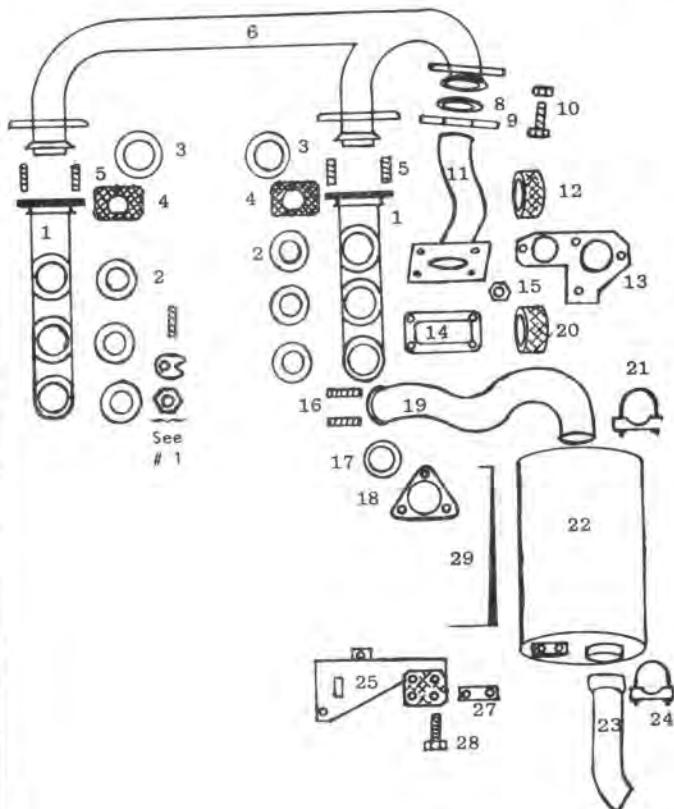
TECHNICAL TOPICS:

TURBO EXHAUST

1962-64 TURBO EXHAUST



1965-66 TURBO EXHAUST



FROM CLARKS CORVAIR PARTS

TECHNICAL SECTION

ENGINE REBUILD - SUGGESTED PARTS

SPLITTING THE BLOCK (90,000 & up)

This adds the chance to replace main bearings, crankshaft, camshaft, and/or those related gears. Generally the gears and main bearings are okay for 120,000 or more but the camshafts often need to be closely inspected from about 80,000 and up. NO SEALER is used between block halves of a Corvair.

ALWAYS SUGGESTED PARTS -

MRAIN & ROD BEARINGS - I don't care how "good they look" - you're in there - replace them!

PARTS TO CONSIDER

CAMSHAFT & GEAR - See "camshafts" below.

CRANKSHAFT - Check gear and journals for wear.

CAMSHAFTS -

These are an important part of your rebuild but are often overlooked. A new one usually only costs \$20.00 or so more than a regrind and I highly suggest the new. Sometimes a worn lobe is very obvious but there are also less obvious wear that can be brutal on lifters. On a good camshaft the lobes are also ground on a slight left to right slope, this helps to rotate the lifters. On a used camshaft the difference of a few thousandths can be gone and new lifters installed may wear very quickly.

HEADNUTS -

Be sure to use our original style headnuts Page 20 & 178. These have a built in "washer head" that puts correct pressure against the head, DO NOT use regular nuts with flat washers unless you use Grade 8 - otherwise you can have problems.

PUSH TUBE O-RINGS -

There are several things that may help you installing these o-rings. If you are just replacing them only do 2 at a time. This way you can torque them back down without the head losing its torque and the gaskets are less apt to leak.

1. Remove the old o-rings and clean grooves. Check tube for straightness.
2. Install end of tube back thru the head and put on the o-rings on both ends.
3. Put a light coating of regular engine oil on o-rings and start tube as far in as you can by hand.
4. Take a socket that just fits inside end of tube and give it a couple taps to start the tube and o-rings.
5. DO NOT overlook the small o-rings that go on the rocker studs!
6. See "Adjust Lifters Running".

ADJUST THOSE LIFTERS RUNNING

PLEASE! Always adjust those lifters with the engine warm and running. I suggest our 1/3 valve cover. At least 2 times a week a person has an engine problem that ends up being due to incorrectly adjusted valves (hard starting, noisy lifters, burned valves, lack of power, loss of power when car gets very hot, incorrect vacuum readings, poor compression readings, bent push rods, etc.). You must set valves with the engine running!

1. Jack up car (keep as level as possible).
2. Remove muffler. Set on ground and attach with flexible steel pipe such as we sell (Page 324).
3. Remove valve covers and replace with our 1/3 valve cover (to keep hot oil from leaking out).
4. Idle car for 10 minutes.
5. Start with a socket wrench on one rocker nut:
 - A. Slowly loosen nut until lifter starts to clatter.
 - B. Allow it to run this way 5-10 seconds to see that it won't pump up and stop clattering (if it does stop clattering back it out some more until it clatters again).
 - C. SLOWLY - tighten rocker nut until the clatter JUST stops. Wait 10-15 seconds.
 - D. SLOWLY - Turn the nut in this many turns: Racing 0-1/2 turn
Normal Driving = 1/4 to 3/4 turn

I prefer 1/2 to 3/4 as it will seldom clatter when starting engine in the morning. DO NOT GO BY THE SHOP MANUAL!

E. Repeat Steps A thru D on the rest of the rocker nuts.

6. Replace the valve cover.

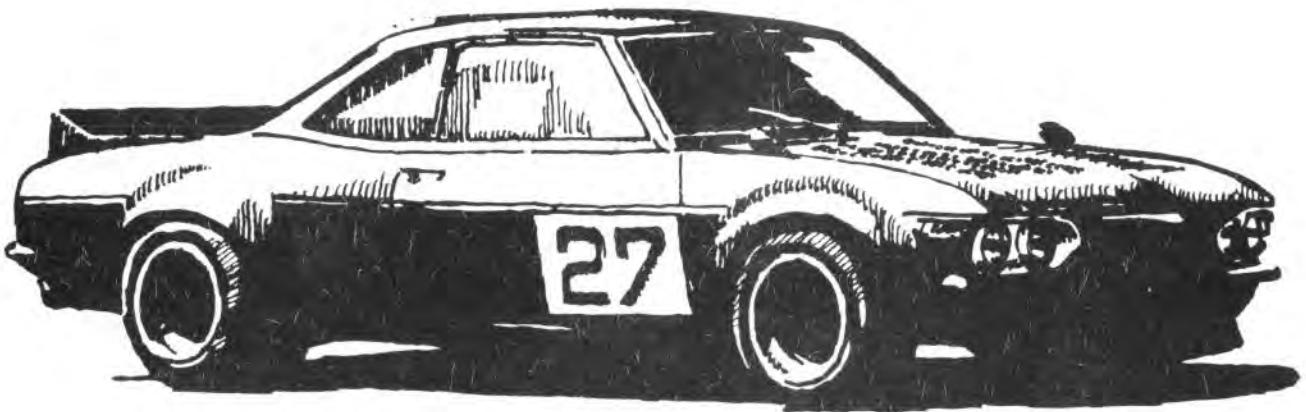
DIPSTICK TUBE PUSHES OIL OUT ?? -

This is quite a common problem for 1962-69. Usually it is caused by excessive pressure in the crankcase which pushes the oil up the tube. The first thing to check is if the vent tube that comes from the top engine housing through the top shroud and to the air filter is blocked or restricted. Pull the upper section out and stick a wire down to be sure it is open. (Condensation and oil vapors over the years can block it). In a few cases nothing can be found to be wrong. In that case you can remove the oil pan and cut off the excess of tube that sticks through the block.

VULCAN CORVAIR ENTHUSIASTS
P.O. BOX 58071
BIRMINGHAM, AL. 35259-58071



FRANK & EDNA THOMPSON
3418 SAGEBROOK LA
BIRMINGHAM AL 35243





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THE DRIVERS SEAT:

First let me say that it is a privilege and an honor to be elected as your president for 1985. It thrills me that you have enough faith in me to do so. We are going to have a great year!

The January meeting was a little disappointing. I was hoping for more members to be present. The more members that participate the better our club should be. Believe me when I say that we are going to have a good year. Come on out and support your club! At the January meeting we discussed several important items, one being the WORLD OF WHEELS car show (8-10 Feb 85). I have confirmed four entries: Charlie Drake's 61 Rampside, Bob Donley's 66 convertible, Harold Hartline's 63 convertible and new member Martin Epsman's 65 Corsa Coupe. Charlie Drake will be the coordinator of this years event. Please call him at 681-7143 and offer your strong arm and/or brilliant mind. Move in will be Thursday evening. Come out and support your club and enjoy showing off our beautiful cars. If you need passes for the weekend for \$6.00 call me before the 7th and I'll try to get them for you (798-3787 or 813-1311).

The February meeting will be held by our Activities VP Ann Steadman. Some of us will be attending the Corvair Lovers Holiday in Fort Walton, 15-17 Feb. Since that Friday is the third Friday of the month, Ann has volunteered to hold the meeting for those that won't be attending the Florida meet.

Please check your minutes of the January meeting closely. The financial report looks promising. The club is in excellent financial condition. Cheaha was a success and keeps getting better every year. Our good member participation along with other club support mad that possible. I say again support your club and the efforts of other clubs. If you don't want to keep reading this every month 100% attendance at the March meeting might shut me up. Again thanks for your faith in me and all the other lady officers. We will do our best to make 1985 a pleasant year for all supporting members. Madame President wants you! Have a good February. See you in March.

Sheila Ranelli, Pres.

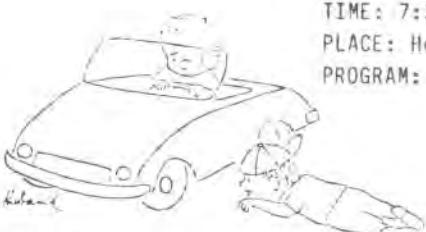
NEXT MEETING:

DATE: Friday 15 Feb., 1985

TIME: 7:30 PM

PLACE: Homewood Library

PROGRAM: Informal social hour with no business meeting



"No wonder it won't run—your shorts are caught in the transmission!"

LAST MEETING:

There were 18 members present. Our new president opened the meeting. Minutes of the November meeting were read and approved. A Treasurer's report as given with the club over \$1,000.00 in the black. It was decided to leave the Bank account "as is". That is dues assessments -tax free. The WORLD OF WHEELS car show 8-10 Feb was discussed. The club will pay all entry fees. Charlie Drake will be the project officer.

Activities for the coming year were discussed. Some of the planned events are:

April- Date with Helen, Helen Ga. 11/6-11/8

April

June- A club picnic.

July- Meeting at Ranelli's Deli.

Aug- Naccalula Falls Park car show. Gadsden Al.

Sept- Festival in the Park, Montgomery Al.

Oct- Landmark Park Car show, Dothan, Al.

Nov- Cheaha Mountain Meet, Aniston, Al.

Dec- Christmas Party.

Ideas are being solicited from you for the Christmas Party. We want the plans to be firm before the Cheaha Meet.

All plans for the year are tentative and are subject to change. A Tech session will always be welcome.

Membership assessments were paid and Bob Donley then gave a tech session on the Corvair steering column. While the tech session was being conducted the ladies did what they are best at. Goodies were served by Sheila and Juanita. Owen Miller volunteered the goodies for the March meeting.

A Film highlighting Bear Bryants 315th win was then shown.

Everyone is invited to come out to our monthly meetings and try to bring a Corvair friend.

Jean Hinkle, Sect

MEMBERSHIP DUES:

Annual Vulcan membership assessments were 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, 811 Castlewood Drive, B'ham Al, 35106 or pay at the meeting. Don't force me to keep hounding you in the newsletter to pay your dues.

WE'RE MOVING →

FEBRUARY OUTING:

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FOR CORVAIR LOVERS



ONLY

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TECH TIPS

RETHREADING STEERING COLUMN by Ed Kemler of San Diego

If the loose nut behind the steering wheel of your favorite 'Vair isn't just the driver, I have a suggestion.

The threads of my '65 Monza steering column were stripped and it was impossible to snug up the nut. Running a 7/16" die over the threads did no good as too much metal had been lost. At the suggestion of Stan Sorensen, a 10mm X 1.5 (coarse) die was used to cut new threads. A 10mm coarse nut was used and the steering wheel is again securely fastened to the steering column. The only loose nut behind the wheel now is the driver.
-reprinted from SouthCoast Corsa's "HotAir"-

PUT MONEY ON THE POINT SPREAD

If your car is missing a little due to dirty contact points, this can be remedied by sliding a dollar bill between the closed contacts since money is an abrasive paper.

Corvair Houston Oct.84

**PARTS UNLIMITED, INC.
AMERICAN CORVAIR PARTS
3600 CHAMBERLAIN LN. SUITE 202
LOUISVILLE, KENTUCKY 40222
502-425-3766**

Feb 85

VULCAN

CHARLES F BALDONE
RT. 1 BOX 463
HELENA AL 35080
251-0844/000-0000

BOB & ALICE DONLEY
560 LARKWOOD DR
MONTGOMRY AL 36109
277-4308/284-7363

ROY DUTTON
4416B 9th Ave
WYLAN AL 35224
785-2495/000-0000

DON GODFREY
2257 FORESTDALE BLVD
BIRMINGHAM AL 35214
798-1446/000-0000

HAROLD & LOUISE HARTLINE
1920 LONGVIEW DR
HUEYTOWN AL 35023
491-5253/325-7092

BUCK & JEAN HINKLE
4142 TERRACE R. WEST
BIRMINGHAM AL 35208
780-0549/000-0000

CHARLES JONES
1532 GREENWICK CIRCLE
BIRMINGHAM AL 35226
822-4595/000-0000

WAYNE & JUDY LILLY
RT 3 BOX 413
DORA AL 35062
648-2319/000-0000

BEN & CLARA McCRAKIN
1921 SHADES CREST RD
BIRMINGHAM AL 35216
823-1451/000-0000

DAN & NANCY BROCK
100 MARION OAKS
TUSCALOOSA AL 35405
752-2601/000-0000

CHARLES & MARIE DRAKE
RT 1 BOX 308
MORRIS AL 35116
681-7143/000-0000

ALLEN FARR
1011 41st ST SOUTH
BIRMINGHAM AL 35222
591-1709/251-2061/555

STELLA GOODALL
1724 SAULTER RD
HOMEWOOD AL 35209
871-9273/000-0000

JOHN & JUANITA HATHAWAY
812 CASTLEWOOD DR
BIRMINGHAM AL 35206
833-5972/972-7568

DAVE & MARGARET HOLDER
820 SOUTH 29th ST
BIRMINGHAM AL 35205
933-8688/934-4167

RANDLE & BOBBYE LANE
2909 2ND ST N.W.
BIRMINGHAM AL 35215
853-7134/000-0000

DAVID & LINDA MILLER
1013 APT F RUE DeVILLE
BIRMINGHAM AL 35209
942-5080/000-0000

DALE & RUTH PHILLIPS
P.O. BOX 652
CULLMAN AL 35055
734-2159/000-0000

ALLEN & MARY CRUMP
412 WINDSOR DR
BIRMINGHAM AL 35209
879-6528/934-5176

HOWARD & MARILYN DRAKE
2054 HIGHLAND DR
GARDENDALE AL 35071
631-7793/000-0000

JIM & BOBBIE FLOYD
800 BELLWOOD CIRCLE
FAIRFIELD AL 35064
923-7968/000-0000

CURTIS & SYBIL HARE
340 CARRIAGE DR
BIRMINGHAM AL 35214
798-5957/000-000

JOHN B. HILL
7810 7th AVE SOUTH
BIRMINGHAM AL 35207
836-4852/000-0000

KELLY & ELIZABETH HYCHE
2613 KINGWOOD RD
BIRMINGHAM AL 35226
822-0359/595-1131

JOHN LANKFORD
2924 MONTE DESTE DR
BIRMINGHAM AL 35216
979-9553/822-7710

OWEN & JOYCE MILLER
601 AVONDALE RD
MONTGOMERY AL 36109
272-7085/000-0000

FRANK J RANELLI
P.O. 3930
BIRMINGHAM AL 35208
780-4467/000-0000

FEB 85

FRANK & SHEILA RANELLI
1725 HENDRIX DR
BIRMINGHAM AL 35214
798-3787/785-4192

NORMAN ROGERS
408 S. BROAD ST
ALBERTVILLE AL 35211
878-1810/000-0000

CHRIS ROTHE
3516 AVE F ENSLEY
BIRMINGHAM AL 35218
787-6734/000-0000

ROBERT & WILMA SIEMENS
P.O. BOX 305
GUNTERSVILLE AL 35976
582-2175/000-0000

GRANT & MARY SNEAD
4427 RIDGEWOOD RD E.
TUSCALOOSA AL 35404
553-4210/000-0000

FLOYD SNIDER
P.O. BOX 1405
GADSDEN AL 35902-1405
000-0000/000-0000

BILL & DOROTHY SNIDER
2852 COURT Q
BIRMINGHAM AL 35228
923-7316/000-0000

JOE & ANN STEADMAN
RT 13 BOX 267
JASPER AL 35501
384-9576/674-0539

RICHARD & SANDRA STOLZMAN
112 BURGESS DR
SPRINGVILLE AL 35146
467-6444/972-7307

TED & JEAN STOWERS
58 W. TUSCALOOSA AV
GADSDEN AL 35904
546-3010/000-0000

FRANK & EDNA THOMPSON
3418 SAGEBROOK LA
BIRMINGHAM AL 35243
967-7464/325-7936

BILL & MARY THURMAN
404 VESCLUB LA
BIRMINGHAM AL 35216
823-5165/000-0000

TERRY & MIGNON WILKINS
WRIGHT
822 BEACON DR
FAIRFIELD AL 35064
923-1116/945-2466

DICK & BARBARA WITKOS
3112 CLAYBORNE RD
DOTHAN AL 36303
792-8528/000-0000

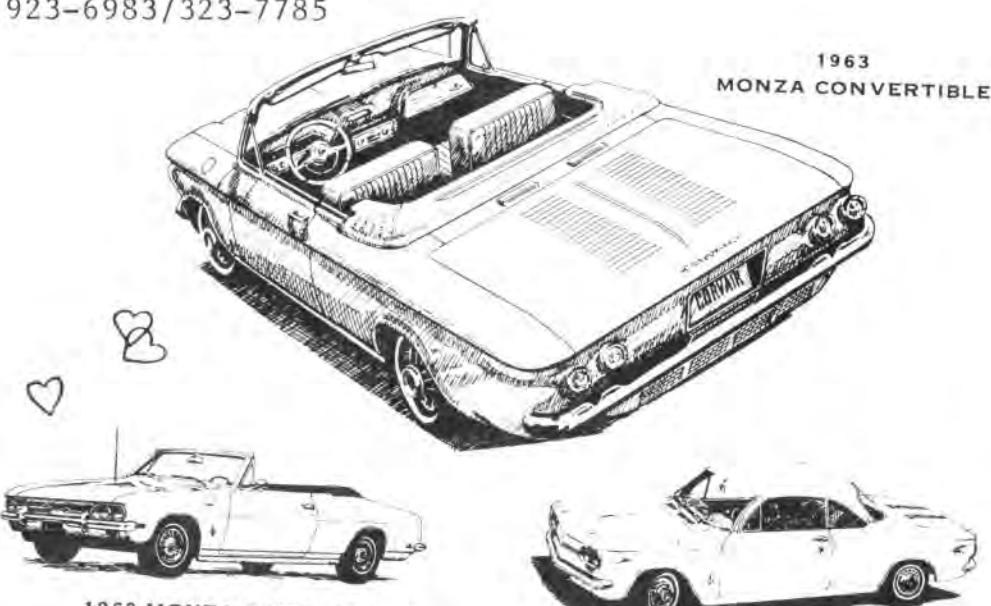
CHARLES & STEPHANIE
832 EUCLID AV
BIRMINGHAM AL 35213
000-0000/000-0000

CLARENCE & ANITA YATES
RT 1 BOX 268 C-1
STERRETT AL 35147
678-8210/251-5047

BILL KELLUM
6605 AVE K
BIRMINGHAM AL 35228
923-6983/323-7785



1966 CORSA SPORT COUPE



FROM CLARKS CORVAIR PARTS

WHAT YEAR ENGINE ?

Before ordering head gaskets, rings, etc. You may want to double check these sizes - as engines do get switched!

DISPLACEMENT CUBIC INCHES	* HEAD GASKET BORE - APROX.	CYLINDER BORE	* PISTON RING GROOVE WIDTHS COMPRESSION & OIL	PISTON NUMBERS CAST INSIDE	DISTANCE TOP OF WRIST PIN TO TOP OF PISTON
1960 140	3 3/4	3.375	5/64", 3/16"		{ 1 3/8
1961-63 145	3 3/4	3.437	5/64", 3/16"	3823140	O
1964 164	3 3/4	3.437	1/16", 1/8"	3819699	
1965-69 (exc.domed) 164	3 13/16	3.437	1/16", 1/8"	3819699	{ 1 3/16
1966-69 Domed	3 13/16	3.437	1/16", 1/8"	3885113	O

HEADS

These sketches of the combustion chambers will help you determine which engine you have. All compression was controlled by the cylinder head not piston design (exc. for domed pistons in some smog engines).

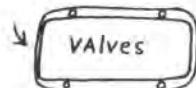
Pay special attention to the area around the spark plug hole. The 140 can easily be determined by the 2 carburetor mounts per head and larger valves. The turbo heads often look like other heads but they have several differences (no provision for carb-choke thermostats, right head has drain tube into valve area, both heads are tapped fine threads and approximately 1/2" deep for the head heat sender). See also head number chart.

Reprinted with permission from the San Diego Corvair Club. Furnished by Jerry Becker.



HEAD NUMBERS

We have found that the engine codes by the oil filter are often inaccurate and do not take into consideration that heads may have been changed. Your best bet is to go by the head numbers - this should be a 7 digit number within an inch of the valve cover gasket area.



This list is by no means complete, I'm not even sure it is totally correct! 1960 heads were special but 1961-63 can be used if necessary.

YEAR	HORSEPOWER	HEAD NUMBERS	YEAR	HORSEPOWER	HEAD NUMBERS
1960	80	3789426, 6256721	1964	Turbo-150	3819904, 3856636, 3856638, 3886259
1961	80	3787841	1965-66 (no smog)	95	3856728, 3878561
1960-63	80/84	3789426, 3813512, 3813513, 3820857 3820859, 3840578, 3886241	1965-67 (no smog)	110	3856743, 3878562, 3883858
1961-63	98/102	3788738, 3796023, 3813511, 3813516 3886247	1965-66 (no smog)	140	3856727, 3856728, 3878565, 3878570, 3883861
1961-63 Vans	80	3817566, 3817568, 3886251	1965-66 Turbo-180		3856756, 3878564, 3883860
1962-63	Turbo-150	3817286, 3817287, 3886249	1966-69 (smog)	110	3880707, 3883862
1964	95	3839886, 3839887, 3856626, 3886255,	1966-69 (smog)	140	3856728, 38851657
1964	110	3819876, 3856631, 3856632, 3886257			

ENGINE NUMBERS-SUFFIX

These are some of the common numbers. We also sell a paper that lists all of the numbers. (see page 247) Please note that GM was not always consistant in their use of these numbers and many times heads have been changed and therefore have basically changed the type of engine. Chevy for some reason did not always like to refer to the horsepower rating of an engine so in various references in shop manuals, etc., you may find the following: generally if they make no mention the engine is the low horsepower for that year (80,84,95). High performance was the next option engine (98,102,110). Special high performance always was 140, or Turbo, either 150 or 180.

1960-63	1964	1965-68	1965-68
Manual 80 - - YC,YH	Manual 95 - - - YC	Manual 95 - - - RA,RB	Smog, Manual 140 - - - RY
Manual 98-102 - - YN,Y	Manual 110 - - - YN	Manual 110 - - - RD	Smog, PG 95 - - - RV
Manual, Van 80 - - - V	Manual, Van 95 - - - V	Manual 140 - - - RM	Smog, PG 110 - - - RW
Manual, A/C 80 - - - YL	Manual, A/C 95 - - - YL	Manual, A/C 95 - - - RE	
Manual, A/C 98-102 - - - YM	Manual, A/C 110 - - - YM	Manual, A/C 110 - - - RF	
Turbocharged - - - YR	Turbocharged - - - YR	Turbocharged - - - RL	
PG 84 - - ZB,ZH,ZL,Z	PG 95 - - - Z,ZH	PG 95 - - - RG	
PG 98-102 - - ZF,ZK	PG 110 - - - ZF	PG 110 - - - RH,RX	
PG, Van 84 - - - W	PG, Van 95 - - - W	PG 140 - - - RN	
PG,A/C 84 - - - ZD	PG,A/C 95 - - - ZD	PG,A/C 95 - - - RJ	
PG,A/C 98-102 - - - ZG	PG,A/C 110 - - - ZG	PG,A/C 110 - - - RK	
		Smog, Manual 95 - - - RS	
		Smog, Manual 110 - - - RU	

These numbers are found on the top of the block near the gen./alt.plate (near oil pressure sender).

1969 (All Smog)

VULCAN CORVAIR ENTHUSIASTS
P.O. BOX 2271



FRANK & EDNA THOMPSON
3418 SAGEBROOK LA
BIRMINGHAM AL 35243



FOR CORVAIR LOVERS ONLY

BROOMHILDA





THE OIL DROP



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

MAR 1985

Published monthly by the Vulcan Corvair Enthusiast for its members and others interested in preserving the Corvair. President; Sheila Ranelli, Secty; Jean Hinkle, Treas; Juanita Hathaway, Membership; Marie Drake, Activity; Ann Steadman, Newsletter; Bob Donley.

THE DRIVERS SEAT:

HAPPY SAINT PATRICKS DAY TO ALL YOU IRISH OUT THERE!

I don't really have a lot to talk about this month. My family missed the Corvair Lovers Holiday in Fort Walton Beach because of sickness. I'll try to include a note about that outing in my next report after I gather a few facts. With the weather getting nice, I hope to see a lot more of your smiling faces at the March meeting. I'm still working on getting a tech session set up by an expert from Gadsden. I hope to see him there, but haven't received his confirmation. The non technically minded will have a bingo game while the tech session is going on. Bring all your loose change and we'll have some fun. Refreshments will be provided as usual. The coffee may not be as good as usual but I'll try. See you soon.

Sheila Ranelli, Pres.

NEXT MEETING:

DATE: Friday 15 MAR 1985

TIME: 7:30 PM

PLACE: Homewood Library

PROGRAM: Technical session on differentials and BINGO for those not interested in the technical aspects of the Corvair.

LAST MEETING:

A business meeting was not held in February because of the Fort Walton outing.

Jean Hinkle, Sect

FEBUARY OUTING:

Five families journeyed to Fort Walton Beach for the Corvair Lovers Holiday meet, the Hartlines, Floyds, Hares, Hathaways and Norman Rogers. The weather was beautiful. Friday night there was a get together in the hospitality room. On Saturday the Concours was held in the parking lot. There were more vans and trucks there than Harold had seen in a long time at meet.

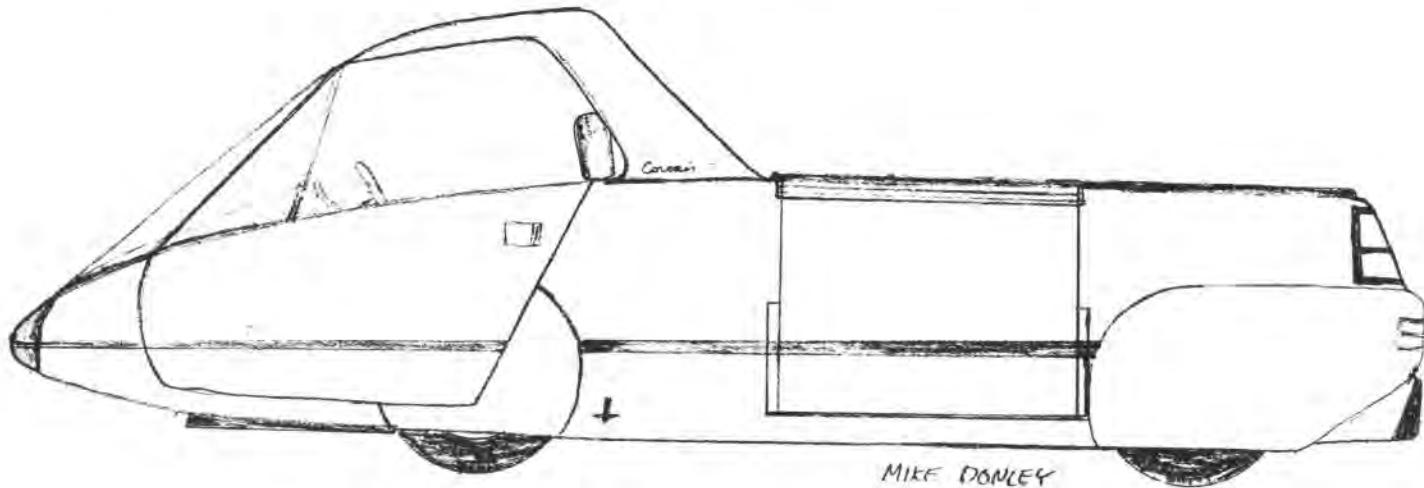
renewal
PAST DUE



The best of show went to an original camper van. Many people did not believe it to be factory but the owner had all the literature on it. Harold will have slides at the March meeting. Harold took first place in early open class. He didn't have any luck selling his car though. The club members put on their usual wine and cheese party and it was well attended. Dash plaques were given to all registrants. Another well done event by the North West Florida group.

WORLD OF WHEELS CAR SHOW:

The Club entered four cars in the World OF Wheels Car Show held in the Jefferson Civic Center 7-10 Feb. Charlie Drake entered his beautiful Rampside and won a first place in Rear engine truck category. MARTIN EPSPMAN took a second with his 65 Corsa 140 in the custom restored class. Bob Donley entered his 66 Monza convertible and Harold Hartline entered his 64 Spider Convertible. The display also included Ray Coffee's Display board, Chris Roths 140 engine and Norman Roger's original Corvair Advertisement posters. The car owners wish to thank all the members who came out and helped us set up the display and clean up the cars. The club received a plaque for its display.



FROM THE KITCHEN:

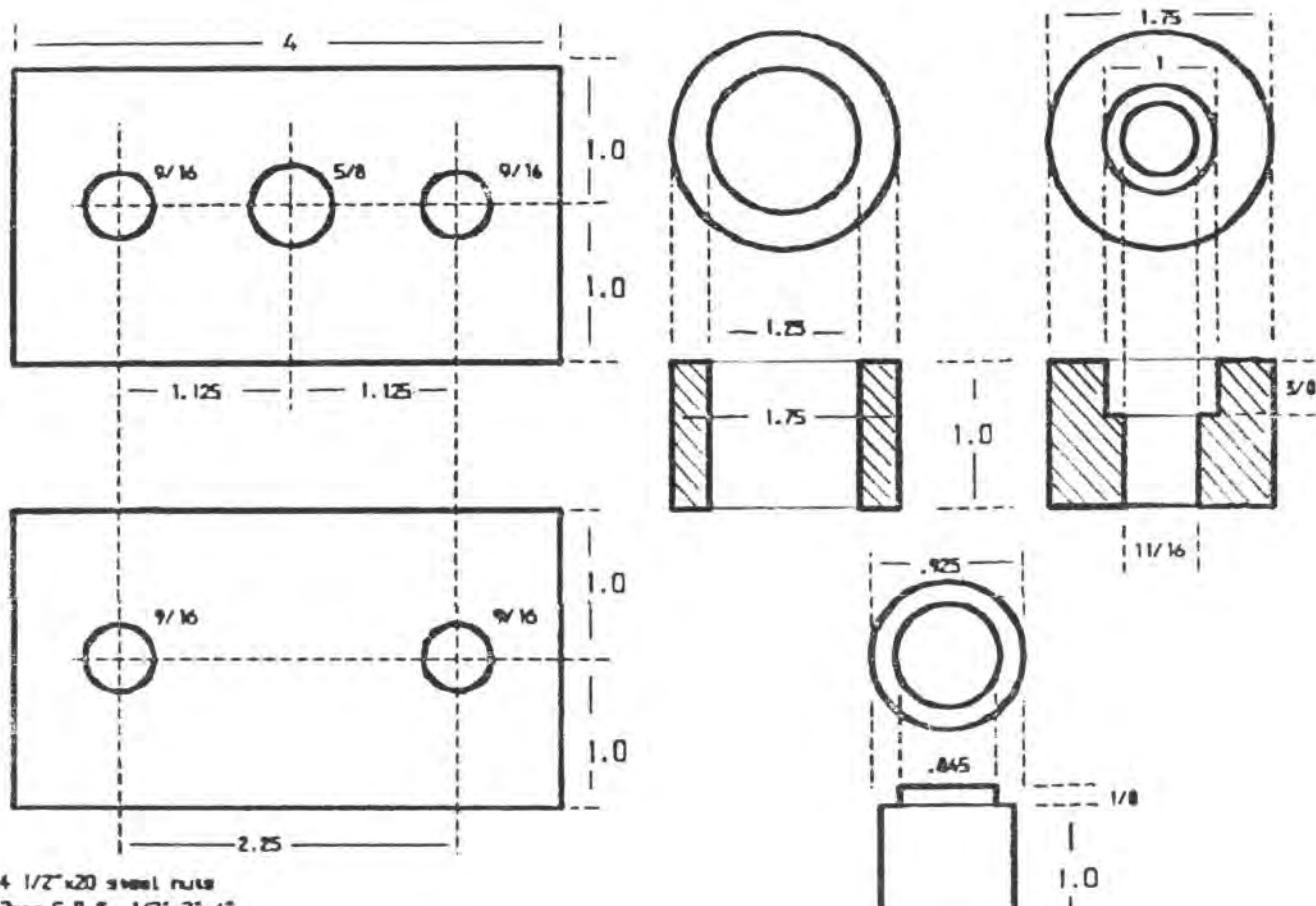
Monkey Bread By Sheila Ranelli

3 cans buttermilk biscuits.
1 stick butter or margarine melted
1 cup sugar
6 teaspoons cinnamon
1/3 cup granulated sugar
1 cup brown sugar
1 cup chopped nuts

Quarter biscuits. Mix 1 cup sugar and cinnamon. roll quarters in sugar and cinnamon. set aside. Mix melted butter with 1/3 cup sugar and brown sugar. heat until just melted. Layer biscuits and sugar mixture in greased tube pan alternating biscuits, sugar, and nuts. Bake in 325 degree oven for 45 minutes. Check one of the middle biscuits for doneness. ENJOY!

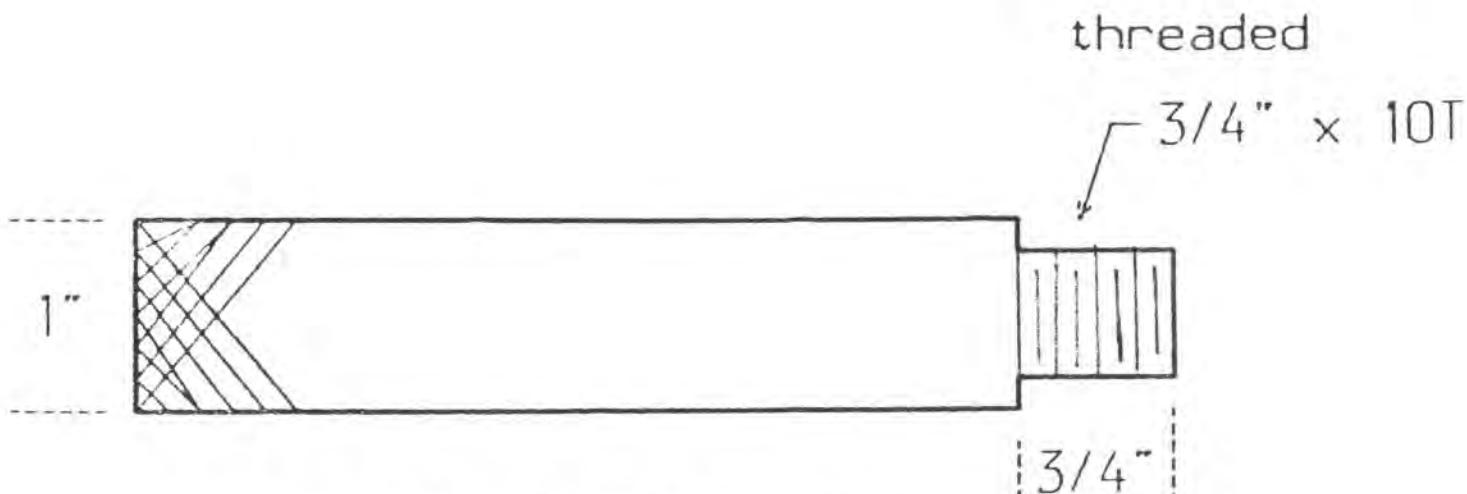
BY

HERB FISHER - MR. MACHINIST

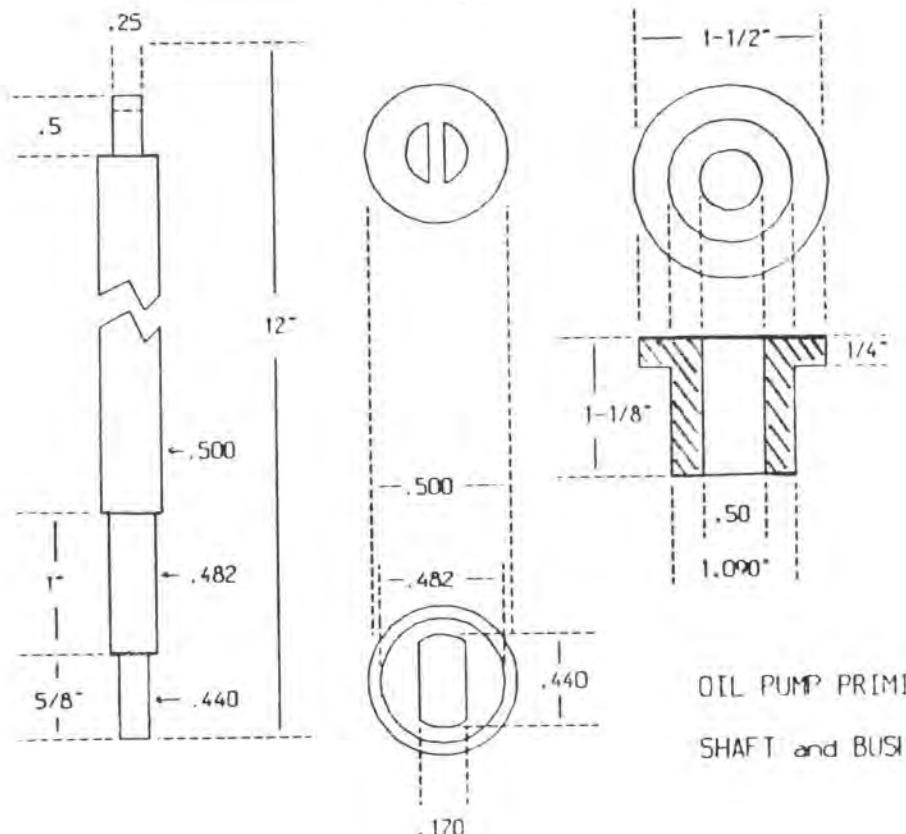


4 1/2" x20 steel nuts
2pcs C.R.S. 1/2" x2" x4"
2pcs 1/2" x20 threaded rod 5.5" L
2pcs C.R.S. 1.75" round rod 1" L
1pc C.R.S. 1" round rod 1.125 L

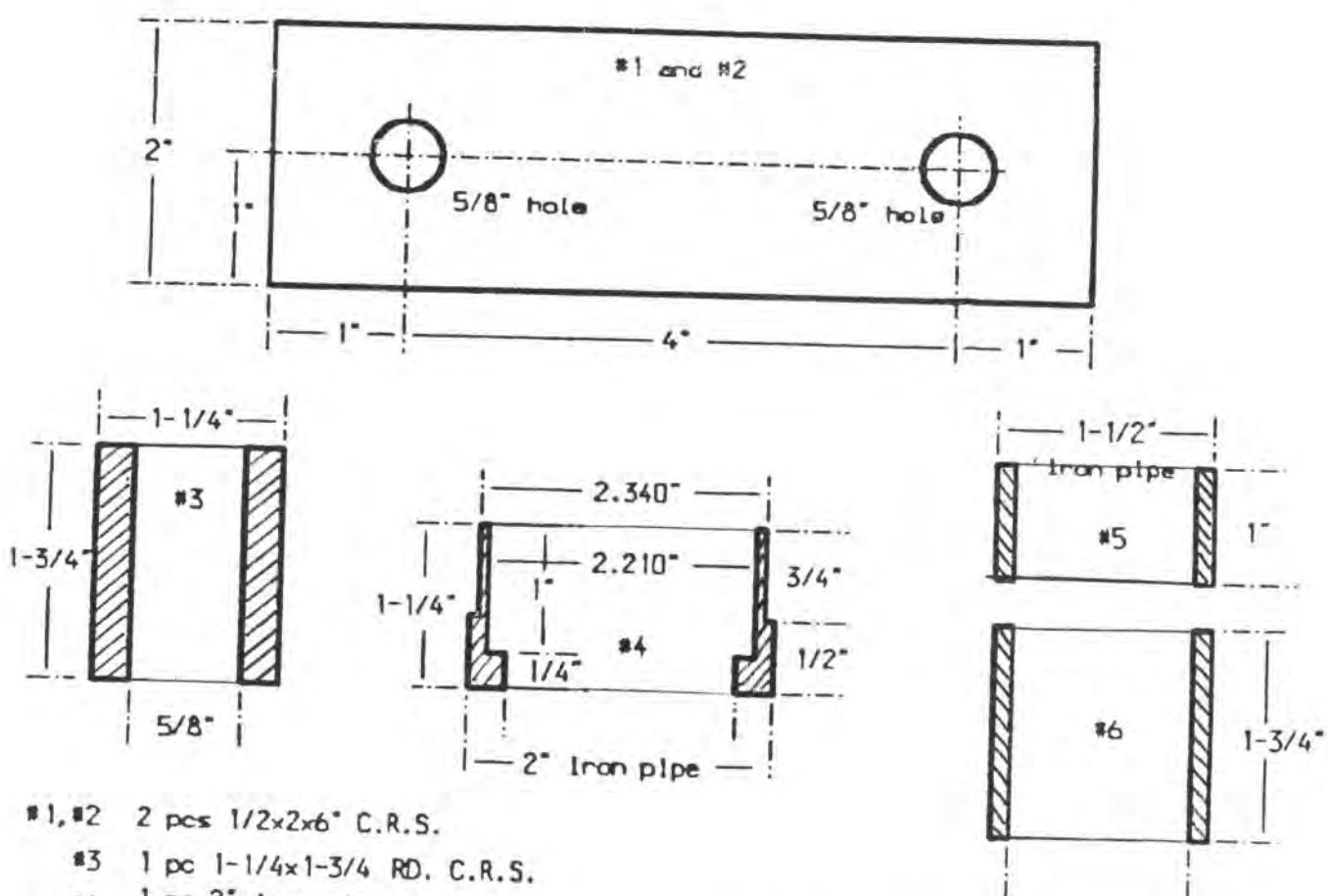
PITMAN ARM BUSHING REPLACEMENT TOOL



J8092 DRIVER HANDLE



OIL PUMP PRIMING
SHAFT and BUSHING



#1, #2 2 pcs 1/2x2x6" C.R.S.

#3 1 pc 1-1/4x1-3/4 RD. C.R.S.

#4 1 pc 2" Iron pipe

#5 1 pc 1-1/2" Iron pipe

#6 1 pc 1-1/2" Iron pipe

2 pcs 5/8" threaded rod

4 5/8" nuts

Keep Your Engine Bay Sealed

Harold has been after me for months now (maybe even years) to seal up the engine bay of my '64 Monza from the hot air exhausting out of the rear damper doors. My rubber seals are in good shape except for the rear strip which was missing when I bought the car over 3 years ago and had never been replaced. Harold keeps telling me that this puts an unnecessary strain on the engine - no matter where it is, the engine thinks it's a hot July-day-on-the-desert outside.

To see if he was correct, I did some objective testing over the past long weekend. I borrowed an Omega 'Trendicator' (a portable temperature measuring instrument) and a couple of 8' pieces of thermocouple wire to see just how effective the rear seal would be in lowering the engine temperature.

I ran the wires out the rear (convertible) window and under the deck lid. I wrapped the end of one lead around the oil filler pipe so that the thermocouple junction at the tip was suspended over the blower opening about an inch and a half from the blower pulley. The wire is fairly stiff so this was enough to hold the junction in place where it would measure the temperature of the air entering the blower shroud. The junction at the tip of the second wire was placed alternately either at the base of the right-hand carb, where the sheet metal of the blower shroud just touches the carb, or just inside the right-hand damper door where it would measure the exhaust air temperature.

Two sets of readings were taken; one with no rear seal (saturday 2/18) and the other one with a new rubber seal installed (2/19 while on the way to the Inland Empire Corvair car show in San Bernardino). All readings were taken on level ground at a steady 60mph except where noted below.

	No Rear Seal	Seal Installed
Outside Air	70°F	70°F
Wind Velocity	0 mph	0 mph
Blower Inlet	100°F	87°F
Base of Carb	141°F	125°F
Exhaust Air	215°F	225°F*

(*I adjusted the damper doors to be fully closed when the engine was cool. Earlier they were still half open with a cool engine.)

Under higher loads, the engine temperature rose a bit higher. The exhaust air climbed from 212°F at the bottom of the Conejo grade (headed East toward LZ) to 236°F at the top of the grade (steady 60 mph all the way up). No time to take a reading from the other lead - requires changing leads manually at the meter, which ain't easy while dodging traffic (not everyone drives 60 up that grade).

The effects of wind velocity were also noted. The air was still for the most part except for just North of San Bernadino (I took a the wrong I-15 and had to turn around) In that area the wind was coming directly at me from the NE at about 30 MPH. Facing the wind the engine temperature rose from 215°F to 221°F, but with the wind at its tail, the exhaust temperature fell to an even 210°F. (Higher wind loads mean more work for the engine but with no increase in cooling since that is governed almost entirely by engine speed.)

The moral of this story should be obvious: Keep your Engine Bay Sealed or a February morning in Ventur will look (to your engine) like a July afternoon in Death Valley.

P.S. Do you suppose those three trips I took to CORSA Enterprises to have six head study holes helicoiled in the engine case just might have been caused by high engine temperatures? Maybe that problem will go away now!

Reprinted from Ventura Vair Chatter, Mar '84



TECH TIP: LAST DITCH CURE

When replacing axle shaft oil seals to cure loss of lubricant from the differential carrier, be sure to check the shaft at the seal lip area for grooves worn into the surface. Such grooves will prevent the new seal from doing its job. The National oil seal number is 471707-N. Dimensions are 1.156 x 1.752 x .312. The cure for the axle shaft groove is a Chicago Rawhide product called a Speedi-Sleeve, part #99120. This is a thin stainless steel sleeve that is driven onto the shaft to cover the worn area. Follow directions enclosed with the part, which is available from Dixie Bearings in Atlanta for \$12.25. Your local parts house may be able to get the



HANDY PRODUCT

When you have a show car that is rarely driven and sits a lot, humid weather can take its toll with mildew forming on those neat vinyl seats. And leaving the windows rolled up promotes this. So rather than fighting the mildew syndrome and the aroma of musk, a 99¢ (on sale) product called Damp Rid, and another named Damp Out, is the answer. Comes in a plastic pint size container that you simply remove the lid and place in your car... and leave the windows up. In about a week or less you'd better check it because you are going to find about 2 shots of water in the cannister. Empty it, place it back in on the floorboard, and it goes right back to work. I've used one can intermittently for over a year. Also, the less moisture, the less chance of rust. Locally Home Depot carries it.

Jack Allison

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THE DRIVERS SEAT:

Hope everyone had a happy Easter! THE DRIVERS SEAT remains empty this month because it didn't arrive in time.

Some "Bunny" Loves You At Helen's Antics

NEXT MEETING:

DATE: Friday 19 APR 1985
TIME: 7:30 PM
PLACE: Homewood Library
PROGRAM: No specific agenda set at press time.

LAST MEETING:

The meeting was held 15 Mar with 31 people present. Frank Dressman of Gadsden became our newest member. The Ranelli's extended an invitation for all club members to attend a party at the Tuxedo Junction Ballroom on 3 Mar. Slides of the Fort Walton Corvair Lovers Holiday were shown. Plans for the Helen Ga. outing 26-28 Apr were discussed. There will be a rally to Grant and Mary Sneeds in Tuscaloosa. More planning at the April Meeting. The National Convention in July in Huston Texas was discussed. A really good technical session on rear wheel bearings and converting alternators over to the latest GM model with built in voltage regulator was given by Jim Russell. Those not technically inclined played Bingo. Owen and Joyce Miller provided the goodies.



Jean Hinkle, Sect



OUTING:

A "Date With Helen" will be held again this year in where else but Helen Ga. 26-28 April. Registration will begin Friday afternoon at the Alpenhof -North Motel. Ed. I believe both the Alpenhof North and South are full. There will be a daily driven class for those of you who want to enter but don't feel you quite have the Concours car. Come on out and enjoy the spring in the Bavaria of Georgia.

PARTS NEEDED:

Richard Stolzman needs a new front end for his car due to a mishap with a big bully. Anyone out there got one to sell or give him?

Tech Topics - Jim Simpson, Group Corvair

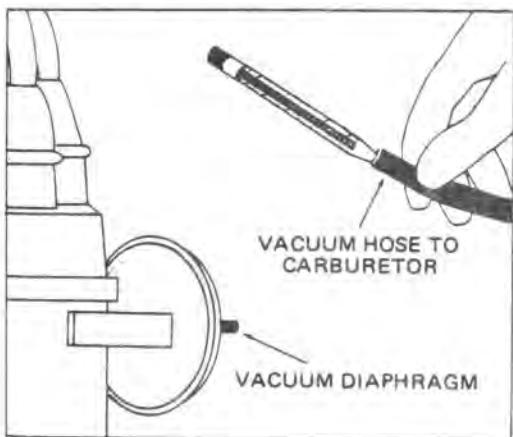
"Bosch W8A spark plugs for Corvairs? I've had a chance to look into the Bosch W8A spark plugs that you can get on sale at Traks Auto. These are not exact replacements for the AC 44FF (in spite of what is listed on the box). They are actually a slightly hotter (heat range that is) plug, about half way between the AC44FF and the 16FF. In addition, they are not the full $\frac{1}{2}$ inch reach of the 44FF. They are actually 12mm thread length. They have about 1 thread fewer threads on them, the last 1mm being smooth. The actual tip is the right length though. So what does this mean? The heat range is fine - particularly for most of our older engines. Unless you are running the engine particularly hard there shouldn't be any problem at all. In fact Bosch may have built in a wider heat range than AC did on their 44FF. The missing last thread should not be a problem either - unless you switch back to AC 44FF's. The last thread in your cylinder head will tend to carbon up if you use the Bosch W8A's. If you then try to put in AC 44FF or 46FF plugs, they will run into the carbon deposits. A spark plug thread cleaning tap will fix that problem quickly though."

TIMING TIPS

The only way to properly time an engine is to be sure that adjustments made at the distributor are accurate. This means no centrifugal or vacuum advance should be present with the engine idling while the distributor is being adjusted.

To make sure you're not getting any centrifugal advance, make sure the engine is idling at the recommended speed. If the idle speed is too high, you'll be getting centrifugal advance and your static setting will be inaccurate.

To assure no vacuum advance, disconnect the hose at the distributor vacuum diaphragm. Then plug the hose with a pencil to eliminate the vacuum leak.



CORNIEST JOKE OF '83

A man owned a beautiful horse with a long, flowing mane. Only problem was birds kept building their nests in the horse's mane. So, the fellow took his horse to a wise, old soothsayer who advised the man to sprinkle yeast on the animal's mane. This the man did, and sure enough, all the birds flew away. The horse owner returned to the soothsayer to thank him. The soothsayer replied with these words of wisdom, "Yeast is yeast and nest is nest and never the mane shall tweet."



CLUTCH MODIFICATIONS

Corvair engineers designed the transmission input shaft to be a torsion spring and it twists to absorb the shocks. In high performance driving of Corvairs, the spring dampening built into the shaft often proves to be inadequate. What to do? In 1973 GM started building a spring center clutch that exactly replaces the Corvair's solid center clutch! Now this part isn't listed as a Corvair part but upon close inspection the facings are exactly the same. The disc fits inside the pressure plate just the same as the stock one. The only modification needed is the removal of 3/16" of the spline hub on the flywheel side of the disc, to do so takes five minutes, a hacksaw, and a flat file. The result? Amazing smoothness, there is a definite cushion in the system. It's not mushy or soft, just smooth. Driveline parts will love it and release pressure is unaffected. Just ask for 73 to 76 Vega-Monza disc P/N 328561. (from North Coast Corsa HOT AIR)



CORVAIR.



by Thomas D. Murray

A MASTERPIECE

CAR COLLECTOR

I pulled out that tattered old ad from the files in my basement the other day as I was looking for some college lectures on advertising I'm scheduled to make soon. And as I remembered the early days of the Corvair, and how it was initially received, I thought it would make a great example for the class because the Corvair was a triumph in marketing, especially in the first few years.

I got one of the very first ones, and it was ugly. Now I mean *ugly*. Along with ugly it was just plain shabby. GM had been saying for years that you couldn't get much money out of a car by making it small and stripped, and I think they were out to prove it with the Corvair. They pulled back on everything that wasn't connected to the power train, and maybe on a few things that *were*. You heard people complain about the Henry J in those days, and those cars had a design and an interior so bad that the sales manager took one look at it and resigned. But at least Kaiser-Frazer had color-and-fabric wizard Carleton Spencer to clean it up a bit. My Corvair looked like they didn't even pass it through styling, but took it straight from the mule or testbed prototype right into production engineering.

Maybe it seemed grotesque for me because I'd just given up a Karmann-Ghia convertible, but I don't think so. It was all black outside with black metal trim on the inside, a silver gray fabric on the seats, and silver colored door panels I'd swear were cardboard. Instrumentation was minimal — lights for everything except gas and speed, and a little lever protruding from the dash served as the automatic shift selector. Manual shift was available, but slow in coming and only three-speed for the first year as I remember.

What the Corvair was supposed to do, of course, was to save gas, to be the answer to the small car interest that had

surfaced in America, supposedly due to the recession of the late 1950s. But the Corvair didn't save gas very well, especially in the North where you used its little gasoline-fed instant-warmth heater. What it did best of all was make loud popping sounds in the heater, fill the cabin with the acrid smell of burnt gas, lose power in cool wet weather, sometimes coming to a complete halt as carburetor ice clogged the venturi, and turn in an eight to ten mile per gallon performance on its worst days.

It certainly didn't start out to be a status symbol. Some people thought it looked better than the Henry J, but then again, some didn't. Some folks flinched when they saw it, and the word *bathtub* followed it around like its shadow. I also think people missed a grille, although I never saw that on a research report or heard it in the showroom. I think they'd grown accustomed to a big chromium fence up front and they thought the Corvair was too plain up front along with some other places. The vents in the back lid bothered folks, too — "Hey Charlie, you're going to get your luggage all wet if it rains" was a not uncommon curbside call to a new Corvair owner.

Those of us who had owned VWs knew something about the relationship of rear engine weight to traction, and a bunch of us soon had the first Corvairs out racing around the middle of Lake St. Clair, that is, as soon as it had turned nice and hard around the middle of January. That's one way we used to get through the winter in Michigan, either going north to ski or setting up race courses or gymnasias or any kind of car athletics out on the flat fields the lakes made for us each cold season. And I always wondered if the tales and photos of us going crazy out there on Saturdays and Sundays with the first Corvairs didn't at least help inspire some of the changes and activities that

were soon to convert the image of the frumpy little econocar into the real little smartie with a lot of sass.

What did we do out there? Everything. We didn't just have cars. We had iceboats, go-carts — we even had airplanes. Usually we'd race around a course with the cars. But when we got tired of that, we'd race the iceboats and the Corvairs and the airplanes all together.

Usually the airplane was mine, a 1955 Piper Tri-Pacer which I'd fly over to Lake St. Clair from the plane's base at Pontiac. And when I'd get in the race and the *big* iceboats would run and the wind was really blowing, we'd have a ball. Crosswind the Corvairs would pull away from the boats, and I'd be hanging overhead with flaps down trying to stay in the air at about 65 mph to run alongside them. One good gust on the nose and I'd be on the ice the hard way. But when we'd turn downwind, the Corvairs would run flat out, which as I remember was about eighty, I'd retract the flaps and cruise at about 100, and on good days the big iceboats would go skimming by all of us. On one leg I was running flat out at 120, and Cliff Weston's iceboat just kept steadily pulling away from me, having left the Corvairs far behind. Finally he waved to me and won the day over the snow-spewing Corvairs and go-carts and Pipers in his wake.

Most of the people were writers and artists at the agency, so we had all kinds of cars out there, from big, sloppy 1959 convertibles all the way up to Corvettes. When we started moving on the snow, the biggest job wasn't always trying to pass the guy up front — if you had a Corvette it was trying to keep all that power working instead of spinning, and if you had a big wide convertible, especially from 1958 or 1959 on up, it was trying to keep the front end up front and the rear end behind you, because

OF MARKETING

July, 1984

those cars handled out there with the agility of the crate a boxcar comes in. As I think of it now, and remembering that two or three of the guys were always standing out there with cameras, it's a wonder we didn't really hurt someone. But I don't remember anything more than an occasional tap or two. I suppose the fact that the cars were on such slippery surfaces prevented them from taking any real damage. But we were lucky.

I don't really remember where the idea came from to get tough with the Corvair in advertising, but it seems to me some of the inspiration must have been born out there in our rough and tumbles in the snow. We had a wonderful rigger and stunt driver for TV named Bill Frick, and when it came to taking chances, Bill was fearless. We took the Corvair down to the swamps in Florida and Bill drove and jumped the little Monza through, around, up and over the alligators and Cypress trees until we had more than enough footage for a fantastic commercial (which GM shortly made us remove from the air as youngsters around the country took one look and started doing it, too). Bill also drove it up the side of Stone Mountain in Georgia which we *did* put on the air, and some other places we were afraid to show because of the kids who were hurting themselves and breaking the family Corvairs by copying us.

The Trans-Canada Rally was a natural for us, putting the Corvair's traction and handling to the ultimate test by snaking it through the snowbanks and ice trails of the northern back country. Why Denise McLuggage and her woman co-pilot got the job I don't know, but I thought it was a masters stroke. Women in the 1960s were still the fair and tender sex, and putting Denise at the wheel for the grueling cross-country was in effect saying that 'even a woman can make it through winter's worst hell in a Corvair.' (Say that *today* and you'd better not be around when it appears in print.)

Of course we dressed up the rally car with some competition striping, but that's all the extras the gals got besides their stopwatches and clipboards. Barebones as the Monza was, it chewed its way across the worst of Canada's ragged backroads and came in for the gold and roses. And we ran the quiet, modest ad showing the little car pitted against a whole country of snow, and telling the story of the win.

The Corvair taught me a lot of things I never knew before that little car came along — a lot more than the fact that a small and quiet little car like that could have such a snowplow as a heart. It taught me a lot about marketing and about thinking. In the early 1960s Corvair was a car a lot of people would go out of their way *not* to be seen in, yet in just a short time you had to stand in line for awhile to get a Monza, especially a two-door. In other words, we had a really popular car even before the 1965s with their beautiful bodies came along.

How did it come about? Well, of course there was a little fiddling done with the suspension, more hp added, the removal of the gas heater, and the addition of a little air in the tires. And the bucket seats in the Monzas and the four-speed transmission option didn't hurt anything. But what we really did was look for a strong point, a selling proposition. In the car business, unlike the packaged goods field, you can't just send the product that isn't selling back to the lab to have it reformulated, and to the packaging people to completely redesign the box it comes in. You sit in a room with that car, and you take it out on the road, and you ask yourself what the heck it might have that people want or need, something that will make them look at it and want to get in it and want to drive it and be seen in it. And when you can't figure out anything after a week or two, you come in the next day and you start again.

In the Corvair we figured it out just in time. And by the time it was really moving, the nervous Nellies at Chevrolet had their version of the Falcon and the Valiant only a year or so away. But by that time the Corvair had changed from an unsuccessful little old man's economy car to the darling of the Lauderdale-in-

the-spring crowd, a sporty, bucket-seated sizzler that had earned its way to the front of dealer's showrooms where it hadn't always been welcome. And what was more important, Corvair sales were *new* sales for Chevrolet — we were bringing in people who had been driving other kinds of cars and who wanted a Corvair. In the case of Falcon and Valiant that wasn't often the case — they were robbing sales of the larger, more profitable cars in Ford and Chrysler's line, which really can do some damage to the old bottom line, and which reminds me of one of the funniest, true marketing stories I ever heard. Right after the war, North American Aviation brought out the Navion, a kind of family car in the air. Company president Kutch Kindleberger had promised to price the plane very low, somewhere around \$3000. Meantime Walter Beech had introduced the famous Bonanza with a price a little higher. North American's costs were far above what they anticipated, around \$8000 per unit, but Kindleberger vowed they'd sell it at the price he promised. One day a friend called Kindleberger and asked him if he could get one of his planes at cost. "What in hell do you want one at cost for when you can buy one from any dealer for \$3000?" fumed the North American president.

The Corvair. It was a great little car, as much as a marketing success as an engineering one. And when I think about it, I always remember those cold winter afternoons out on Lake St. Clair when we raced them and used them as Chris-Crafts to pull people on skis and sleds and to pull home everything that stopped working out there, from airplanes to iceboats. The Corvairs always seemed to make it on home. ++

CORVAIR PARTS

● 1960-69 Upholstery

Door panels, headliners & carpets. Over 4500 other parts including mechanical, trim, gaskets, seals, suspension & manuals. Send for our 390-page illustrated catalog:

NEW 1984-85 BLUE CATALOG RUSHED: \$4.00

CLARK'S CORVAIR PARTS, INC.

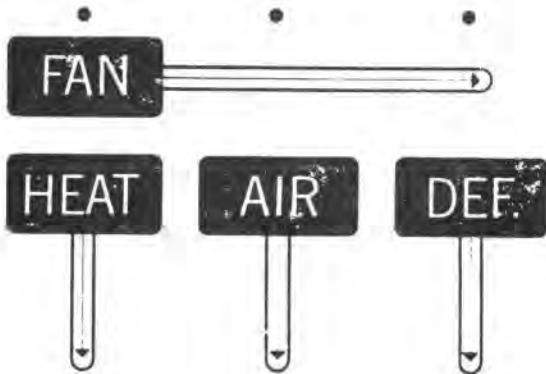
Rte. 2, Shelburne Falls, MA 01370

413-625-9776



GET THE MOST OUT OF YOUR CORVAIR FORCED-AIR HEATER

For the benefit of those Corvair owners who may no longer have their *Corvair Owners Guide*, here is a quick run-down of the best settings for the heater-defroster efficiency.



From Corsa Quarterly
Fall-Winter 1971-72
Vol. I No. 4

	HEAT	AIR	DEF	FAN
Maximum Heat	On (full down)	On (full down)	Off (full up)	High (to right)
Medium Heat	As desired	On	Off	As desired
Minimum Heat	Off	As desired	Off	As desired
Winter De-Ice	On	On	On	High
Winter De-Fog	As desired	On	As desired	As desired
Summer De-Fog	Off	On	On	As desired

"If you are having difficulties locating a Corvair part, you may call a TOLL FREE NUMBER:
1-800-633-3637

This number reaches the Chevrolet nationwide parts locator. You provide the correct part and group number from a GM parts catalog, and the locator computer can tell you if the part is available and where. The computer contains inventories for Chevy dealers and warehouses around the country.

DOME LIGHT SERVICE

If your dome light doesn't work, the first thing to check is the fuse. Next, check the bulb (two in convertibles). Take it out and hold it up to a bright light to check the filament. If it's not obviously broken, tap the bulb firmly with your fingers. The vibration will cause a broken filament to move as two separate pieces, helping to reveal a break. If the bulb seems to be good, then the next step is to check the dome light switches in the door openings.

To remove the switches (same in both early and late models), use a 7/16 wrench and unscrew the switch from the body of car, then pull complete assembly out thru hole. You will now see that the switch is a simple plunger-type which makes and breaks the ground connection for the light. Now rub the wire-connector against the switch-hole in body. If the dome light comes on, check the switch connections. These connections commonly rust and corrode because they are exposed to high humidity (the windshield drains directly behind them). Grasp the hex-shaped portion with one hand and push the switch-plunger down with your other hand. If the switch return spring feels strong and the plunger doesn't stay down, then the switch can probably be repaired by simply cleaning and scraping the switch connections while depressing the plunger. Also, unplug and clean wire connections if they are bad. (Be careful that the switch wire doesn't fall back through hole). This procedure will usually bring the dome light back to normal operation.

FROM CORVAIR ATLANTA

TRIVIA QUIZ TIME

1. 521 convertibles were made in 1969. A thorough research of registrations indicate _____ are still registered.
Choose one: a. 297 b. 346
c. 405 d. exactly 1/2 of them
2. Which model Corvair has the largest number remaining?
a. 1962 Monza Cpe. b. 1963 Monza Cpe.
c. 1964 Monza Cpe. d. 1965 Monza Cpe.
3. Name the rarest of Corvairs still left on the road.
a. 1960 Monza 900 b. 1962 95 Loadside
c. 1964 Rampside d. 1969 Convertible
4. According to reports, Corvair survivorship stands at:
a. 14% of total production b. 17% of total production
c. 276,079 d. 308,000 e. more than the total production of Edsels

Check your answers against THE FACT SHEET of the 'Vair Street Journal, W. Pennsylvania, on page 3.

IF YOU SCORED:

0 - 1/2: You should immediately be put on membership probation and your 44FFs taken from you for an extended period of time.

1 - 1 1/2: You are borderline. To get back in the good graces of your fellow members, memorize 25 pages of the Corvair Underground parts catalog and surrender at least 6 dash plaques.

2 - 3: Shows you are an avid collector of trivial statistics, have had at least 5 Corvairs titled to you at one time or another, buys MO30 hand cleaner by the case, keeps tech tips to himself so that he can say to someone that has finally solved a mechanical problem that has plagued him for weeks, "Hey, I coulda told you that!", and never buys anything listed in the Connecting Rod FOR SALE column because he has two of everything squirreled away.

3 1/2 - 4: Anyone scoring this number of points either reads from back to front or knows someone in W. Pennsylvania. If you legitimately knew all the answers, CORSA would like you to donate your brain to the Corvair Museum for display.

Class dismissed.

- Score 1/2 point for each correct selection in No. 4, one point each for other correct answers.
4. If you marked 17% or 308,000, you were right on people, it's rare.
 3. If you own a '62 Loadside, you must be one of 62 though this production number was third in the list of the four models mentioned.
 2. The 1965 Monza Coupe has 27,749 survivors even though its production number was third in the list of 1984.
 1. 405 '69 convertibles are still registered as of Jan. 1984.

ANSWERS FROM TRIVIA QUIZ



Early Batteries

By Julius Berký, CORSA of Baltimore

When I bought my '65 Greenbrier a few years ago, I had no trouble finding a type 53 battery for it. I assume that was the original type it came with, since it is the only size I've been able to fit into the well.

I've never really been satisfied with the type 53. It has relatively low output, and you can only get it with the 3 year warranty. Also, on some brands the top is covered with a black goo which is prone to cracking at low temperatures, permitting acid to seep out all over the top. However, this being the only battery which fits the vehicle, I've had to stick with it. The type 29NF, which is a much better battery, is 1 1/4" too wide to fit the opening, requiring the battery "hole" and hold-down hardware to be modified. Early cars don't have quite as much trouble, but the stock hold-down parts still won't work.

Apparently there is now available a type 45 battery, designed for Honda cars, which has dimensions permitting it to be used in early cars and trucks. It has better output than the 53 and is available in the so-called "Maintenance Free" variety. Don't be fooled by its rather small size—it can do the job!

1965



1966 - 69



Tech Tips

Mike McGowan

I've finally found a suitable air dam for the front of a late model Corvair. The originals are always junk (and not large enough for my taste, anyway), the Camaro part is getting pricey, and the aftermarket stuff is too costly for something that explodes into bits at any provocation.

So go to your Chevy dealer and order GM part # 10456772; it's an air dam for an S-truck (S-10, Blazer, etc.). For less than \$20, you can have a stylish, effective spoiler. Plan on spending an hour or two with a drill and a razor knife; it's not what you would call a bolt-on, but it's great raw material.

McGowan tips from Chicagoland's Airhorn.

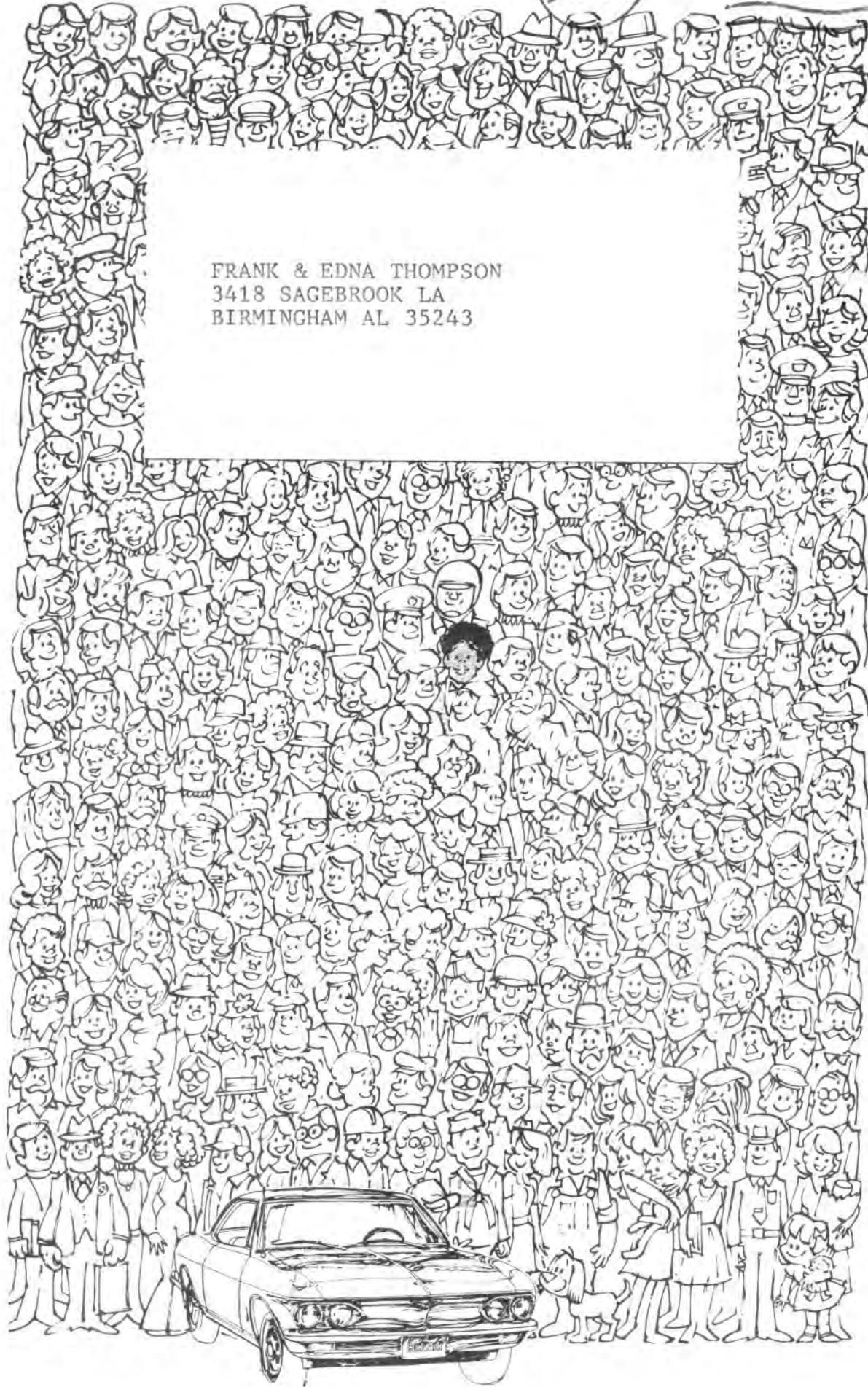
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CORVAIR





THE OIL DROP



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

MAY 1985

Published monthly by the Vulcan Corvair Enthusiast for its members and others interested in preserving the Corvair. President; Sheila Panelli, Secty; Jean Hinkle, Treas; Juanita Hathaway, Membership; Marie Drake, Activity; Ann Steadman, Newsletter; Bob Donley.

THE DRIVERS SEAT:



Sheila's column didn't arrive by the publishing date so I'll try to fill in with some of the material she would probably have discussed. You must realize I'm doing the driving from the back seat and these Corvair things don't steer too well from that position. Last meeting we discussed the outstanding dues of our members. Almost half of the families on our club roles still have not paid the 1985 dues. We cannot continue to provide nonpaying members with club benefits so this is the last issue of the newsletter that will be mailed unless we receive the dues this month. A red circle around your name on the mailing address will indicate that dues were not paid by last month's meeting. If you have paid Juanita since then please ignore this notification.

The trip to Helen was another great outing put on by Corvair Atlanta. Burnie Weddle did a fantastic job in putting the whole affair together. Great job Corvair Atlanta. Our club had a fantastic turnout at the meet. I counted ten families.

We'd like to see a big turnout at the Point Mallard Car Show 115 May in Decatur, Al. There will be a Corvair class so come on out.

Also note the Rally to the Snead's on 3 June. Grant and Mary always put on a great party so reserve that date on your social calendar. I'm mentioning it this month since the outing will occur before next month's newsletter is published

Bob Donley, Editor

NEXT MEETING:

DATE: Friday 17 MAY 1985

TIME: 7:30 PM

PLACE: Homewood Library

PROGRAM: Pictures of the Date With Helen and a trip to the Ranelli Deli after the meeting.



LAST MEETING:

I didn't receive the minutes in time to go to press so will try and remember what took place. We had a small turnout with one guest. The outing in Helen, Point Mallard and Tuscaloosa were discussed. The non payment of club dues was vigorously debated. The club voted to have a new club banner made. Two films were shown and refreshments were served.

Meeting Notes

Bob Donley, Editor

OUTINGS:



Point Mallard Park, Decatur, AL, 115 May. Cars must be in position to be judged by noon. Lots of things for the family to do so bring the kids.

Pally to Tuscaloosa 3 June. See the flyer in this newsletter for details.

A MEETING WITH THE PRES:

At the Helen Meet the President of Corsa, Pete Koehler and the Vice President, Don Barnhart met with representatives of the clubs attending the meet to discuss Corsa. Representing Vulcan were Sheila Panelli, Jean Hinkle and yours truly.

Pete opened the meeting by discussing the financial outlook for the club. It now appears to be back on a firm financial footing. He told about plans for improving the Communiqué which included more color photo's (Note the inside back cover of this months Communiqué.) There was a lengthy discussion about putting a dust jacket back on the magazine. Pete said he would research the possibilities and bring it before the Board of Directors in Houston.

Pete discussed the National in Houston starting 30 July. He said there were a lot of tradeoff's between a hotel that could handle a large convention and costs to our members. He felt that the Houston club had put together an excellent program considering both cost and facilities needed for the meet. He encouraged everyone to attend.

Some problems with the Concours rules were discussed. Pete said that new Concours rules would be out before the National in Detroit in 86. Pete said he was training judges from his club.

He encouraged everyone who has an interest in the club to run for an office. He stated it was a lot of hard work but he has enjoyed every minute of it and has made a lot of lifelong friends.

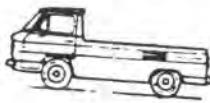
Pete complimented Burnie Weddle for the work he has done with Corvair Atlanta and his running for office as Eastern Division Representative. We expressed a desire for Alabama to be in the Eastern Division and Pete said some realignment was being considered. He encouraged everyone to vote for a representative from their division.

Did You Know? FC Facts

FROM CORVANTICS



1. When the Corvair Powerglide transmission was used in a FC vehicle it was fitted with a remote transmission fluid cooler. The cooler was located in the left rear corner of the vehicle near the battery, in the air flow to the engine. A modified pump in the PG allowed the use of the cooler.
2. A Suburban Los Angeles city special ordered a small fleet of DUAL-RAMP Rampside pickups for its street maintenance program on its one-way streets, allowing unloading of equipment on either side of the street. In the early '70's a friend of mine acquired one of these. He used it to haul his dirt bikes out to the desert then, lowering both ramps, used the truck to jump the cycles! This, no doubt, has got to be one of the rarest FC "options", as it was never officially offered.
3. The 1965 Greenbrier had a factory installed alternator. Just try to find a replacement wiring harness for one of these!
4. Ever seen a Corvan with only one factory installed Greenbrier-type rear quarter window, on the right side? These vans were built for the Phone Company. Ma Bell was a big user of compact vans in the early '60's and used quite a few dark green Corvans.



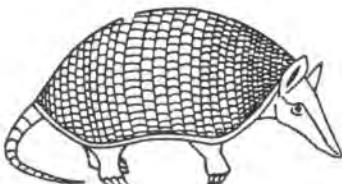
AUTO RADIOS (Corvair, of Course)

Here is a tech tip/parts list that I haven't seen anywhere before. Perhaps it will be of assistance when you find that old radio at a flea market and think it belongs on a Corvair:

Note: This data was extracted from the P&A 5B Revised 3/1/70. The P&A 5B also lists complete unit numbers for combination radio/antennae which I did not include as it has some obvious errors. According to this listing they did not provide a rear antenna for 1968/69 cars.

Legend: M=manual; PB=push button
By Bill Clemens, Central Va Corvair Club

Year	Radio	Type	Front	Antenna Rear
1960	988062	M	988063	
1961	988460	M	985055	
1961	988468	PB	985055	
1961FC	988336	M	988329	
1962	985158	M	985055	
1962	985159	PB	985055	
1962FC	985203	M	988329	
1963	985447	M	988450	985763
1963	985449	PB	985450	985763
1963FC	985443	M	985444	
1964	985831	M	985450	985940
1964	985832	PB	985450	985940
1964FC	985815	M	985444	
1965	986113	M	986114	986685
1965	986116	PB	986114	986685
1965	986118	AM/FM PB	986114	986120
1965FC	986338	M	985444	
1966	986113	M	986114	986685
1966	986116	PB	986114	986685
1966	986118	AM/FM PB	986462	
1967-69	986863	M	986925	
1967	986863	M		986926
1967-69	986864	PB	986925	
1967	986864	PB		986926
1967-69	986865	AM/FM PB	986927	



Don't stay in your shell -- come to
THE MEETING

UPDATE



The Clarks with affordable classics: Supplying nostalgic owners with spare parts

Corvair: Hot at Any Speed

In 1971, Cal Clark of Shelburne Falls, Mass., was teaching high-school science classes, and his wife, Joan, was working as a secretary. That's what they'd probably be doing today if they hadn't spotted an old Chevrolet Corvair buried under a snowbank in nearby Greenfield. Cal and Joan had both learned to drive in Corvairs and, Ralph Nader or no Ralph Nader, thought they were pretty good little cars. They bought this one for \$50 and began collecting spare parts, thinking they might get scarce for a car that had been out of production for two years. Today, Clark's Corvair Parts, Inc., occupies five large Quonset huts on a hillside in Shelburne Falls, employs 30 people and even has a subsidiary—a printing business that grew out of publishing their 351-page catalog. The Clarks won't say how much they make selling parts for a long-defunct car, but Cal hasn't dissected a frog in years.

Between 1960 and 1969 General Motors produced 1.7 million of the rear-engine air-cooled Corvairs: about 100,000 are still on the road. In 1965, Ralph Nader's "Unsafe at Any Speed" denounced them as dangerously unstable and blamed grisly Corvair accidents on faulty design. But despite all the bad publicity, Cal Clark doesn't think Nader hounded the Corvair out of the marketplace. "He didn't help much," says Clark. "But the major cause of the Corvair's downfall was the Ford Mustang. In those days people wanted high performance, not economy."

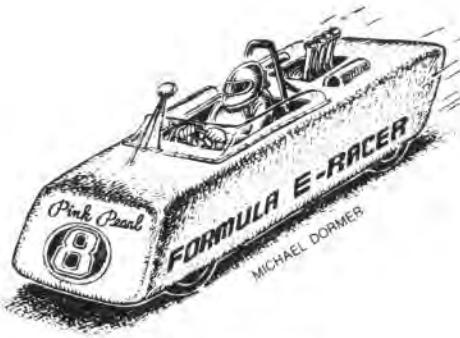
Collectable: These days, though, the Corvair, like skinny ties and rockabilly, is hot again. The Corvair Society of America has 8,000 members, many of whom own several Corvairs: one Texan has 400. ("I should have bought a whole warehouse full of them and watched them appreciate," Nader jokes today.) Clark believes a Corvair—unlike a vintage Corvette or Thunderbird, which

can sell for \$30,000 and more—may never be worth more than about \$7,000. That, of course, is part of the reason the Corvair is catching on: it's collectable but affordable.

But Clark says most of the Corvairs still around aren't owned by collectors at all, but simply by "people who know a good value when they see one." To serve them, the Clarks, who have by far the world's biggest Corvair-parts dealership, stock over 4,500 different items—from heater hoses and engine seals to vinyl seat covers in 20 different colors. They order most of them from outside suppliers—about 300 different sources in all—but they also make hundreds of parts, including all the upholstery, themselves. Many manufacturers won't bother turning out new parts for the relatively tiny Corvair market, and every year the Clarks' suppliers run out of another 150 to 200 items. This presents them with some hard choices. Soon, for example, they must decide whether or not to pay \$100,000 to have a contractor manufacture new axle bearings for certain models. They would see little return on this investment for years, but without axle bearings the cars can't be driven; if the cars can't be driven their owners won't buy any parts.

The Clarks are modest about their mission—"It's nice to help keep the cars on the road," says Cal—but it's clear that it is a mission. Some of the current vogue for the Corvair originates in an affection for the underdog; in part, too, it's a populist response to know-it-alls like Ralph Nader. But for the Clarks, as for most collectors, their love for the Corvair is inseparable from their nostalgia for the days when, as Cal Clark says, "potato chips were five cents, a soda was a dime, gas was 33 cents a gallon and a 1965 Corvair was brand new."

DAVID GATES with JERRY BUCKLEY
in Shelburne Falls, Mass.



*****RALLY NEWS*****

Be sure to reserve June 3 for the second bi-annual rally to the Snead's in Tuscaloosa.

The starting point for the rally will be the Hiway 31 ramp to I-459 west. We will meet in the K-mart parking lot at Riverchase for final instructions. Starting time will be from 12:30 with a car starting every couple of minutes.

We have a new route planned for you this year, along with some new challenges, should you choose to accept them.

The route is ridiculously easy to follow, so you can plan to just follow some simple instructions, relax and enjoy the scenery.

In fact, you should watch the scenery, as you will have an opportunity to compete for rich prizes by answering a few simple questions about what you see while driving the rally.

A word about the questions, then we will talk about the rally. You will, if you don't get lost, pass the following landmarks:

At least 3 schools.

At least 2 health care facilities.

At least 2 cemeteries.

Two expressway crossings.

At least 4 state or local parks. (or park entrances
or access roads)

You will also pass thru at least five named communities, not including Birmingham, Bessemer, or Tuscaloosa. Some of these communities are incorporated and some are not: Some can afford signs and some can't.

The questions in the competition will concern some of those landmarks, so you may want to record any information about them that you feel might be appropriate. Oh yes, there may also be questions about other things along the route. Just keep your eyes open, and as we said, enjoy the scenery.

Now to the route itself. It will start at The 31 south entrance ramp to I-459 west and end about 47.2 miles later at 4427 Ridgewood Road in Tuscaloosa. (note- this mileage was measured on a slow odometer. It records 96.1 miles for each 100 miles covered. You will need to make any necessary corrections for your vehicles.

As to instructions for the route. You will not find them here. They will be available at the K-mart parking lot as you start. If you can't make the starting time, but would like to make the run, please contact your club president for a copy. Enjoy the ride. See you in Tuscaloosa.

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FORMALLY YOURS

Mary Alice Thurman
(205) 979-6067

2027 Canyon Road
Todd Mall
Vestavia Hills, AL 35216

How to install an alternator in place of your generator

By Bob Helt

There are several good reasons to consider replacing that generator in your 1960-64 Corvair with an alternator. The first and primary reason is charging ability. Corvair generators came in 30 and 35 amp capacity, but only developed this output at relatively high engine speeds. Charging ability at idle or very low speeds is practically nil. The alternator, however, while rated at either 37 amps or 47 amps (with factory air conditioning) produces its charging current at much lower speeds than the generator. This increased charging ability at low speeds will keep your battery charged while you're in heavy traffic conditions, or moving slowly while using lights and heater.

Other advantages of using the alternators to replace your generator include: less weight, easier removal for servicing, less likely to need servicing, and a fairly easy upgrade to even more charging capability. You can upgrade your Corvair alternator to 55 or 63 amp capability by installing the rotor and stator windings from a Chevrolet into the Corvair alternator housing, and using the appropriate regulator.

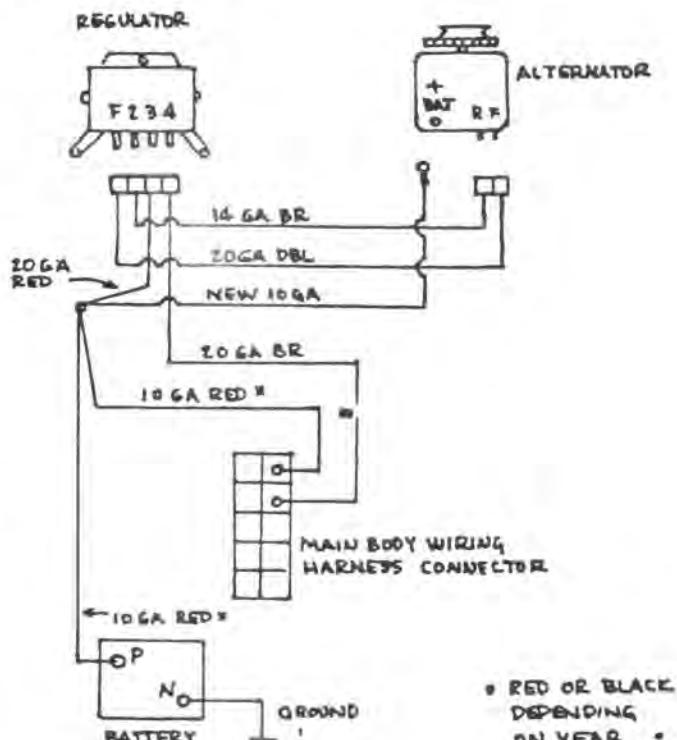
Parts List

The parts you will need to complete this installation can best be obtained from the local junkyard. You may have to buy some of the parts new, but a little searching for used parts should pay off. You will need the following:

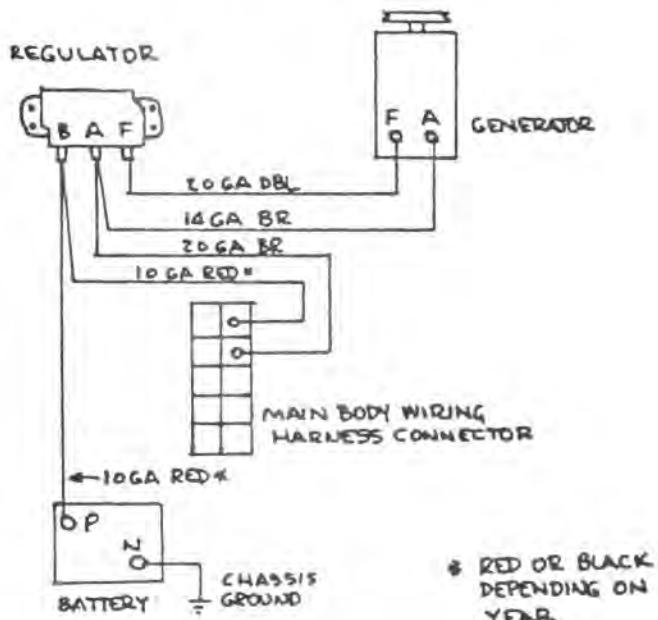
- 1) Corvair alternator and end brace plus the three mounting bolts.
- 2) Regulator. A used regulator will probably work OK, but if you desire to buy a new one consider the fact that the correct regulator from a local parts house will probably cost less than Chevrolet's version.
- 3) Rubber shock mounts/nuts for mounting the regulator. Order new from Chevrolet, part number 3876130. Quantity of three. The old ones will not be reusable.
- 4) Regulator mounting screws. Three are required. You may be able to use the old screws. If not, order from Chevy. Part number 3876129.
- 5) Alternator/oil filter adapter casting. This is the part the alternator bolts to.
- 6) A gasket for the above adapter. Order new from Chevy. Part number 3849157.
- 7) The four-terminal connector that plugs into the regulator. Although this connector can probably be purchased new, it is recommended that one be clipped from an existing junk car wiring harness. When you cut the wires to remove the connector leave about four inches of wire on each lead with the connector. This will allow you to easily splice the wires when installing it in your early model.
- 8) The two-terminal connector that plugs into the alternator. Again, cut the wires about four inches long with this connector. Note the little tab that is to be depressed to remove this connector from the alternator.
- 9) The single-terminal lug that bolts to the alternator. A new terminal is suggested, although the old one can be used. Cut the wire about four inches long again.
- 10) About six feet of 10 gauge wire. Your choice of colors.

Make The Following Mechanical Changes

- 1) Disconnect the battery positive terminal.
- 2) Disconnect the wires from the generator and regulator.
- 3) Remove the generator and regulator.
- 4) Remove the idler pulley, oil filter, fuel pump, and oil pressure sender from the generator/oil filter adapter.
- 5) Remove the generator/oil filter adapter.
- 6) Clean the gasket surfaces and install the alternator/oil filter adapter casting using the new gasket.
- 7) Reinstall the items removed in step 4.
- 8) Mount the alternator. Note that the battery ground strap bolts to the cylinder head at the alternator brace.
- 9) Drill new holes and mount the regulator using the shock mount nuts. Be sure that the regulator is grounded.



Alternator Conversion 1960-64



1960-64 Generator System

Make The Following Wiring Changes

Refer to the diagram that shows the way the generator was wired. Compare that to the alternator conversion wiring and follow the changes

we're going to make.

- 1) The existing 20 gauge dark blue wire (20GA DBL) that formerly went to the field connection of the generator should now be spliced to the dark blue wire on the two terminal connector that plugs into the alternator. This goes to the F terminal which is marked on the alternator if you look close. It is the right hand terminal looking at the back of the alternator.
 - 2) The existing 14 gauge brown (14GA BR) that formerly went to the armature terminal of the generator should now be spliced to the black/white wire on the two terminal connector that plugs into the alternator. This goes to the R terminal, which is also marked on the alternator. It's the left hand terminal looking at the back of the alternator.
 - 3) Identify the wires that were removed from the B terminal of the old regulator. There should be two 10 gauge red or black wires. These wires are connected to the lug that formerly went to the B terminal of the old regulator. To this lug, splice two additional wires. One will be the 20 gauge red wire on terminal 3 of the four-terminal connector that goes on the new regulator. The second wire will be new, using the 10 gauge wire specified in the parts list. Splice one end of this new 10
- gauge wire to the lug previously mentioned. Route the wire along the harness path down to the alternator. Attach this end to the BAT terminal of the alternator using the single terminal lug identified in the parts list.
- 4) Identify the 20 gauge dark blue wire that previously was attached to the F terminal of the old regulator. Splice this end to the 20 gauge brown wire connected to the F terminal (terminal 1) of the four-terminal connector.
 - 5) Now identify the lug that formerly connected to the center terminal (A) of the old regulator. There will be two brown wires connected to this lug. Separate them. Identify the one that goes to the main body wiring harness connector. Splice this one to terminal 4 of the four-terminal connector on the regulator.
 - 6) Now there is only one remaining wire to be connected. The other brown wire. Splice this to terminal 2 of the four-terminal connector on the regulator.
 - 7) Tape all splices. Reconnect the battery.
 - 8) Be sure all connections are tight and secure before starting the engine. Never operate the alternator with an open circuit, or the voltage developed may burn out the light bulbs.

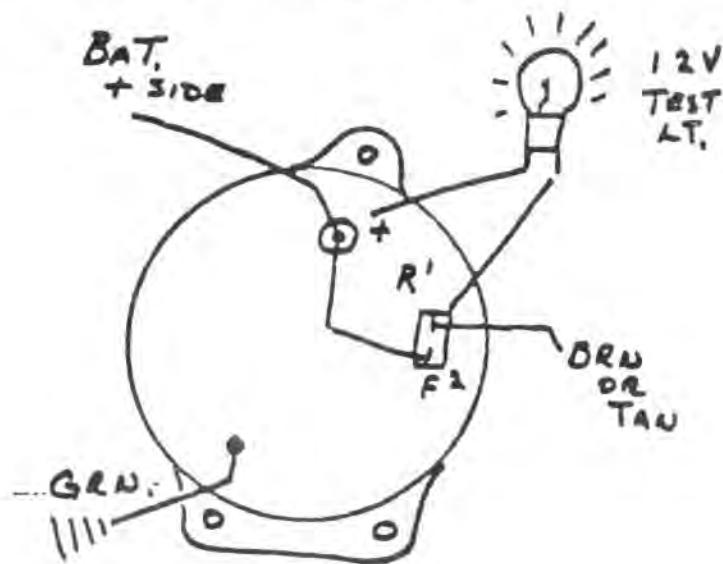
ALTERNATOR CONVERSION TIP NO. 9-4-83

Need a higher output alternator? Try the following conversion. Use a late GM alternator with a built-in voltage regulator (about '71 or later), they seem to 63 amps or better.

Use Corvair front end housing and pulley.
Hook up new unit and test as shown.
Light goes out when running engine (which indicates charging). This circuit ties into brown or tan wire at old voltage regulator to dash light. (Remove light, hook R' to brown wire).

Courtesy CORVANATICS '79

*Clarence Halvorson, S.D.C.C.



Negative Camber



THE DRIVER'S SEAT

by Sheila Ranelli, Pres.

Since last meeting April 19, several club members attended the Corvair Atlanta meet in Helen, Ga. There was a very good time planned for each and every one. Shopping for the ladies, Corvair parts swapping for the men, and swimming? for some of the little ones. The banquet was held at the Mauney House in Cleveland where the food was quite good. About 100 cars were present and lots of friendly people. The food prepared by the Atlanta ladies for the hospitality room was outstanding. Harold Bartl. came home with a third place trophy with his '63 convertible and tough competition. Thanks to all that attended for showing me such a good time. Plan on going next year, it's worth the trip.

We have some good events coming up. May 25, we have again been invited to Pt. Mallard by the North Alabama club. This was a good show last year with many interesting vehicles. We have planned to meet at the K-Mart parking lot in Gardendale that morning at 8:15. Departure for Decatur will be promptly at 8:30 A.M. Please try to give that beautiful Corvair a good polishing and be with us for this day of fun and fellowship. If you have never been to Pt. Mallard, there is something for everyone at this unusual water park.

The next meeting will be May 17, Homewood Public Library, at 7:30 P.M. Afterwards we will be going to Ranelli's Deli on Southside to see who can eat the most pizza and/or drink the most b--cola. We have a new outside deck at this location which is quite nice when the weather is good. See you there!

In June, we have several things to keep us busy. The first event is June 2, with a rally to the Snead's in Tuscaloosa. We have gone there before with rave reviews. There will be a first prize awarded to the winning car, so get your minds sharpened. Each family is asked to bring a dish that will taste delicious with Bar-B-Q and enough of whatever your family would like to drink.

There are conflicting events on the weekend of June 21, 22. The Chattanooga Choo Choo Corvair Classic, and the Tannehill Car Show held by the Dixie Pick-up Club, June 22. Some of our members will not be attending Chattanooga's event, so hopefully there will be enough members attend both meets. We will have our own class for the Car Show at Tannehill and you and I know that Corvairs are prettier than pick-ups!

Thanks again for your continued support.

Love ya'll,

A handwritten signature in cursive script, appearing to read "Julia".

Remember?



CHEVROLET MOTOR DIVISION

General Motors Corporation

May 20, 1969

Central Office

General Motors Building
Detroit, Michigan 48202

TO ORIGINAL PURCHASERS OF 1969 CORVAIRS

In accordance with Chevrolet Motor Division's long-standing practice of periodically reviewing its product offerings in relation to market requirements, a decision has been reached to discontinue Corvair production.

Chevrolet Motor Division will issue a non-transferable \$150 certificate to you as an original purchaser of a 1969 model Corvair, which can be redeemed on the purchase of any other 1969 through 1973 model Chevrolet new passenger car. Each Chevrolet dealer has available applications for these certificates. We would suggest that you contact either your selling Chevrolet dealer or any other local Chevrolet dealer for the purpose of completing the application for your certificate.

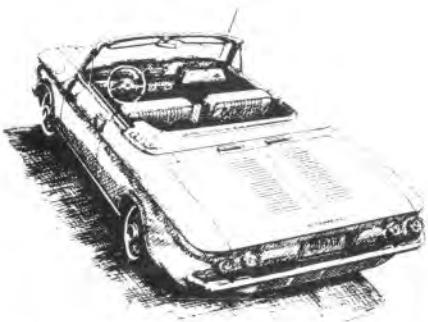
We appreciate your interest in Chevrolet products. We sincerely hope that this certificate arrangement meets with your approval and that Chevrolet cars will continue to be your choice in the future.

Very truly yours,

Robert D. Lund
General Sales Manager

RDL:MK

JLCAN COMPANY, DIVISION
BIRMINGHAM, AL 35243



1963 MONZA CONVERTIBLE

FRANK & EDNA THOMPSON
3418 SAGEBROOK LA
BIRMINGHAM AL 35243





THE OIL DROP



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

JUNE 1985

Published monthly by the Vulcan Corvair Enthusiast for its members and others interested in preserving the Corvair. President; Sheila Ranelli, Secty; Jean Hinkle, Treas; Juanita Hathaway, Membership; Marie Drake, Activity; Ann Steadman, Newsletter; Bob Donley.

THE DRIVERS SEAT:

My driver must have jumped out and walked as there isn't anyone in the seat again this month.

NEXT MEETING:



DATE: Friday 21 JUN 1985

TIME: 7:30 PM

PLACE: Homewood Library

PROGRAM: Pictures of the outing at the Sneeds in Tuscaloosa on 2 June and the trip to Point Mallard Park on 25 May.

LAST MEETING:

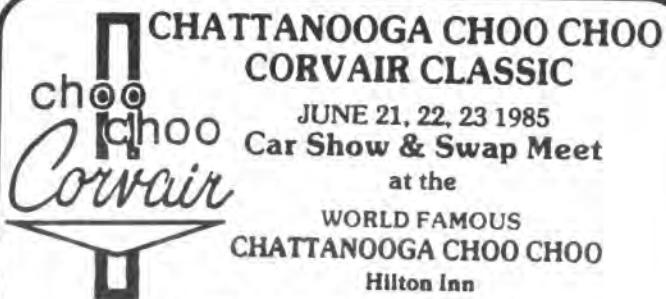
The meeting had an average turnout. There was \$1875.31 in the treasury. Two guests were introduced, Duke Bradford and Ronnie Howton. The Point Mallard outing 25 May was discussed and only the Hartlines and Ranelli's indicated an interest in attending. The outing to the Sneeds was planned and most present indicated the planned to go. On 22 Jun the club will have a picnic in Tannehill Park. That is also the weekend of the Chattanooga TN Corvair Classic meet. The July outing will be a Picnic in Wald Park on 21 July. The club will furnish the weiners and you furnish the baked beans. A letter from Dave and Lynda Miller was read to the members. They have moved out of the area and wished to thank all the members for their warm fellowship.

OUTINGS:

June 22 Tannehill or Chattanooga Choo Choo Corvair Classic
July 21 Wald Park

CORVAIR PART NUMBERS:

Every Month I will be inserting some pages in the newsletter that show Corvair part numbers. I recommend you pull these pages out and compile them in a



**CHATTANOOGA CHOO CHOO
CORVAIR CLASSIC**
JUNE 21, 22, 23 1985
Car Show & Swap Meet
at the
WORLD FAMOUS
CHATTANOOGA CHOO CHOO
Hilton Inn

- * PEOPLE'S CHOICE CONCOURS
- * SWAP MEET
- * HOSPITALITY
- * BANQUET & AWARDS
- * SCENIC TOUR
- * COMPLIMENTARY SUNDAY BREAKFAST
- * BIG RAFFLE & DOOR PRIZES

For more information write to:

CHOO CHOO CORVAIRS

P.O. Box 9255
CHATTANOOGA, TN 37412

Or phone: Jim or Ann Guider
404-861-2554

seperate binder so that when all of them run you will have a good reference book. I will start out with early model part numbers and run them in sequence as they were origionally printed. I'll then run the part numbers for the late models.

CLASSIFIEDS:

65 Corvair Monza 900 automatic. Make an offer. Dave Phillips, 323-6801. can be seen at 100 22nd Ct. south, B'ham.

1968 Corvair Timing Specifications

The ignition timing specifications given on page 44 of the 1968 Corvair Owner's Manual are incorrect. The correct specifications are outlined below:

95 H.P.—Manual Trans.	6° B.T.D.C.
—Automatic Trans.	14° B.T.D.C.
110 H.P.—Manual Trans.	1° B.T.D.C.
—Automatic Trans.	12° B.T.D.C.
110 H.P.—Manual Trans.	1° B.T.D.C.
—Automatic Trans.	1° B.T.D.C.

Corvair owners should be notified of the correct specifications when they are in the dealership for service.

Courtesy of Bill Borland
(Taken from Chevrolet Service News
July, 1968, pg. 9)



FUEL STARVATION PROBLEMS?

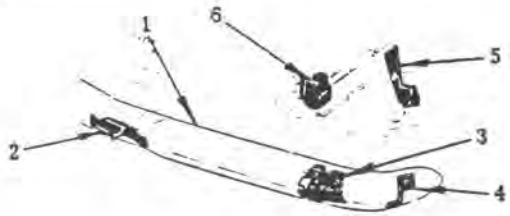
Could be the pump is not the culprit. There is a nifty little cylindrical strainer on the very end of the fuel line inside the tank. It could be plugged with trash or varnish. I know of no replacement so when mine go, I'll pull them off the fuel line (they just slip up on the pipe inside the tank) and put an in-line filter in the metal line inside the engine compartment.
(Reprint..Corvair Houston Newsletter)

If you would like for your yellow parking lights to burn when the headlights are on as they do on later model cars, use two 3 or 4 amp silicon diodes. Connect the banded end of one diode to the parking light wire, connect the other end of the diode to the low beam headlight wire. Connect the other diode in a similar manner to the high beam headlight wire.
Technicus Anonymous.
(Reprinted Courtesy of N.T.C.A.
Transaxle Telegraph.)



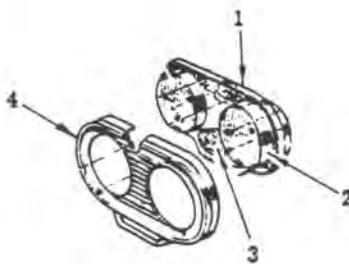
*'There's nothing really wrong with your car, sir.
It just has a bad attitude.'*

FRONT BUMPER



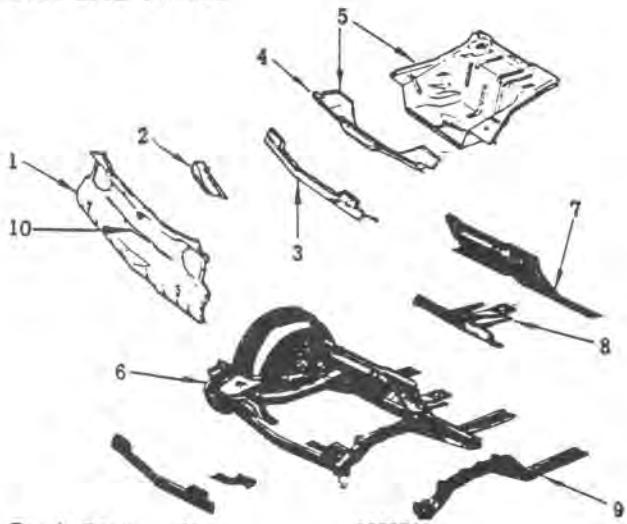
1. Face Bar	6255799
2. Bracket, center	6256971
3. Bracket, side inner	6255886-5
4. Bracket, side outer	6255888-7
5. Brace, Outer	3842044-3
Guard, Pkg.of! (Acc.) (Each)	988203
6. Support, Bumper	60 6257386-5 61-63 6275786-7 64 6282896-7
	4429233-4

HEAD & PARKLAMP



Assembly, less Door	60	3782208-7
	61-62	5954776-5
	63-64	5954776-5
Gasket, Lamp Mtg.		3779847
1. Sub Body	60 Early	5950680-79
	Late	5952412-1
	61-64	5952412-1
Pocket, Lamp Mtg.	60	6275854-5
Ring, Seal Beam Mtg.		
Inner	R/L	5948824-5
Outer	R/L	5948826-7
Seal Beam,	60-63	Inner 5956001 Outer 5956002
	64	Inner 5956001 Outer 5956002
2. Ring, Retainer (4)		5948828
3. Lens, Parklamp	60-62	5950684-3
	63-64	5954444-3
		5952460-59
4. Door or Moulding, Hd. Lamp	60	6255644
	61-64	3821904-3
Socket & Wire	Early 60	5951153
	Late 60-64	5952033

FRONT END PANEL



1. Panel, Front	60	6279709
	61-64	4400685
2. Support, Lock	60	6275838
	61-64	6284003
3. Rail, Front Cross	60-63	6275749
	64	4429230
Brace, R/L	60	6275955-6
4. Pan, Frt. Sect.	60-63	4429231
	64	4429231
5. Pan Assembly	60	6279389
	61-63 exc.	6280654
w/A.C. & S/W		6282340
	64	4429232
6. Rail Assy., w/Lower Wheelhouse Less Pan		
60-63 except		4429196
Convertible		4872669
64 except		4429196
Convertible		4429197
7. Toe Pan, Front Fender	60-64 exc.	4862799
	Conv.	4872666
8. Cross Bar, Toe Pan exc.		6277552
	Convertible	4877785
9. Rail, Luggage Side		
60 Rt.		6276158
Lt.		6276159
61-64		4429144-8
10. Emblem	60	6256957
	61	3784583
Ornament	62 R/L	3789912-1
Moulding	63	3826063
Name Plate	62 (Ctr.)	3789914
	63 (Side)	3821789
Emblem	64	3844129

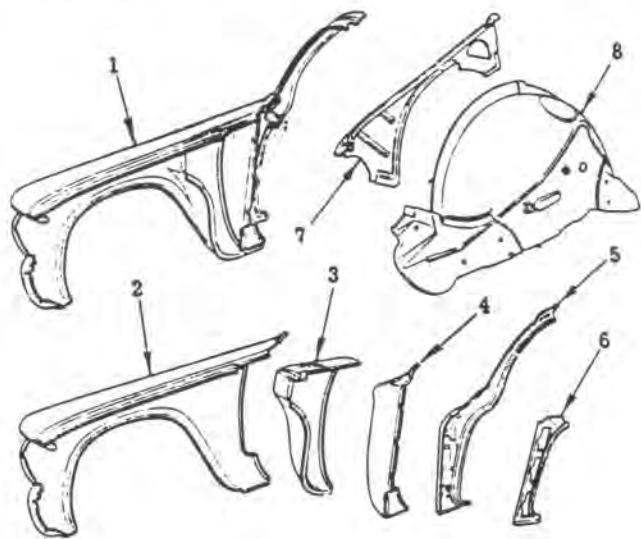
FRONT COMPARTMENT



1. Lid, Less Trim	60	6275938
	61-64	4472619
2. Moulding, Front	60-63	6276339 (A)
N/Plate	64 only	3844231
Lock Assembly	60-63	6277485
	64	4459542
Lock Support		(See Front End Panel)
Cylinder		1097868
Cylinder Housing		3775432
Striker (on Lid)		4784253
Hinge, Box R/L		4304871
Strap R/L		4304868-9
Torque Rod	Rt.	6276176
	Lt.	4856385
Weatherstrip		6276108
CLIPS: (A) 5		6276708

CORVAIR 60-64

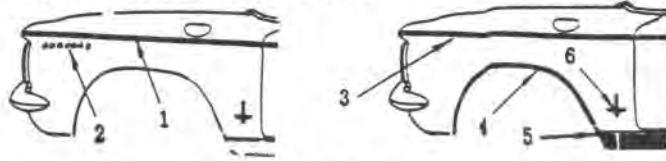
FRONT FENDER



Inner Panel time w/Outer removed.

1. Fender Assy., w/Hinge Pillar & Shroud	
Cpe. & Sed.	60-61 Rt. 4878328 Lt. 4853763
	62 Rt. 4878328 Lt. 4853783
	63-64 Rt. 4878328 Lt. 4878329
S.W.	61-62 Rt. 4873320 Lt. 4873321
Convertible	62 Rt. 4871710 Lt. 4871711
	63 Rt. 4878332 Lt. 4878333
	64 Rt. 4435587 Lt. 4435586
2. Fender, Outer Panel only	
All except	6284236-7
Convertible	4867004-5
3. Panel, Cowl Side	4878326-7
4. Pillar, Hinge (Front Section)	
60-63 except	4869023-4
Convertible	4866970-1
64 except	4431660-4
Convertible	4431662-6
5. Pillar, Hinge Outer w/Windshield Side Frame	
Cpe. & Sed.	60-62 4869348-9 63-64 4891952-3
S.W.	61-62 4869354-5
Convertible	62-63 4891956-7 64 4435584-5
6. Pillar, Inner Rear	60-63 6282472-3 64 4431672-3
7. Wheelhouse, Upper Sect.	60-63 Rt. 4416714 Lt. 4406335 64 Rt. 4429235 Lt. 4429239
8. Wheelhouse, Lower Section	60 6279702-3 61-64 Rt. 4871672 Lt. 4896277
Extension, Wheelhouse	Frt. 6279560-1
Fuel Door	60-61 6282339 62-64 4867862
Pocket, Filler Neck	60 6277742 61-64 4848405
Guard, Filler Neck	988274
Shield, Horn except	3779852-1
Early 60	6257542-1
Antenna	60 988063 61-62 985055 63-64 985450

FRONT FENDER MOULDING



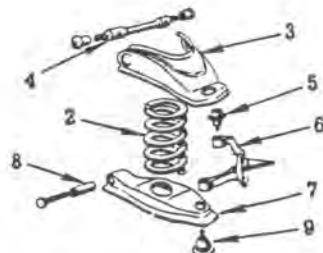
MOULDINGS & TRIM 60-63

1. Moulding, Dlx. (exc. Monza)	6257516-5
2. Name Plate	
"Corvair" 60	6256969
"Corvair 500" 61-62	3779269
63	3820991
"Corvair 700" 61	3779270
"Corvair 700" 62	3789678
63	3621788-7
"900 Monza" 60-61	3782982
"900 Monza" 62-63	3815062
"Spyder" 62-63	3819679

MOULDINGS & TRIM 64

3. Moulding, Side (exc. Monza) R/L	3851358
4. Moulding, Wheel Opening (Monza)	3851360-59
5. Moulding, Rocker Ext. (Monza)	3843548-7
6. Name Plate, Std. "500" R/L	3834979
Dlx. "700"	3834978-9
Monza	3839504

FRONT SUSPENSION



1. Crossmember, Susp. Mtg.

60-64 except	3813878
H.D. Susp.	3817232

2. Spring, Front Coil Std. except

Convertible	3826077
H.D. Susp. except	3817231

Shock

60-63	5552308
64	3166594

3. Arm, Upper w/Stud

Convertible	3826939
Shock	5552308

4. Shaft, Upper

Bushing, Front	6255602
Rear	6257966

5. Ball Stud, Upper

60-62	5657047
63-64	3831611

6. Knuckle

60	3774704-3
61-62	3794022

7. Arm, Lower w/Stud

Std. 60-63	3831618-7
64	3849226-5

8. Bushing, Lwr.

Ball Stud, Lower	6255708
Strut	9740192

Strut

60-61	3854124-3
62-63	3813898-7

Stabilizer Bar

60-63	w/H.D.Susp. 3783523
64	All 3848392



LET THE SELLER BEWARE

BY BRUCE CALDWELL

It's strange how your pulse quickens, your throat gets dry, and your palms sweat as you rush to count out a stack of crisp \$100 bills for your next used car. Once again, you got there before 1000 other guys beat you to this "deal of a lifetime," yet when you tire of the same gem, people suddenly seem to have given up driving.

The truth of the matter is that it's much easier to buy a car than to sell it. That seems to be my experience, anyway. Last year, I had a yard full of cars I thought I couldn't live without. Now I'm tired of them and can't even give them away. Automotive magazines often publish articles on buying used cars; in fact, we have a super story by Mustang expert Jim Schmidt of National Parts Depot in this issue. However, I can't remember the last time I saw an article on selling used cars.

The first rule of how to sell your used car easily is not to pay way too much for it to begin with. Believe me, there is no such thing as a car you can't live without. I have been overly eager too many times, and each time I have ended up paying too much. A car is just a mechanical object, an attractively packaged pile of nuts and bolts. If you miss one deal, something similar or even better will eventually turn up. The cost of impatience and four-wheeled lust is high.

Soon after I advertised my first car for sale, I discovered that there is apparently no minimum I.Q. requirement for buying a newspaper. I once had two cars and an engine advertised at the same time. An automotive Einstein called three times within 30 minutes, each time asking whether I wanted to sell just the fuel pump off the engine of either car. On the third call he finally said, "Hey, you sound familiar. Do I know you?"

Time zones must be like calculus to some people. When I advertise cars in national publications, I'm always ready for someone in Maine to call at 5:00 a.m. I'm sorry, but 8:00 a.m. in Maine is not 11:00 a.m. on the West Coast. Then there are the insomniacs from all time zones (particularly the twilight one) who call when they tire of watching television test patterns. When they hear a fuzziness in my voice, they ask "Did I wake you?" No, I had to get up to answer the phone, anyway.

Calling on want ads is cheap entertainment. Would you believe that some people spend so much time calling about cars they don't have time to work? They don't work, they don't have

any money to buy a car, and they don't mention this important fact until they have wasted half an hour of your time. The optimists will tell you they expect to inherit money just as soon as grandma (who is only 53 and a world class marathon runner) dies, or when the Irish sweepstakes' armored car finds their address (they live on a hard-to-find dead-end street).

There is no such thing as a car you can't live without.

The real fun begins when you get past these phone calls, and some low-life slithers by to inspect your car. Strange—often they are more interested in when you won't be home than the condition of the tires. It's probably fortunate that 90 percent of the people who say "Don't sell it! I'll be right over!" never show up. Of the few that actually show, many are disappointed by the car. When I tell someone on the phone that a car is red, I do mean red. If the car was blue, I would have said so. The importance of screening potential buyers shouldn't be taken lightly.

Waiting around for someone to arrive is right up there in excitement with counting holes in acoustic ceiling tile. Private sellers are expected to wait until 9:30 p.m. for someone who said he would be there around seven. Call me crazy, but my definition of "around seven" goes only to about 7:30, and that's stretching it.

After trying to sell a few used cars, a "Have A Nice Day" button wearer can turn into a bitter pessimist. If a looker doesn't buy the car on the spot or at least leave a healthy deposit, don't hold your breath waiting for him to return. If the Pope told me he had to run home to get the money out of his mattress, I'd say the odds were greater than 10:1 against him returning. I trust other buyers even less. The first person to flash the cash gets my car. If I want empty promises I'll go to a singles' bar.

Of course, I eventually find a buyer for even the most bitter of my lemons, but my vows of automotive celibacy are soon broken and the cycle starts again. I really am learning from my errors. I am getting better all the time, although I may never be completely cured. My wife has the answer; she says I wouldn't have so much trouble selling cars if I didn't buy so many. That's good practical advice, but who ever said car nuts were practical? **M**



3rd Annual 'VAIR PILGRIMAGE to the HOLY CITY Charleston, SC Hosted by Low Country Corvair

JUNE 7-9, 1985

Plan your summer vacation to coincide with this unique event. Come early and take in the renowned SPOLETO Festival or take in the Plantations, Gardens, Patriots Point, Ft. Sumter and many other historical attractions after the event.

A flea market and concours set up at Charlesowne Landing where the wives and children can go through the natural zoo, go aboard the Adventurer, a replica of the 17th century ketch that brought the settlers over from England in 1670. Take in a tour to downtown Charleston and the Slave Market, Confederate Museum. Go away brunch on Sunday morning.

Registration and awards dinner will be at Charleston Inn located at 35 Lockwood Drive on the Ashley River.

"YOU'LL LEAVE YOUR HEART"

For information write to:

Raymond Pease
1886 Christian Road
Charleston, SC 29407



More Ma Bell

Corvanatics:

One of our Club members, Joe Darinsig, works for a local telephone company(GTE) and found this picture of a fleet unit. Joe commented that GTE often updates their manuals, but probably felt that the Corvan dimensions still closely match their current vans. Did I somewhere read that these telephone vans were special order 95's with Greenbrier windows on the right side only? -Jesse J. Wright, Central PA Corvair Club.

SECTION 075-225-10/

ISSUE 2

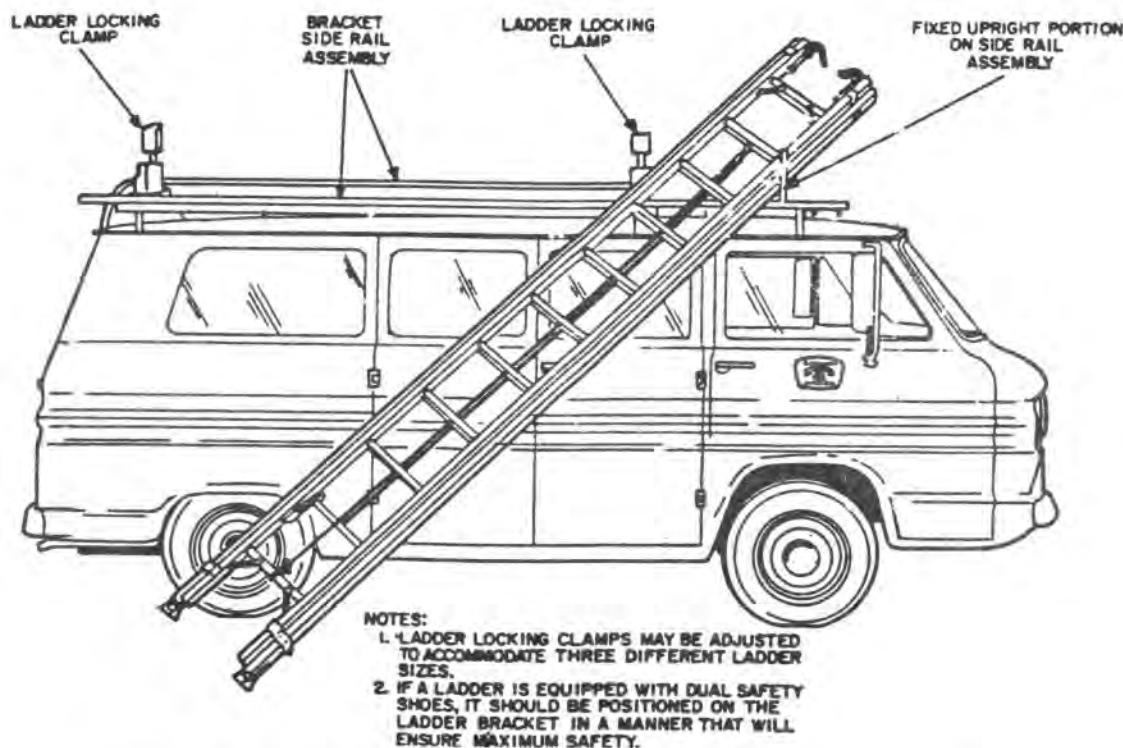


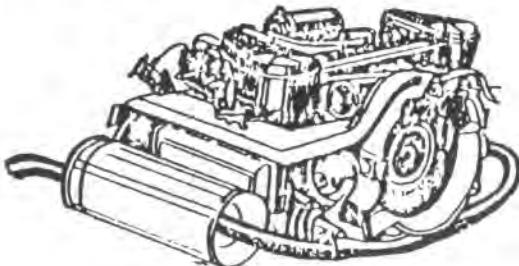
Figure 22. Placing Ladder on Roof-Mounted Ladder Bracket.

Recently I spent a week in Erie, PA attending school at the General Telephone Training Center, and found this Corvan picture in a thick book while we were covering some safety practices, "Station Installation and Maintenance Handbook". It was dated 9/80, but this particular page was dated June 1968. It is unusual!

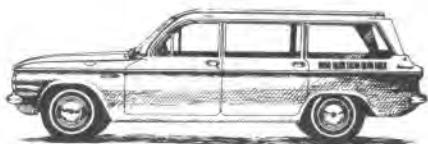
After three days, I saw one Corvair driving around town, and there weren't any advertized for sale in the local paper. Hopefully, they are all put away for the Winter, as Erie does get a lot of snow and c-o-l-d weather.

A nice place to visit but...

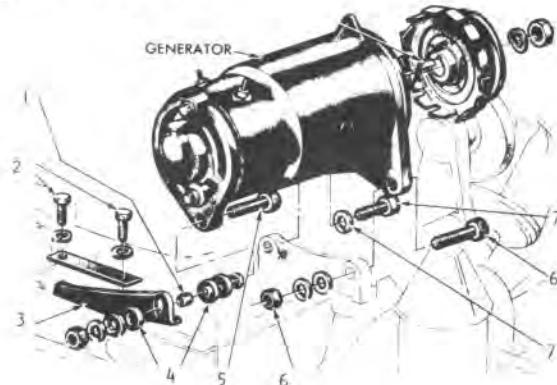
-Joe Darinsig, Central PA Corvair Club



Generator mounting '60-64



1961 LAKWOOD 700 STATION WAGON



CORVAIR AFFAIR

MIKE KNEPPER

★★ THE CORVAIR AFFAIR, by Mike Knepper, Motorbooks International (address above), 7½ x 9¾", 145 B&W illustrations, 152 pages, \$15.95.

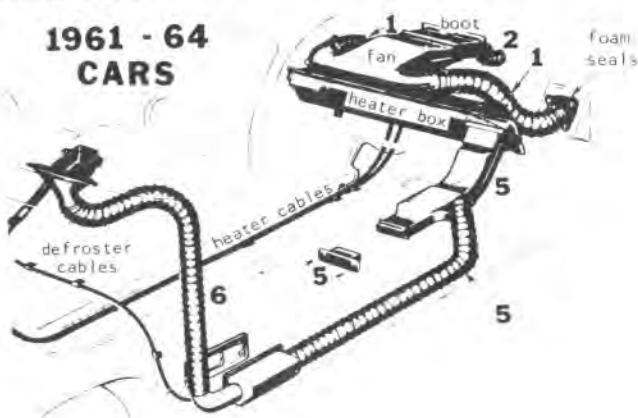
This is a good book as far as it goes, which isn't far enough. Presented as a comprehensive history, investigative reporting on the GM-Nader confrontation, and an unexpected but welcome backgrounder on Ed Cole and his fascination with rear-engine cars. But the primary sources lack much first-person interviewing, and are represented mainly by earlier quoted material. There are serious gaps in the story: the design of the 1965 Corvair, surely one of the best pieces of work in the postwar years, is covered in two pages. The appendix also suffers from a lack of detail. There is only a bare bones list of production figures (cars, Greenbriars, and trucks, period), condensed specifications, and original list prices but no options or accessories. Photos are of high quality but almost all are stock hand-out shots with few clay models and prototypes. Considering that the Corvair enjoyed only two basic design generations, this is too bad. Many were hits and misses of Corvair design before the final shapes emerged, enough indeed to fill another book this size. Doubtless it all has to do with publishing to a price. The price is reasonable, but a few dollars more would have allowed a respected professional more scope, resulting in the "complete history" we still don't have.

— Richard M. Langworth

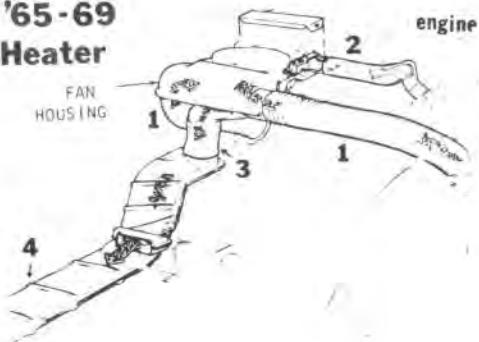
FROM — CAR COLLECTOR
JUNE '84

HEATER HOSES

1961 - 64 CARS



'65-69
Heater

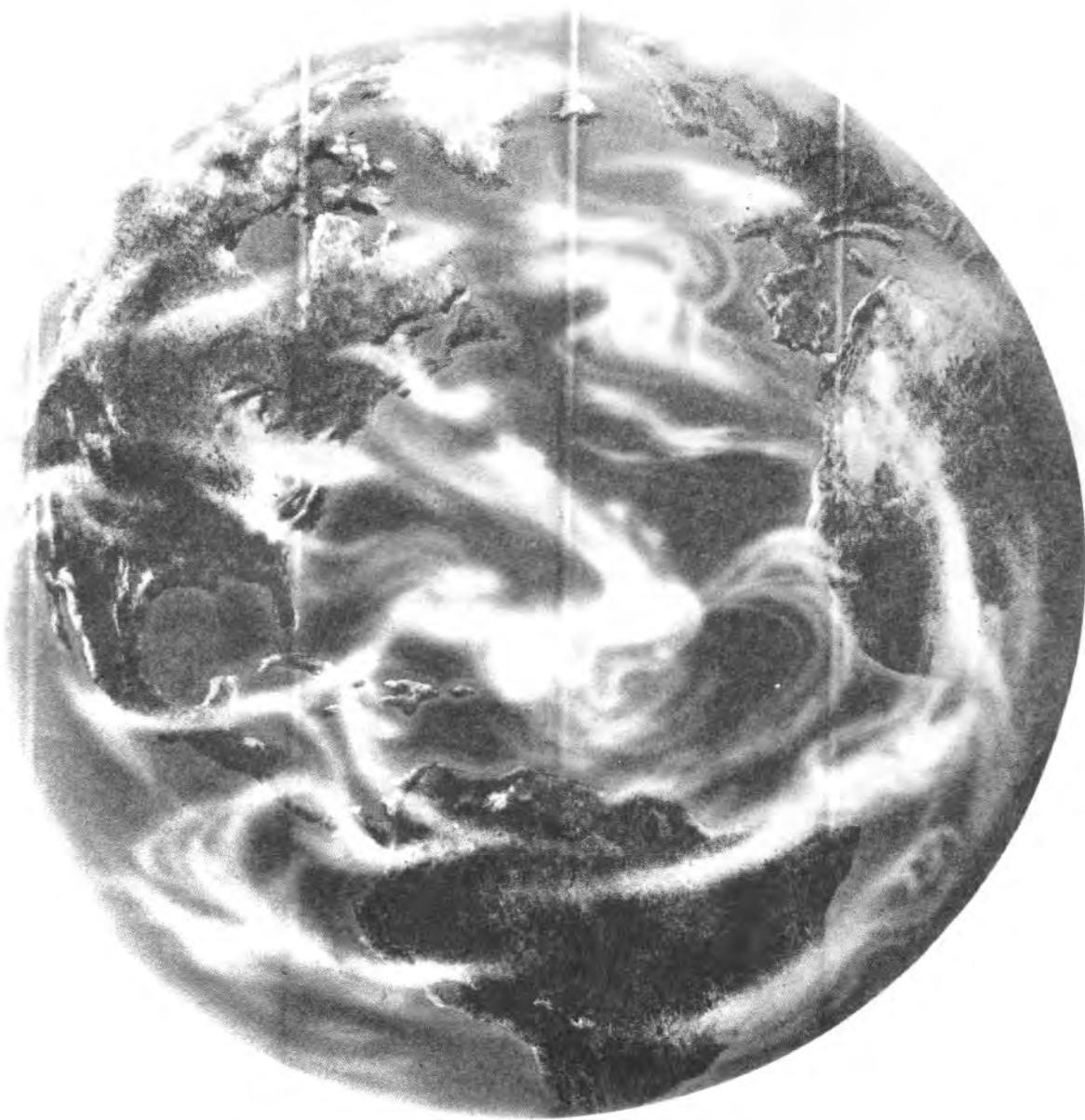


VULCAN CONVAIR ENTHUSIASTS
P. O. BOX 10371
BIRMINGHAM, AL. 35259-9071



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in this area...**



THE OIL DROP



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

JULY 1985

Published monthly by the Vulcan Corvair Enthusiast for its members and others interested in preserving the Corvair. President; Sheila Ranelli, Secty Jean Hinkle, Treas; Juanita Hathaway, Membership; Marie Drake, Activity; Ann Steadman, Newsletter; Bob Donley.

Happy Birthday
AMERICA

CELEBRATE SAFELY!



THE DRIVERS SEAT:

It's been a long time since you've heard from me, but it's also been a while since I've heard from some of you. I've missed you. We have had several things going on since our last newsletter. As you know we had a very nice outing at Grant and Mary Snead's. The rally was exciting and interesting. Some of us had a little trouble following instructions. Guess who! Richard Stolzman did a fine job and came in first. The club gave him a \$25 gift certificate from Clark's Corvair. Second prize was a \$15 Rich's gift certificate awarded to Frank and Stephen Ranelli. There was a questionnaire about points of interest on the rally. Gil and Betty Langswager answered the most questions correctly and received a set of spark plugs from Clark's Corvair. By the way Clark's donated these to our club. Good folks!

Our next event was a trip to Tannehill Park and an outing to Chattanooga Tn. Tannehill was a disappointment in that we only had one entry. Samantha Raneli entered her 66 Monza Coupe and won Best Of Class. This was a great show put on by the Dixie Pick-ups and Tannehill has something for the whole family.

I'm looking forward to a report from someone who went to Chattanooga. Any volunteers?

I would love to see more of our members out to our monthly meetings. Come out and help keep our club a solid organization.

This month the club will be having its annual picnic at Wald Park in Vestavia on 21 July at 1:00 PM. It is on Sunday this year to accommodate those who work on Saturdays. Everyone is invited to bring a dish to go along with

good hotdogs. I'm trying to put together a couple of surprises so if you are not there you will miss out. No promises of course.

We need some input as to activities for the remainder of the year. If you have any suggestions or comments, please call me or drop me a note. Anything you would like to see us do!!

A little reminder that Jean Hinkle has been sick for the past couple of months. We miss her desperately and hope she will be back to the meetings and outings soon. We love you Jean! Hurry back. I need my right hand man (woman/ person).

Sheila Ranelli, Pres

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

NEXT MEETING:

DATE: Friday 19 JUL 1985

TIME: 7:30 PM

PLACE: Homewood Library

PROGRAM: A rework of a differential.

LAST MEETING:

The meeting had a very small turnout with only 13 members present. The treasurers report showed a starting balance of \$1875.31 and an end balance of \$1761.70. The 22 June car show was discussed. The Ranelli Deli will provide the trophies for the Corvair classes. A thank you note will be sent to Clark's Corvair for the spark plug set that was given away as a door prize at the Sneads' outing in May. The outing was on the nightly news in Tuscaloosa. Chris Rothe will follow up on the new club banner to insure that we have it before Cheaha. There will be a demonstration on rear ends (Corvair, of course) in July and on manual transmissions in Aug.

OUTINGS:

The outing for July will be a picnic in Wald Park on 21 July at 1:00PM. Meat, buns, plates and napkins by the club. You furnish the covered dishes. Salads, vegetables, and desserts are needed. Also bring your drinks. The public pool will be available for those who want to swim.

RALLY TO TUSCALOOSA:

The outing to Tuscaloosa was a great

success!!! We didn't lose a single car or driver, (permanently, that is) and a great time was had by all. For those who missed it, what can I say? You missed a good time.

There was TV coverage, and for those who don't watch the Channel 33 News, we have a tape of the newscast. Watch for it at a meeting soon. You'll have a chance to see Sheila and others live on TV.

First prize went to Richard Stolzman driving without a navigator. He was the only participant who made all the turns just right and never got lost even once. Second prize went to Frank Ranelli. He almost made it but got lost once. Third prize went to the Langswagers for being the most observant and doing the best on the quiz that went with the rally.

There was some talk of a repeat--- Maybe around Aug 86 if there's enough interest. There must be one more way to get to Tuscaloosa. What am I saying? Of course there are more ways!! Some of you found several this year.

Grant Snead, Organizer

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

CLASSIFIEDS:

A gallon of OSPHO rust neutralizer is available from Skyco Co., 3125 Perkins Ave., Cleveland OH. 44114-4689 for \$9.45 plus \$3.31 shipping and handling.

Greenbriers for sale- 61 Runs good, body rust, \$250. 63 4 speed, excellent condition \$995. Frank Ranelli, 798-3787

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

WELCOME HOME REAGAN

Reagan Donley should be home from Guatemala where she spent the summer as an exchange student. Her parents will be glad to have her back home but it is understood that she has stated she wants to go back next year.

FROM THE KITCHEN

Golden Delicious Apple Cake by Alice Donley (served at the June Meeting)

2 Cups Flower

2 Cups Sugar

, 1 1/2 Tsp Soda

1 Tsp Salt
 2 Tsp Cinnamon
 Mix above ingredients together and then add:
 1 Cup Oil
 2 Eggs
 4 Cups Diced Golden Delicious Apples
 1/2 Cup Coconut
 1/2 Cup English Walnuts or pecans
 Mix well and place in ungreased 9x13 pan and bake at 350 for 45-50 minutes.

Topping

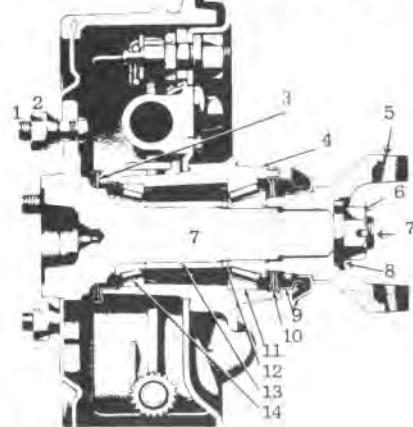
2 Egg Yolks
 1 Tablespoon Flour
 1 Cup Brown Sugar
 1/2 Cup Evaporated Milk
 1/2 Cup Coconut
 1/2 Cup English Walnuts
 1/2 Stick Oleo

Cook over medium heat to a boil. Boil five minutes stirring constantly. Pour over cake and allow to cool. PIG OUT!!

MISSING MEMBERS:

We have missed Buck and Jean Hinkle at the last couple meetings. We understand that Jean has not been feeling up to 100%. Hope this newsletter finds her well enough to come to this month's meeting and the picnic. Jean I promise you I won't say anything about all the patches on your jacket if you'll just come back to the meetings.

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
 XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

**REAR (WHEEL) BEARINGS****1965-69 car -**

1. LUG STUD
 2. LUG NUT
 3. OUTER SEAL
 4. BEARING SLEEVE
 5. SPINDLE YOKE
 6. SPINDLE NUT
 7. DRIVE SPINDLE
 8. FLANGE NUT WASHER
 9. DUST SHIELD
 10. INNER SEAL
 11. INNER BEARING
 12. SHIMS
 13. INNER BEARING SPACER
 14. OUTER BEARING
- 3

Have you ever wondered just what the Formula One drivers use for their personal cars? Yes? Well, most of them have at least one Mercedes since Mercedes feels it a good merchandising ploy that the hot shoes drive one of theirs. And, probably they are right. However, back in the early sixties, one of the top drivers drove a Corvair. That's right. A Corvair!

Dan Gurney, one of the top drivers during the sixties, was driving for the Porsche team on Sundays and for himself the rest of the week. His car of choice was a 1962 Corvair Spyder convertible and his comments on the car are still of interest:

What it was

... it's not a sports car. It's something different. It's nice and I've driven it all around Paris, across to Stuttgart and even around the Nurburgring. The car is a lot better than you might expect it to be. I really don't know how to place it. It's sporty in a way, but sort of has that Detroit luxury air too."

On handling

"... it goes around corners like those at the Nurburgring nicely. It corners flat, I mean. You have to run quite a lot of differential in the tire pressures if you are going to drive quickly. I have about 38 pounds in the rear and 28 in the front. They recommend a lot less. The normal pressures give you a real nice ride but the tires squeal and the car will use up a lot of road."

The heavy duty suspension option

".. I felt when I drove the car from Paris to Strasbourg that the heavy duty suspension was a little too heavy for the undulating French roads. Kind of jars you around. I think it would be better with maybe the standard suspension in front. I don't know what they've done to the rear but it's just about right."

On comfort

There is plenty of room for me (6'4" tall)."

On the turbocharged engine

"..the torque at the top is the most pleasant part of it. It has very, very good acceleration from about 65 to 100 mph. For freeways or something like that, well it's really nice. In low or second you don't get quite as much effect from the turbocharger because the car accelerates almost as fast as the little turbine does and the blower can't stay with you enough to give much boost."

What would you change?

".. I would soften that front suspension and might try different tires (ed. remember, this was before radials for Corvairs). Maybe lower the front a hair. Otherwise I think I would leave it pretty well alone. I haven't had a bit of trouble, even with little things."

Corvair 95 Styling

Bob Kirkman's wonderful plaster Corvair truck model opens up an area of Corvair development on which I think I can shed some light. The design of our 95's paralleled that of the Corvair passenger cars right from the very beginning.

Work on the XP-76 "Suburban", or "Holden Suburban" began in Ned Nickle's styling studio early in 1957 at the same time that the earliest sketches of the cars were being made. Originally the vehicle was intended to be more car-like and primarily function as a station wagon, using sedan-type bumpers, lights and trim.

Harley Earl, then GM's Vice President of Styling, had been greatly impressed by the earlier GMC L'Universelle show truck, and was primarily responsible for pushing the Corvair truck design to fruition. Early renderings done by Carl Renner, of Nomad wagon design fame, were even less like the final production design than the early full-size clay models that first appeared in October of 1957. The particular "buck" that Ken Krol keenly spotted in Special Interest Autos went through several facelifts, and photos #1 and #2 are of the model as it appeared in December.



PHOTO #1 12-19-57

The truck we know didn't take form until the Fall of 1958, and it would be

From CORVANATICS

from that period that Bob's model comes.

Photos #3 and #4 are of the fiber-glass mock-up at the final management presentation of the Corvair line. The sedan in one photo was actually much closer to production than the van, which you can see is half Greenbrier and half Corvan, like Bob's model, and which still had more design changes to be made: the rear bumper; separate taillight housings; air scoops and the rear door and windows.



PHOTO #2 12-19-57

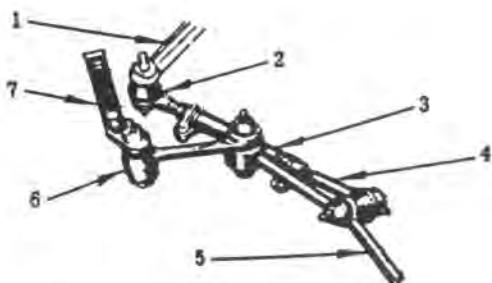
This last feature was intended to be a swing-up wagon-type door from the very beginning, but it was a much taller gate than the VW's, and not as practical on a commercial van as two conventional doors. Ford's English import, the Thames van, had swing-out doors in the rear, and if you look close, you can see a Thames sitting behind the Corvair mock-up. There was also a VW in the same room for comparison.

The air inlets were originally conceived as scoops, but Chevy's Engineering Department had no trouble proving that better cooling could be had with flush louvers. As Bob says, they were tried in every location, and the lower position shown in the 1959 photos seemed to have favor. Even the Lakewood prototypes, built in near-final form by July of that

WHEEL

Wheel	60-61	3789560
	62-63 exc.	3790693
	Wire (Knock-Off)	3838280
Adapter, Wire Wheel		3835284-3
Hub Cap, Small	60-61	3793575
	62-63	3796742
	64	3840162
Wheel Cover, Large		
60		3784817
61		3796149
62 (Less Emblem)		3796757
63 except		3821404
(Wire Type)		3820245
64 except		N.A. (Use one of Pkg.)
(Wire Type)		3855383
Cover Unit, Acc. Pkg. of 4 Covers		
62 except *		985257
(Wire Type)		985373
63		985424
64 (except Wire Type)		985821
(*For Monza also use 3814493 Emblem)		
Trim Ring	60-61	6257052
Emblem	62-63 except	3814968
	Monza	3814493
	64 except	3840306
	Monza	3840302
	Spyder	3840304
Ornament (For Wire Wheel)		3814757
Hub, Front Drum		3790279
Drum, Front Brake		
Std.	60-63	3830094
	64	3851280
w/Met. Lin.	62-63	3830095
	64	N.A.
Drum, Rear Brake		
Std.	60-63	3793482
	64	3850107
w/Met. Lin.		3824714
Back Plate, Brake Shoe		
Front	60-63	3832523
	64	3850103
Rear	60-62	3786846-5
	63 Early	3823358-7
	64 & Late 63	3849944-3
Hose, Brake	Front	764893
	Rear	6256193

STEERING LINKAGE



1. Arm, Strg. Knuckle		6255542-1
2. End, Tie Rod (Short)		
60-61	Rt.	3790261
	Lt.	3790672
62	Rt.	3790672
	Lt.	3790261
63-64	R/L	3826596
3. Sleeve		3740858
4. Tie Rod (Long)	60-62	6256524
	63-64	3827117
5. Relay Rod		
60 Early		6256573
60 Late & 61-64		3777825
6. Idler Arm		3829078
7. Support, Idler Arm		3779414
Pitman Arm		6255787

STEERING GEAR

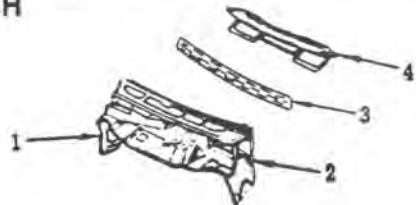
Wheel, Steering		
60-61	Std.	Black Red Gray Turq. Blue
		766200 - 202 - 204 - 206 - 208
	Monza	Blue Green Fawn
		766224 - 228 - 230
62		Gold Blue Red
		769167 - 768246 - 768247
63		Red Blue Saddle
		770065 - 066 - 067
62-63		Aqua Fawn Black
		768171 - 245 - 248
64		Fawn Aqua Red Blue Saddle Black
		9740508 - 509 - 510 - 511 - 512 - 513
		Red & White 9740514
		Walnut Wood Grain 9741032
Ring, Horn		
Monza		765911
Conversion Pkg.	61-62	3822667
	63	3822667
	64	3845619
Button or Cap, Horn Blowing		
Std.	60-61	3782644
	62-63	3782644
	64	3841874
Monza	60-62	765914
	63	3818749
	64	3841871
All	Turbo charged	3818722
64	Wood grained wheel	3845287
Mast Jacket		3819652
Shaft, Steering Upper		6255906
Shaft, Steering Lower		
60-63	w/Ball Nut	5674988 O/H
	Less Ball Nut	5674960 O/H
64	w/Ball Nut	5678922 O/H
	Less Ball Nut	5678923 O/H
Coupling		6256937
Gear Assembly		5674990
Housing, Gear	60-63	5674022
	64	5678909 O/H
Shaft, Pitman		5673118
Cover, Housing		5674020
Adjuster, Worm		5673101

WINDSHIELD

Glass except	C	6275914	(Car Mfr.)	(Glass Cu.)
	T	6279575		W585
S/W	C	6279079		W613
	T	6280355		
Rubber Channel, W/S Glass				
Sedans	Std.	6276687		
	Dlx.	6276688		
S/Wagon	Std.	6279772		
	Dlx.	6279773		
Moulding, W/S Reveal		(Use Glass time)		
Upper except		6276457		
	S/Wagon	6279489		
Side except		6276438-9		
	S/Wagon	6279487-8		
Lower All		6276458		
Moulding, Side Pillar Finish				
Convertible		4871752-3		
Moulding, Header Finish				
Convertible Side R/L		4871268-9		
	Center	4871270		
Moulding, W/S Garnish				
Upper R/L (exc. S/W)		6276374-5		
	S/W	6279425-6		
Lower Side R/L		6277060-1		
Lower Ctr. Rt.		6277056		
	Lt.	6277057		
Wiper, Windshield				
Arm		6256579		
Blade Anco		3779741		
	Trico	3819071		

CORVAIR 60-64

COWL and DASH



1. Cowl & Dash	60-62	4852479
	63-64	4402202
2. Panel, Cowl Side		(See Front Fender)
Lower Side		
Side Vent	60-63	4887710-1
	64	4432017-8
Frame, W/S Upper Inner (Time w/Roof removed)		
60		6276268
61 (exc. S/W)		6280639
62-63 (exc. S/W & Conv.)		6283999
61-62 S/W		6280659
62-63 Conv.		4874099
64 except		4431876
Conv.		4431897
3. Grille, Cowl Vent		6275604
4. Panel, Instrument		
60-61 (See Note *)		6282596
60-64		6284345
(*Note - Use w/Hook Type Compt. Door Stop)		
Door, Glove Box		
Std.	Early	6280983
	Late	6283494
Dlx.	60	6277041
	61 Early	6280981
	Late	6283496
	62	6284015
	63	4876076
	64	4409928
Monza	60-61 Early	6283979
	61 Late	6283497
	62 except	6284017
	w/Turbo	4873941
	63	4401636
	64 except	4409929
	Spyder	4409927
Hinge Pillar		(See Front Fender Section)

FUEL TANK

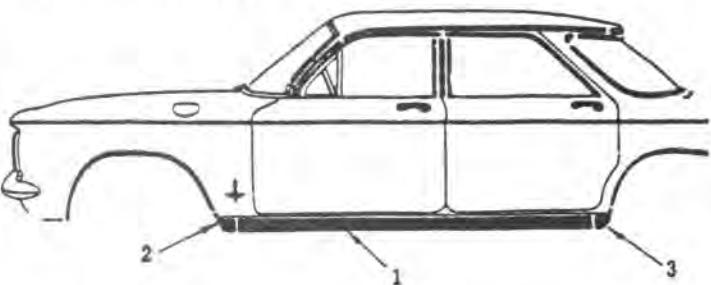
Tank	60	6257752
	61-64	3785035
Filler Neck	60	6257757
	61-64	3785828
Mtg. Strap		6257682
Hook Bolt		6257681
Gauge, Tank Unit	60	5641143
	61-63	5641645
	64	6425419

ROCKER PANEL

Panel, Outer Assembly		
2 Doors exc.		4862086-7
Convertible	62	4866894-5
	63	4872245-6
	64	4413682-3
4 Doors		4862082-3
Panel, Inner		
Front	60	6278572-3
	61-64 (exc. Conv.)	4888456-7
Rear	60	6279528-9
	62-64 (exc. Conv.)	4862132-3
Inner Conv.		4866880-1

Cont'd.

ROCKER PANEL , Cont'd.



1. Moulding, Rocker Finish (w/Clips)		
60-61 except		3782973 (A)
Monza		3787466 (B)
(700 & 900)		3816398-7 (C)
(500)		3782973
Monza		3824712-1
63 except		3824734
Monza		3824712-1
64 except	R/L	3843383
Monza	R/L	3843546
Moulding, Rocker Extension (*Also listed in Fender Section)		
2. Monza Front		*3843548-7
3. Rear		3843550-49
Sill Plate, Door Opening		
Front	60 2 Doors	6279162-3
	4 Drs. (Steel)	6278902-3
	(Alum.)	6279142-3
61-64 2 Door		6282417-8
	Conv.	4871383-4
	4 Door	6282415-6
Rear	4 Drs. (Steel)	6278897-8
	(Alum.)	6279144-5
CLIPS: (A)	8 (60)	3782471
	(61)	3787328
	(B) 8	6280624
	(C) 6 Ret.	3792178

CENTER PILLAR

Pillar except		4890790-1
S/W		4857792-3
Filler, Lower Rocker		6276465
Scalp	4 Dr. Monza	6276346-7

FRONT HINGE PILLAR
(Part of Front Fender See Front Fender)

SEAT GUIDES

Adjuster, Wide Seat		
60-61 Rt.		6279748
	Lt.	6279750
62-63		4866770-1
Rt.		4844640
	Lt.	4862066
64		
Adjuster, Bucket Seat		
60-61 Pass.	Rt.	6283134
	Lt.	6279737
Driver	Rt.	6279737
	Lt.	6279738
62-64 Monza (exc. Conv.)		
Pass.	Rt.	4452395
	Lt.	4854316
Driver	Rt.	4854316
	Lt.	4866771
62-64 Monza Convertible		
Pass.	Rt.	4402333
	Lt.	4854316
Driver	Rt.	4854316
	Lt.	4402334

year, carried similar louvers just behind and above the rear wheel well openings. But engineers working on engine development found that too much dirt entered this way, and insisted that the openings be raised. A much more aesthetic design resulted!



PHOTO #3 2-19-59

I know of no "second generation" Corvair truck work either. There were some hideous facelifts proposed for 1962 and 1963 95's, so that they would parallel the "look" of the conventional truck line's styling theme, but no major redesigns.



PHOTO #4 2-19-59

Chevy needed a more conventional, cheaper van using more standard parts and the Chevy Van resulted, just as had the Chevy II been a re-

turn to cold, economical reality at Chevrolet in the face of the Falcon car. But this time the about face was brought on by the dull-witted but very successful Econoline.

The Corvair Van was probably the most ingenious truck of its type ever built, and probably no other manufacturer could have afforded to risk such an expensive design on a new market. The history of its development is as fascinating as the truck itself.

DAVE NEWELL
CORVANATICS HISTORIAN

Whatzit?



The item pictured above is a genuine Forward Control option. It was spotted at the Palm Springs Fan Belt Toss Swap Meet by Corvanatic Curt "Eagle Eye" Stanley. After picking the brains of our entire group he finally let us in on what this odd item was. Give up??? The mystery item was a part of a very obscure safety option and was used to store four spare road flares! It mounted behind the front seat.

VULCAN CORVAIR ENTHUSIASTS
P. O. BOX 59071
BIRMINGHAM, AL. 35259-9071



FRANK & EDNA THOMPSON
3418 SAGEBROOK LA
BIRMINGHAM AL 35243



nobody does it better!



THE OIL DROP



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

AUG 1985

Published monthly by the Vulcan Corvair Enthusiast for its members and others interested in preserving the Corvair. President; Sheila Ranelli, Secty; Jean Hinkle, Treas; Juanita Hathaway, Membership; Marie Drake, Activity; Ann Steadman, Newsletter; Bob Donley.



THE DRIVERS SEAT:

Hi folks! Let me start off with some bad news. We had a call from the Homewood Library about our July meeting. The back hallway and upstairs hallway were quite a mess. It seems that some of the children had some mischievous fun with wet paper towels and sodas. Nothing real serious, but the Hathaways and I had to go over on Saturday morning and do a cleanup. The head of the library, Mrs. Summers, said the cleanup was satisfactory; however, the incident may put in jeopardy our use of the library. The Library Board meets the third Monday, so we should know something after that about whether we will be able to continue using the library as a meeting place. They will give us a month's notice regardless. There will be more discussion on this at this month's meeting.

This month we have a tentative pool party scheduled at the Hartlines' on Aug 24. I'll let you know for sure when it's confirmed. Rain date will be Sept 7.

Our club picnic at Wald park seemed to be a big success. We had some good food and great fellowship. It was a beautiful day and the facility is so nice. Thanks again Bill Thurman for your help. We have talked about having an outing in Sept and then taking off the month of Oct to prepare for Cheaha. Please give Cheaha some serious thought. We are going to have to do some spectacular things to top last year. Come on we have some brainy folks! Put your heads to work and let's have a meet that will knock some socks off in this region.

Thanks to everyone again for Your continued support. LOVE YA'LL!

Sheila Ranelli, Pres.



NEXT MEETING:

DATE: Friday 16 Aug 1985

TIME: 7:30 PM

PLACE: Homewood Library

PROGRAM: A rework of a manual transmission.

LAST MEETING:

I received no minutes however I understand that there was an excellent turnout. I also was told that the tech session on the differential was not given since the presenter did not make the meeting.



Meeting Notes

OUTINGS:

By the time you read this the National in Houston will be over. We had several members indicate they planned to attend so we expect to hear a lot at the Aug meeting.

A pool party at the Hartlines on 24 Aug if all goes as planned. More on this as it is confirmed.

20-22 Sept Hoosier Auto show, Indianapolis, IN.

5 Oct Landmark Park, Dothan AL. Dick Witkos of our club will host a cookout for Corvair enthusiast at his house after the show. It was a great outing last year. Dick please try to get the Corvairs in the grassed area this year instead of the cornfield.

25-27 Oct Winston-Salem Corvair Affair. Winston-Salem, NC

ANOTHER CORVAIR RESCUED:

A week or so ago I saw an add for a 67 Monza Convertible in the local Bulletin Board. I inquired about it. The kid wanted \$1500 for it but it definitely wasn't that quality of a car. I made him an offer and I guess he just couldn't refuse because about a week later he called and said it was mine if I wanted it. I took it! Can you believe the words Alice said when I came driving another Corvair into our crowded driveway.

It is white with white top and blue interior. It has air, automatic transmission, power top, AM-FM radio, astray light, trunk & hood lights. I have already transferred some of the goodies to my 66 Convertible. I plan to fix this one up to drive to work and not as a show car.

Bob Donley

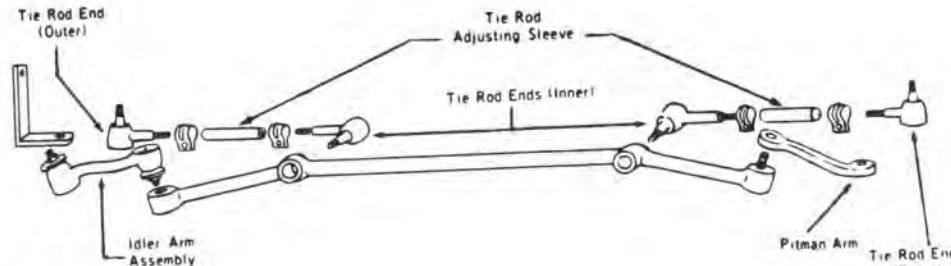
WELCOME BACK JEAN:

It was good to see Jean Hinkle at the Wald Park picnic. We're all glad to see that she is feeling better. I was really disappointed when she didn't have her Corvair jacket on. Maybe it was a little warm for a jacket at 94 degrees.

LETTER TO CORSA:

I have sent a letter to CORSA recommending they establish a policy for the club on exactly what should be allowed in a daily driven class. I recommended they require a person to put at least 2,400 miles on a car per year to be in that class at a club sponsored event. I also gave them a suggested method of keeping track of the mileage on each car. I hope they discussed it at the Board of Directors meeting in Houston.

CORVAIR MONZA



FRONT DOOR



Door Shell, Less Trim & Hdwe.	
2 Dr. Sedan	4408540-1
Convertible	4408544-5
4 Dr. Sedan	4408542-3
S/Wagon	6282066-7

Panel, Outer Repair	
2 Dr. Sedan	Rt. 6277992
	Lt. 4897357
Convertible	4872220-4898375
4 Doors	6279458-9

Weatherstrip, Around Door	
Coupe	4848498-9
Convertible	62 4868685-6
	63-64 4401250-1
4 Dr. Sedan	4401243-4
Station Wagon	6279826-7
Hinge, Upper	60-61 4848384-5
	62-64 4848384-5
Hinge, Lower	60-61 4848386-7
	62-64 4848386-7
Lock Assembly	60 6276442-3
	61-62 6278512-3
	63-64 4885698-9
Striker Plate	60 6278547-8
	61-62 6278510-1
	63-64 4885742-3
Cyl. Unit (Uncoded)	3775430
Handle, Outside (Less Push Button)	
60-61	Rt. 4305786
	Lt. 5712743
62-64	5712742-3
Push Button	4304968
Handle, Inside except	5631206
Monza	4753532

VENT GLASS & PARTS

Glass, Door Ventilator	
Sedan & Cpe.	C 6276436
	T 6279583
Conv. & S/W	C 6279236
	T 6280360

Ventilator Assy., Less Glass (Incl. R&R Glass)	
2 & 4 Dr. Sedan	6276434-5
Convertible	4871152-3
Station Wagon	6279234-5
Channel, Vent Sash	
2 & 4 Dr. Sedan	4305302-3
Convertible & S/W	4307734-5
Weatherstrip, Vent Outer	
2 & 4 Dr. Sed.	4305282-3
Convertible & S/W	4307312-3
Frame, Vent Outer	
Convertible	4871146-7
Division Channel, Door Vent	
2 & 4 Dr. Sedan	4308098-9
Convertible	5714350-1
Station Wagon	4309300-1

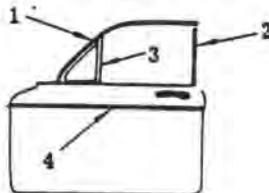
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FRONT DOOR, Cont'd.

DOOR GLASS & PARTS

Glass, Door Window	(Car Mfr.)	(Glass Co.)
2 Dr. Sedan	C 6277645	2297T
	T 6279576	
Convertible	C 4873850-1	4375T
	T 4873852-3	
4 Dr. Sedan	C 6276139	2299T
	T 6279577	
S/Wagon	C 6279417	4308T
	T 6280356	
Channel, Lower Sash		
60 2 Doors		6277651-2
61-64 2 Dr. Sedan		4865489
Convertible		4871144-5
60-64 4 Doors		6279478
Regulator, Front Door Glass		
2 Dr. Sedan		6283237-8
Convertible		4871056-7
4 Doors	60	6276240-1
	61-64	6279841-2
Handle, Regulator except		6275958
Monza		4807923

MOULDINGS & TRIM



1. Scalp, Upper	
Monza 2 Dr. Sedan	6279860-1
Monza 4 Dr.	6276342-3
2. Scalp, Rear Vertical	
Monza 2 Dr. Sedan	6279854-5
4 Dr.	6276334-5
3. Scalp, Division Channel	
Inner except	4305038-9
Conv. & S/W (62)	5714286-7
S.W. (61)	5714286-7
Outer except	4305040-1
Conv.	5714284-5
S.W.	4307328-9
4. Side, Outer on Ridge	
60-61 2 Dr.	6257944-3 (A)
4 Dr.	6257520-19 (A)
82-63 (exc. Monza 2 Dr.)	3817050 (B)
64 (exc. Monza) R/L	3851361
CLIPS: (A) 60 (4)	4783680
61 (4)	6282515
(B) (2)	4751625

ROOF



Panel, Roof Top Less Drip Midg.

2 Door	6277312
Extension	6277313-4
4 Dr. Sedan	6275641
Station Wagon	6278319
Extension	6278326-7

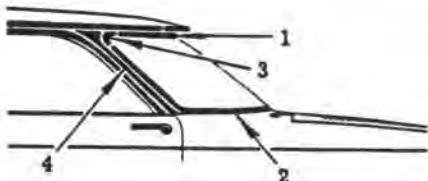
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CORVAIR 60-64

ROOF, Cont'd.

Rail, Side Outer		
2 Door	6277722-3	
4 Door	Std. 6282951-2	
	Dlx. 6282953-4	
S.W.	6283298-9	
Rail, Side Inner		
2 Door	front 6277336-7	
	rear 60-63 4894896-7	
	64 4411396-7	
4 Door	60-63 6282948-9	
	64 4411392-3	
S.W.	6281358-9	
Drip Moulding, Side Rail		
2 Door	6278002-3	
4 Door	front Std. 6278455-6	
	Dlx. 6278457-8	
	rear Std. 6278459	
	Dlx. 6278460	
S.W.	front 6279318-9	
	rear Std. 6279320-1	
	Dlx. 6282962-3	
Drip Moulding, W/Shield Side Pillar		
2 Dr.	Std. 6277715-6	
	Dlx. 6277717-8	
4 Dr.	Std. 6276328-9	
	Dlx. 6276440-1	
S.W.	Std. 6279483-4	
	Dlx. 6279485-6	
Scalp, Drip Moulding (Dlx. Models)		
2 Door	6278123-4	
4 Door	front 6276444-5	
	rear Rt. 6276446	
	Lt. 6276447	
S.W.	side 6279312-3	
	escutcheon 6282591	

BACK WINDOW

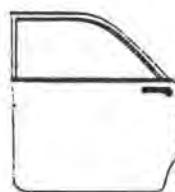


Glass, Back Window	(Car Co.)	(Glass Co.)
2 Door C 6277685		B3061
	T 6279582	
4 Dr. Sed. C 6276151		B3029
	T 6279581	

Rubber Channel, B/W Glass	
2 Door Std. 6279091	
	Dlx. 6278531
4 Dr. Sedan Std. 6276706	
	* Dlx. exc. 6276707
	62-64 4867674

1. Moulding, B/W Reveal	
Upper R/L 2 Door	6281351-2
	4 Door 6276425-6
2. Lower R/L 2 Door	6278062-3
	4 Door 6276427-8
Side R/L 2 Door	6281353-4
3. Escutcheon, Reveal Midg.	
Upper Corner 4 Door	6276471
Upper & Lwr. Ctr. 4 Door	3818416
4. Scalp (on Lock Pillar)	
Monza 4 Door	6283542-3
Moulding, B/Window Garnish	
2 Door R/L 6278228-9	
4 Door Upper R/L 6276494-5	
Panel, B/Window Inner Metal	
Center 2 Door 60-62 6278168	
	63-64 4405624
	4 Dr. Std. 6278451
	Dlx. 6278452
Side 4 Dr.	6278478-9

REAR DOOR



Door Shell, Less Trim & Hdwe.

4 Dr. Sedan	60	6279792-3
	61-64	4408546-7
S.W.		6282513-4

Frame, Outer Panel, Outer Repair	6279450-1
	6282072-3

Hinge, Upper	60-61	6276353-4
	62-64	4848398-9

Lower	60	6276355-6
	61-64	6282643-4

Lock Assembly	60	6276430-1
	61-62	6282148-9

Striker Plate	60	6278547-8
	61-62	6278510-1

63-64	4885742-3
Handle, Outside Less Push Button	

60-61	Rt.	4305786
	Lt.	5712743

62-64		5712742-3
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Push Button		4304968
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(See Front Door)

DOOR GLASS & PARTS

Glass, Door Window	(Car Mfr.)	(Glass Co.)
4 Dr. Sedan	C 6276117	2300T
	T 6279578	

Station Wagon	C 6279309	4309T
	T 6280357	

Sash Channel, Lower		
4 Door	Sgl. Arm 6276115-6	

Dbl. Arm R/L	4873427
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Regulator, Door Glass		
4 Door	60 Sgl. Arm 6276242-3	

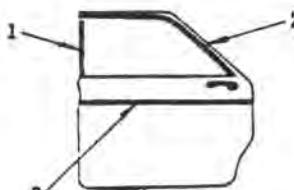
Dbl. Arm	6279628-9
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61-63	6280388-9
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Station Wagon	6279435-6
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(See Front Door)

MOULDINGS & TRIM



1. Scalp, Front Vertical 6276334-5

2. Scalp, Upper 6276310-1

3. Side, on Ridge 60-61 6257514 (A)
64 R/L 3851362

CLIPS: A (4) 4782005

Tech Topics



ROOF RACKS: CORVAN AND GREENBRIER

WALLY BRENNEMAN ASKED WHERE THE ACCESSORY ROOF RACK SHOULD GO. CENTER, OR AT THE REAR. I THOUGHT THE ANSWER WAS IN ILLUSTRATIONS IN CHEVROLET'S "COMPLETE GUIDE TO CUSTOM FEATURES FOR THE CHEVY CORVAIR GREENBRIER SPORTS WAGON". THREE PLACES IN 1961, IT IS ILLUSTRATED REARWARD, ABOVE THE REAR QUARTER WINDOW. HOWEVER, THE ACCESSORY KIT #988398 HAS INSTRUCTION SHEET #3795409 THAT SAYS THE ROOF SLATS ARE TO BE 37-1/8" (YES, 1/8"!) REARWARD OF THE W/S DRIP MOULDING. THAT PUTS IT ABOUT CENTER; ABOVE THE CENTER DOORS. THAT WOULD BE THE OFFICIAL LOCATION.

I KNOW MOST ALL GREENBRIERS AT CHEVROLET ENGINEERING HAD THE RACK INSTALLED ABOVE THE CENTER DOORS. I ALWAYS HAD MINE MOVED SOMEWHAT REARWARD FOR A REASON. BY TAKING OFF THE FRONT RAIL BAR, I COULD MOUNT THE ACCESSORY ROOF TOP TENT NESTLED A BIT INTO THE RACK. I STILL HAD HALF A RACK LEFT TO CARRY "STUFF". MY POSITION WAS ABOUT HALF WAY BETWEEN WHERE IT WAS SUPPOSED TO BE AND WHERE THE INCORRECT ILLUSTRATION SHOWED IT TO BE. MEMORY IS DIM, BUT I BELIEVE IT WAS NOT PUT ALL THE WAY BACK IN ORDER TO KEEP SOME WEIGHT ON THE FRONT AXLE, AND THE FRONT BAR WOULD HAVE TO BE REMOVED REGARDLESS. THERE MAY BE SEVERAL VEHICLES STILL RUNNING AROUND THAT WERE SOLD OUT OF ENGINEERING LIKE THAT.



technotes

Here is a tip that I haven't seen before.

FOOLPROOF (?) ADJUSTMENT OF VALVES

In the normal direction of rotation, turn the engine to 0° TDC on either cylinder #1 or #2. (The timing mark looks the same in either instance). Removing spark plugs makes this much easier. Remove valve covers, loosen valve adjustment nuts until the top of each nut is flush with the top of its stud.

Remove distributor and pressurize oil system with drill motor and oil pump priming rod. Tighten each adjustment nut down until pushrod cannot be easily rotated between thumb and forefinger. Do not go past the point where this just starts to happen. If you think you may have tightened too far, back off nut, pressurize oil system and try again. Occasionally rock the rocker arm from side to side to be sure it doesn't bind off-center.

After adjustment of all 12 valves in this manner, rotate the engine manually in normal direction to 0° TDC on the opposite cylinder. Pressurize the oil system.

Readjust any loose rocker arms. There should be 6 of them this time. If there are more, you may have leaky lifters.

If you don't want to adjust valves again for a long time, now tighten all 12 nuts one full turn tighter (no more!) past this "zero lash" point.

If you like to "spin" your engine and you are concerned with valve float, tighten only 1/3 to 1/2 turn past "zero lash".

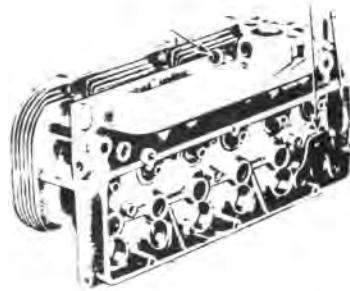
Replace distributor. The rotor should now be 180° from where it was when you removed the distributor.

When replacing the valve covers, clean both gasket surfaces and install new gasket. When tightening the bolts, do not tighten so hard that the center of the spreader touches the cover. Leave a .005" gap.

Congratulations, you have now adjusted the valves without ever knowing which was which!

THANKS to David Hebert, Corsa Northwest

**IT WON'T HAPPEN
UNLESS YOU
MAKE IT HAPPEN!**



THE ULTIMATE BRAKE JOB

Well, kids, there are probably a lot of you out there who are having the same problem as I am with the 20 year old brake system on my Corvair. Of course by now you have all heard of the miracles of silicone brake fluid which reduces the corrosion in the brake system when you have changed over to it due to the fact that it does not absorb water. For those of you who do not realize this fact, your brake system is constantly absorbing water and it is this water which causes rust, failed wheel cylinders, leaking master cylinder, and introduces the possibility of a brake vapor lock and failure of your brakes altogether. That regular old brake fluid which we have all used for years is only good for maybe 2 years or so. Continued use in our 20 year old cars will undoubtedly cause the familiar problems of pitted wheel cylinders, corroded brake cylinder pistons, leaking master cylinder and plugged brake lines.

New wheel cylinders are no longer available, however Clark's reproductions are currently available at a cost of around \$20 each. The master cylinder costs around \$40 and new brake lines and hoses will cost upwards of another \$100.

The alternative to all of this is repair our existing parts and rust prevention thru the process of cadmium plating. Badly pitted wheel cylinders should be replaced prior to cadmium plating of the wheel cylinder and a trip to "Pick your parts" might be in order. Each wheel cylinder is different, so make sure you have a complete set. Another alternative for badly pitted cylinders is to go ahead and have them plated and then send them off to White Post Restorations in White Post, VA. For \$28 each you can have them fitted with brass sleeves. You should also have the wheel cylinder brake rods, bleeder valves, self adjusters, pistons and other steel parts plated at the same time. Prior to plating, wheel cylinders should be completely disassembled, honed and as much rust removed as possible. I suggest overnight in navel jelly or parts cleaner.

While your waiting on the platers, send off to Clark's for new spring kits. Purchase your brake shoes locally (saves shipping costs), have the drums turned and make any necessary repairs to the brake backing plate surfaces. Marty Katz, Corvair Obsolete, sells cylinder rebuild kits (pistons not included) and Pep Boys has your silicone brake fluid for just over \$12 a quart.

I personally do not recommend metallic lining as they tend to run too tight with self adjusters. They also tend to rust and they do increase the wear on your drums. Heavy duty shoes will be cheaper both initially costing almost 1/2 less and in the long run in the price of drums. In addition unless you change the front wheel cylinders over to the 1" cylinders, will stop your car just as fast.

North Texas Corvair Association
Transaxle Telegraph June 84

MILDEW REMOVAL by Dave Wright

Ideal for cleaning mildewed door panels, headliner, sunvisors, etc.:

1 Cup Clorox
1 Cup Tide to gallon of water.

Apply with brush or scrub hard. Wipe or rinse.
Removes even old mildew stains.
- Central Virginia Corvair Club, Prince George, VA



CLUTCH MODIFICATIONS by North Coast Corsa "HOT AIR"

Corvair engineers designed the transmission input shaft to be a torsion spring and it twists to absorb the shocks. In high performance driving of Corvairs, the spring campering built into the shaft often proves to be inadequate. What to do? In 1973, GM started building a spring center clutch! Now this part isn't listed as a Corvair part, but upon close inspection the facings are exactly the same. The disc fits inside the pressure plate just the same as the stock one. The only modification needed is the removal of 3/16th" of the spline hub on the flywheel side of the disc; to do so takes five minutes, a hacksaw, a flat file. The result? Amazing smoothness. There is a definite cushion with the system. It's not mushy or soft, just smooth. Driveline parts will love it and release pressure is unaffected. Just ask for 73 to 76 Vega-Monza disc, P/N 328561.

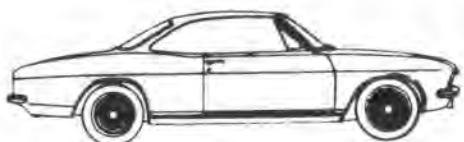
-Central Virginia Corvair Club, Prince George, VA.

MORE - TECHNICALLY INCLINED?

FUEL PUMP MODIFICATION TIP NO. 7-3-80

Engine stoppage from lack of fuel is sometimes caused by insufficient fuel pump actuator rod travel. This can be corrected in the following manner. With a small round (rat tail) file or with caution work with a power rotary file, remove some metal from the top side (nearest the pump end) of the conical hole wherein fits the retaining bolt. A thin crescent, (1/32" is plenty), carefully removed will allow the actuator rod to be positioned closer to the cam which causes the pump to pump.

- Lew Rishel, S.D.C.C.
FANBELT FLYER, 5025 No. 63rd Ave, Glendale, AZ
85301



FRONT SHOCK ABSORBER BUMPERS

One thing discussed at a recent monthly meeting was the rubber bumpers on the front shock absorber rod. These bumpers slide down on the rod and prevent the shock absorber from hitting the spring tower. If you ever bottomed your front end and heard a loud bang, your bumpers are gone. Also, the bumpers keep the shock absorber from rattling (if you have a mysterious front end noise) and are important for proper tightening of the top nut on the shock. If someone has changed your shocks for you in the past, there's a good chance they were thrown away.
- Central Virginia Corvair Club, Prince George, VA



TECHNICALLY INCLINED?
Note of interest to those who own a forward control Corvair -

Subject: Windshield Rubber Moulding for 1961 thru 1965 Forward Controls.
As you are aware, this rubber moulding is no longer available. However, if you order rubber moulding for a 1965 Chevrolet pickup, it will be longer than you need, but if it is the same design and will work. Courtesy of: Charlie Dye, 5025 No. 63rd Ave., Glendale, AZ 85301



TECH-TIPS

TURBO RUST by Joe & Louie, NICA

If you have a turbocharged Corvair which has been parked a long time, don't crank the motor up until the exhaust system has been disassembled and inspected for rust inside the manifolds and exhaust pipe. Blowing that rust through the turbo will ruin an impeller. Have you priced a new impeller lately?
- Central Virginia Corvair Club, Prince George, VA

VULCAN CORVAIR ENTHUSIASTS
P. O. BOX 58071
BIRMINGHAM, AL. 35259-8871



FRANK & EDNA THOMPSON
3418 SAGEBROOK LA
BIRMINGHAM AL 35243





SPT 85

THE OIL DROP



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

Published monthly by the Vulcan Corvair Enthusiast for its members and others interested in preserving the Corvair. President; Sheila Ranelli, Secty; Jean Hinkle, Treas; Juanita Hathaway, Membership; Marie Drake, Activity; Ann Steadman, Newsletter; Bob Donley.



SEP 1985



THE DRIVERS SEAT:

Lets start this newsletter with a note of relief that we haven't heard anything derogatory from the Homewood library. We evidently are home-free. We purchased tickets for a fund raising event to help support the Library. \$30 dollars was spent for 36 tickets for a trip to London. If one of the Tickets is a winner we will have a drawing to see which club member and spouse or guest gets to go. We also sold \$100 worth of tickets for the library.

At this very moment I am writing this from poolside at the Hartlines in Hueytown. We are enjoying charbroiled hamburgers and hotdogs and all sorts of homemade goodies. The children are waterlogged and the adults are all sleepy from overeating and the warm weather. Sorry some of you missed it! It has been great!

Lets talk about Cheaha. We have Bald Rock Lodge reserved for the first weekend in November. The rooms are \$43 for two nights and only four are left, so call Jim Floyd quick(923-7968). We will finalize the entertainment at the Sept meeting. Dusty Max has agreed to play again if we want them for \$300. Frank Ranelli is again donating his time and talent. Do let me mention that we need door prizes. Everyone try and bring at least two to Cheaha.

We also have an election coming up. We need to have a volunteer nominating committee.

See you at the meeting. Thanks for the support.

Sheila Ranelli, Pres

NEXT MEETING:

DATE: Friday 20 Sep 1985

TIME: 7:30 PM

PLACE: Homewood Library

PROGRAM: Planning and organizing for Cheaha.

LAST MEETING:

The meeting was presided over by Jim Floyd in the absence of the president. It was put in a motion, seconded, and approved to donate \$30.00 to the Homewood Library as a token of gratitude for the use of the building over the past year. Mrs C. Watkins representing the library was present to discuss the library's needs.

Minutes of the July meeting were read and approved. The Treasurer's report was read and approved.

The Cheaha meet was discussed. It will cost \$43.00 to stay in the lodge for the weekend (Fri & Sat nite). Outing will be 1-3 Nov 85.

The outing at the Hartlines was planned.

Slides and pictures of the National Convention in Houston Texas were shown by Chris Rothe and Norman Rogers.

Chris Roth presented a great tech session on replacing rear wheel bearings in late models.

New members are :

A. Morgan Tunstall
1124 High Forest
Tuscaloosa, AL 35406

Duke C. Bradford
2693 Swiss La
Hoover, Al 35226
Ph 823-2647

OUTINGS:

20-22 Sept Hoosier Auto show, Indianapolis, IN.

5 Oct Landmark Park, Dothan AL. Dick Witkos of our club will host a cookout for Corvair enthausist at his house after the show. It was a great outing last year.

25-27 Oct Winston-Salem Corvair Affair. Winston-Salem, NC
1-3 Nov Cheaha Mountain Meet, Cheaha State Park.

SORRY ABOUT THAT:

Last week I was attempting to remove a good windshield from a 65 Monza I was stripping of parts. I was very cautious all the while I was working to insure I didn't do anything to break the Glass. I took some Liquid Wrench and put it all around the edges about a week before I started trying to take it out. I used some more right before I tried to take it out. I had previously tried to remove two others unsecussfully so I was determined not to mess up again. I then worked a piece of wire out through the soft sealant and slowly worked it around the entire window. That wire cut it loose so nicely. I then tilted it forward and just as I was ready to lift it out there was a shart snap and a crack ran across the glass from bottom to top. I said a few expletives. The edge of the glass had touched against one of those clips that hold the window trim on. I can't understand how those guys beat and lean on that glass in the shops and I look at it cross eyed and it breaks. My batting average of 3 for 3 isn't very good. Sorry about That!!

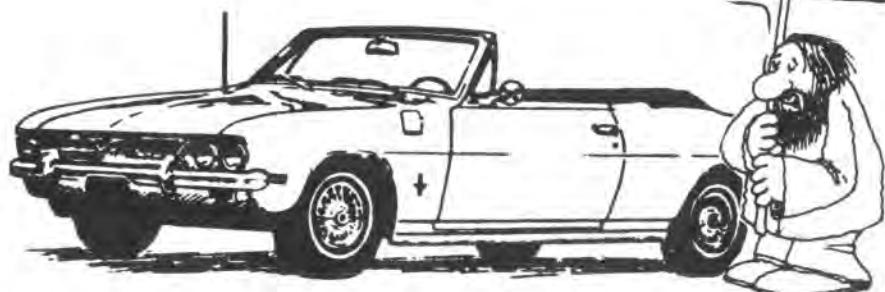
Bob Donley

Don't
Trash It!

read the
newsletter



THE END
IS NEAR



WHAT HAPPENED:

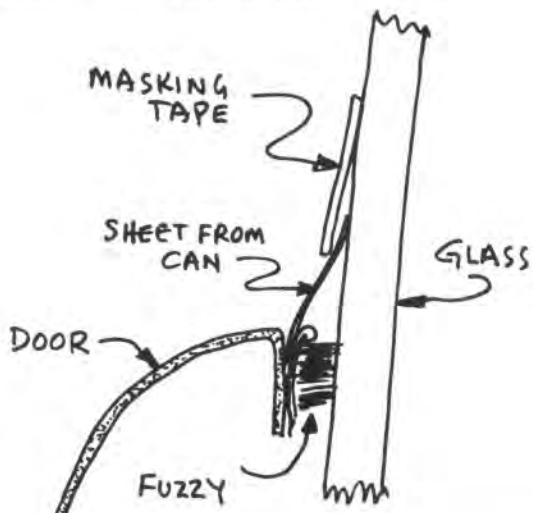
The other morning I drove my 66 convertible to work. It was foggy so I turned on the lights. The gas gauge went clear to the left, the high beam indicator light came on, and both the turnsignal indicator lights came on. When I pushed the dimmer switch the high beam indicator went out but the high beams came on. When I worked the turn signals the light flashed on the dash but the other one stayed on. The worked OK at both the front and rear of the car. I drove the car about 10 miles an when I blew the horn to pass a car everything returned to normal. Anyone have any clues as to where the gremlin might be?



TRY THIS

USES FOR EMPTY BEER/POP CANS

First, slit the can down the side and cut off top and bottom. Trim the sheet rectangular and draw it flat over the edge of a workbench. Use the full sheet as a palette for mixing small batches of Bondo. Or, cut it in thirds for use as a door window paint mask as shown below. The can material is thin enough to shove behind the window channel and fuzzies so no paint will get on them.

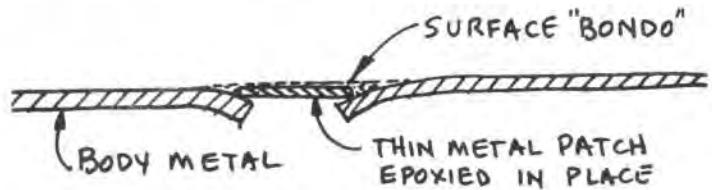


1963-66

PATCHING SCREW HOLES IN A CAR BODY

When plugging holes left in a car body after rear-view mirrors, dealer insignia, or other screw-attached accessories have been removed, here is a scheme that solves one of the principal problems. If you just cover a hole with Bondo, a small imperfection will soon appear through the finished job to show the hole location. Also, water from the rear will start rusting the metal and attacking the joint between the Bondo and metal.

To prevent the above problem, cut a small disc of sheet metal from a steel tin can. Size it so it nests into a recess made by center-punching the hole to force its edges down. After cleaning the surfaces to be glued, mix some fast-drying epoxy to coat both sides of the joint, and the back side of the disc plug. Position it as shown in the sketch below. When the epoxy has cured you are then ready for a coat of Bondo.



1966-67

--THE FAN BELT STORY--

Corvair originally used a banded or "wrapped belt"--so did everyone else in the 1960s. About 8 or 10 years ago all five of the U.S. belt manufacturing companies switched to laminated die cut belts.

The belt companies tell us that after the initial break-in period, the die cut belts have the same operating characteristics as the banded or wrapped design belts. After producing many hundreds of millions of these belts, they are satisfied with the die cut belts. The leading factor probably was manufacturing costs.

--SOME THINGS TO KEEP IN MIND--

A Corvair with no pulley or bearing problems can use the cheapest belt available with no problem even when driven hard.

When adjusting the belt, leave it loose enough so you can turn the alternator or generator pulley with your index finger on a cold engine.

Always remember that a new belt is like most other parts--it has to go through a break-in period. A new belt is stiff and may not stay on if driven too hard at first.

As a Corvair engine heats up, it expands in four directions. This puts considerable tension on the belt. If it's too tight, the cords will stretch and break. After it cools down, the belt will be too loose.

Make sure you have the correct adaptor for mounting the generator or alternator, they are different.

If the belt is too long, too short, too wide, or too narrow, you will probably have problems keeping it on.

Junkyard alternators often have the wrong pulley. We found a 64 generator once with a washing machine pulley welded onto the armature shaft.

Check idler pulley alignment. Someone may have installed washers behind it.

Adjust belt guards properly on 64-69 models.

Defective blower bearings, alternator/generator bearings and idler pulley bearings are all causes of belt failures. Bearings that appear to be O.K. can be at fault.

Harmonic balancers that are coming apart can also cause thrown belts.

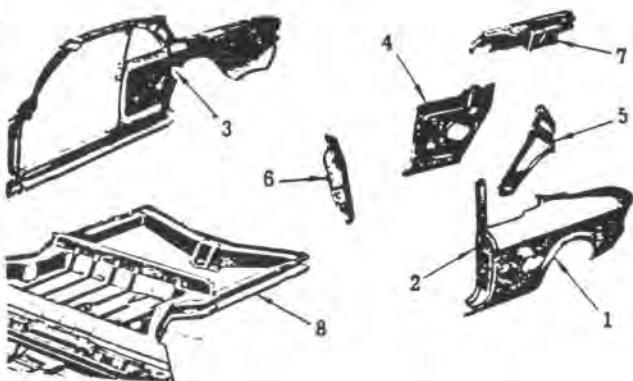
Most Corvairs have no belt problems.

It's not an everyday occurrence but on the generator equipped models, a voltage regulator acting-up can turn the generator into a D.C. motor. If the belt is too tight it will burn up the generator and wiring. If the belt is loose, the generator pulley will spin and the belt will usually burn off. The above problem can occur when the vehicle is sitting idle with the ignition switch off.

If the regulator acts up while driving, it usually snaps the belt in two or breaks the belt every inch or so, then it gets so loose it flies off.

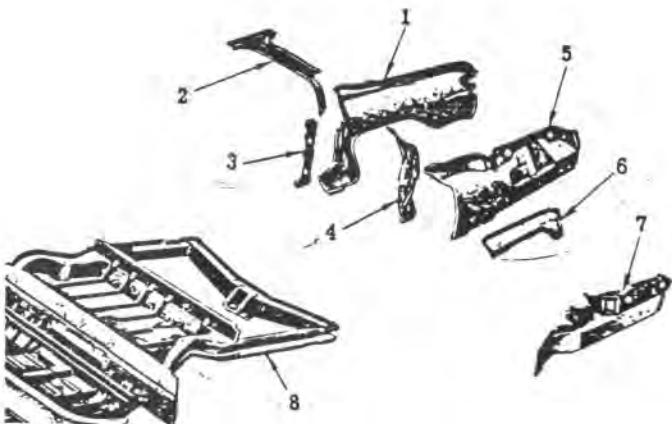
QUARTER PANEL

SHEET METAL - 2 DOORS



1. Panel, Outer except Convertible	6277315-6
	4867000-1
2. Pillar, Rear Lock Outer 2 Door	60-63
	64
Convertible	62
	63
	4886646-7
	64
4418604-5	
3. Panel Assy., Inner w/Wheelhouse 2 Door	60
	61-63 Rt.
	4865534
	Lt.
	4402629
	64 Rt.
	4865534
	Lt.
	4458590
Convertible	Rt.
	4874987
	Lt.
	4416995
4. Panel, Inner Less Wheelhouse Front	2 Dr.Sedan
	4894890-1
Convertible	
	4867011-2
5. Extension, Inner Rear 2 Dr.Sedan	6279210-1
6. Extension, Wheelhouse Front 2 Dr.Sedan	4406404-5
7. Pocket, Battery	61-62
	63-64
8. Rail, Underbody Rear	60
	61-64 exc.
	4869487-8
	Conv.
	4872672-3
Plate, Baffle	60
	61-64
	6275720-1
	6282521-2

SHEET METAL - 4DOORS



1. Panel, Outer	4 Dr.Sedan S. W.	4889426-7 6282495-6
Extension, Rear	S. W.	6278320-1
2. Pillar, Lock Outer 4 Dr.Upper	60-62 63-64	4848414-5 4886992-3
S. W.		4848786-7
3. Pillar, Lock Inner 4 Dr. Upper		6278240-1
	Lower	6275674-5
S. W. Assy.		6283312-3
4. Reinforcement, Lock Pillar 4 Dr.Sedan except Fldg.Seat	60-63 64	4865157-8 4865296-7 4897154-5
5. Panel, Inner w/Wheelhouse 4 Dr.Sedan	R/L 60 Rt. 61-64 Lt. 61-62 Lt. 63-64	6278590-1 4865536 4865537 4458593
S. W. Wheelhouse		6278382-3
Intake	Inner	6279644-5
Intake	Outer	6279646-7
Intake	Lower	6281400-1
6. Plate, Baffle	60 61-64	6275720-1 6282521-2
7. Pocket, Battery	60-62 63-64	6282314 4402627
8. Rail, Underbody Side	60 61-64 Sed. 61 S/W 62 S/W	6278222-3 4869487-8 6280618-9 4863670-1

GLASS & HARDWARE

Glass, Quarter Window	(Car Mfr.)	(Glass Co.)
2 Dr.Sedan Std. C	6279363	2324
	T	6279580
2 Dr.Sedan Dlx. C	4894086	2298T
	T	4894087
Conv. C	4874038-9	2419T
	T	4874040-1
S.Wagon C	6279409	4318T
	T	6280358

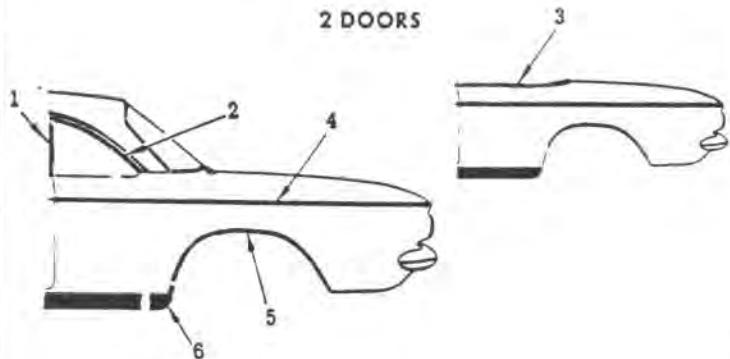
Rubber Channel, Stat.Glass	
2 Dr.Sedan Std.	6271360-1
S/Wagon	6279770-1
Sash Channel, Qtr. Glass	
2 Dr.Sed. Qtr.Lower	6278020-1
Convertible Lower	4873918-9
Front	4873920-1

Weatherstrip, on Front Sash Convertible	4873450-1
Regulator, Door Glass 2 Dr.Sed.	Dlx. 60-61 62 63-64
Convertible	61-62 63-64
Guide, Qtr. Glass 2 Dr.Sed.	Dlx. Front Rear
Convertible	4873342-3
Handle, Regulator	(See Front Door)

CORVAIR 60-64

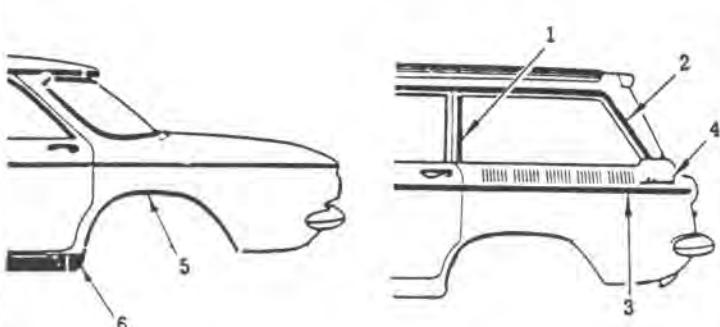
Q.P. MOULDING

2 DOORS



1. Reveal, Front 2 Dr. Sedan except Monza	4895672-3 4895674-5
2. Reveal, Upper 2 Dr. Sedan except Monza	6278151-2 6280417-8
3. Belt, Pinchweld Finish w/Clips Convertible R/L	3825802-1
4. Side, on Ridge (exc. Monza) 2 Dr. Sedan 60-61	6257942-1 (A)
5. Wheel Opening 64 Monza	3851366-5
6. Extension, Rocker Mldg. 64 Monza Garnish, Inside 2 Dr. Sed.	(Also See Rocker) 3843550-49 60 Upper Front 4895676-7 61-64 Upper Front 6278000-1 6278026-7 Convertible Belt 4873695-6
CLIPS: A (4)	6276740

4 DOORS



1. Reveal, Front 2. Reveal, Upper	S.W. 6279446-7 S.W. 6279420-1
3. Side, on Ridge 4 Dr. Sedan	60-61 6257518-7 (A) 64 (exc. Monza) 3851364-3
4. Name Plate S.W. "Lakewood"	3781890
5. Wheel Opening 64 Monza	3851368-7
6. Extension, Rocker Mldg. (Also See Rocker) 64 Monza	3843550-49
CLIPS: A (4)	4785076

REAR ENGINE LID



(NOTE: For S.W. See Rear Body Panel)

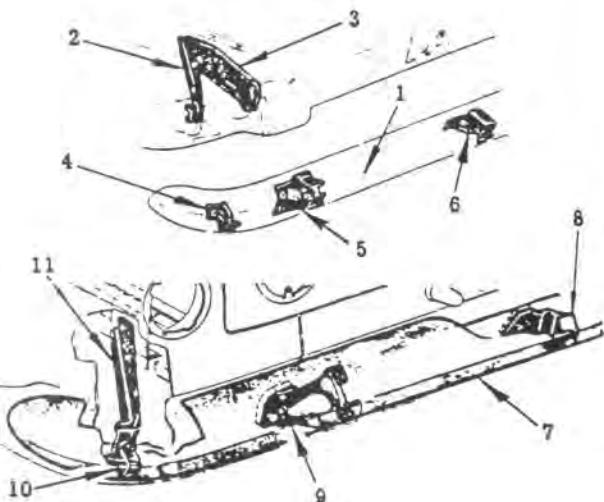
1. Lid, Less Trim 60-63 6282539
64 4465103

2. Moulding, Lid 60-61 6276421 (A)
64 3853536

3. Name Plate or Emblem
"Chevrolet" 60 6256572
62-63 6256572
"Corvair" 64 3844231
Emblem 61 3784580
(Flags) 62-64 3795346
Turbo Charged 3817963
Hinge 60 6282320
61-64 6282321
Support except Conv. 6278589
Lock Assembly 4452595
Striker 4452596
Seal, Handle, Early 6277796
Late 4307064

CLIPS: A (2) 6276673

REAR BUMPER



SEDAN

1. Face Bar	R/L	6255800
2. Brace, Outer	R/L	6255894-3
3. Brace, Inner	R/L	6255904-3
4. Bracket, Outer	R/L	6255896-5
5. Bracket, Inner	R/L	6256406-5
6. Bracket, Center Guard (Pkg. of 2)	(each)	6256965 988203 6257386-5

STATION WAGON

7. Face Bar		3777056
8. Bracket, Center		3777057
9. Bracket, Inner	R/L	3777075-6
10. Bracket, Outer	R/L	3777874-3
11. Brace, to Frame Support, Center Outer	R/L	3777872-1 6280409 6280968-9
Guard (Pkg. of 2)	(each)	988203 6257386-5

TECH TIP

After looking at several Corvair flywheels, and flinching at both the prices and the workmanship of several "rebuilt", I came up with what I believe is a simple and superior method for rebuilding mine (I have several "dogs" to work with).

First, and hardest, part of the job is to carry it to any engine-builder (such as Crankshaft Exchange or Complete Auto Machine) or a Genuine Parts store and have it "vatted" or "hot-tanked".

Then, order two (2) high-speed steel drill-bits in a 17/64" size from an Ace or other good hardware store. While waiting for the drill-bits and flywheel cleaning, visit a Nationwise Auto Parts store and pick up a sufficient number of 7 mm x 20 mm bolts (Grade 8) and matching nuts (I use the "safety" type with a nylon insert, but the purists may prefer Loctite or "staking" with the regular nut).

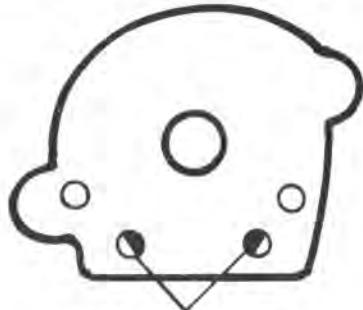
When everything is in hand, carefully center punch the engine side (flat head) of each rivet holding the flywheel together and proceed to LIGHTLY drill the head of each rivet. Then, using a really sharp cold-chisel, remove the heads of all rivets.

Now, ONE RIVET AT A TIME, punch out ONE rivet and clear the hole with the 17/64" drill-bit and immediately replace the rivet with a 7 mm bolt and nut. Torque that ONE BOLT to 20 foot-pounds and go on to the next rivet.

About half-way through the joy you will find the drill-bit getting slightly dull, so change it for the new one (now you know why you bought TWO). It is important to keep a SHARP drill-bit in use because dull bits tend to WANDER and cause out-of-round and oversize holes (a real NO-NO). This method is suitable for a regular old electric drill motor -- although a good drill-press and holding fixture would be super, of course.

When all the bolts have been installed (and "staked" or secured with Loctite if you prefer not to use "safety" nuts), you should re-torque each one in a "criss-cross" pattern to 25 to 28 foot-pounds. Drop that sucker on your sidewalk and listen to it ring. That, son, is a GOOD flywheel!

BUT YOU AIN'T DONE YET. Look inside your bell-housing and find the two bolt-heads shown below. Torque



GRIND THESE
FACES TO 1/2 ORIGINAL
THICKNESS

those bolts to 30 foot-pounds and mark the face of each bolt-head which points to the crankshaft. Remove the bolts (only one at a time, please) and grind down the side of the bolt-head which points to the crankshaft to about HALF its original thickness. Replace the bolt and do the other one in the same manner. Re-torque each bolt to 30 foot-pounds.

Now, the ACID TEST. Install the flywheel and torque to specs. Rotate it by hand and be sure that none of the 7 mm bolt heads rub on the bolt-heads in the flywheel's bell housing. Use a strip of cardboard from a cereal box as a "feeler-gauge" and you can be sure the clearances are adequate. If not, just go back and grind off a bit more on the bell-housing bolt-heads.

A real purist will then take his flywheel, clutch disc, and pressure plate assembly to Complete Auto Machine or a "speed shop" and have the whole mess balanced and marked for matching re-assembly.

Cheap, quick, and about as bullet-proof as you can get.
Gerald Perkins

Corvair

TOTAL SYSTEM FOR CARDIOVASCULAR FITNESS.

HEATER IMPROVEMENTS

from Herb Berkman

One of the great mechanical enigmas of the Corvair is the heater. One complaint is that you can't shut it off. The other is that it doesn't put out enough hot air flow. Assuming that your hoses from the engine are in good shape, the following tips should help you solve these problems.

SHUTTING IT OFF . . .

There are two deflector plates in the heater box. One allows hot air into the car from the bottom of the engine, the other (which is smaller) controls the cooler air off the top of the engine. If either of them doesn't close all the way, hot air will still seep in even when the control lever is all the way up. On early models there is a separate cable for each plate, but on the late models, one cable controls both plates through a combination of levers.

On the early models you can adjust each cable to make sure both plates close. Just pull the handles all the way up (someone else can hold them up for you), loosen the clamp holding the outer jackets of the control cables under the dash and slide the outer jacket down and cable (toward other end). This will effectively shorten the cable. If you run out of adjustment, the same type adjustment can be made on the other end, but you'll have to get under the car to do it. The same type adjustment can be made on the little doors in the rocker panels to control air to the defroster.

On late models you have to make two adjustments, both back under the car. After you have gotten yourself under there where you can see the left side of the heater box (as in the sketch), loosen the clamp on the control cable while someone in the car holds the handle all the way up. Then loosen the adjustment locking screw. Slide the control cable jacket down the cable until the main control lever is tightly closed and reclamp the cable. The main hot air deflector plate is now fully closed when the control is in the off position. However, the position of the other plate is controlled by the length of the adjustable arm. While holding the main plate tightly closed, shorten the adjustable arm as far as it will go and tighten the locking screw. Now both plates will be all the way closed.

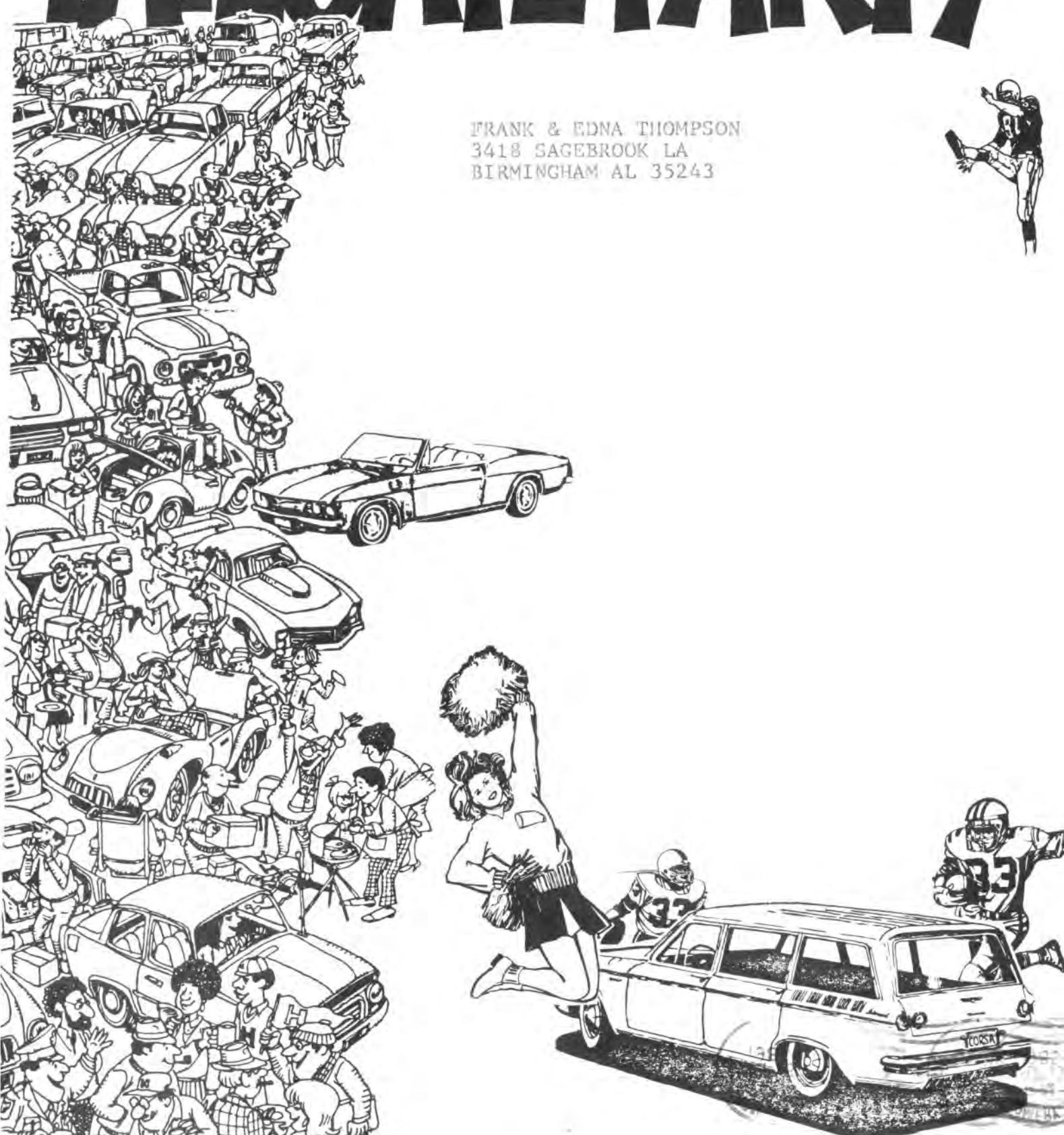
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BIRMINGHAM AL 35243





THE OIL DROP



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

OCT 1985

Published monthly by the Vulcan Corvair Enthusiast for its members and others interested in preserving the Corvair. President; Sheila Ranelli, Secty; Jean Hinkle, Treas; Juanita Hathaway, Membership; Marie Drake, Activity; Ann Steadman, Newsletter; Bob Donley.

THE DRIVERS SEAT:



Man without toilet has no place to go

Sheila Ranelli, Pres

NEXT MEETING:

DATE: Friday 19 Oct 1985
TIME: 7:30 PM
PLACE: Homewood Library
PROGRAM: Final planning for Cheaha.



LAST MEETING:

OUTINGS:

25-27 Oct Winston-Salem Corvair Affair, Winston-Salem, NC

PARTS:

On page 9 of J. C. Whitney's catalog # 462E is a mirror listed as original for a 67-69 Camero. I went to the Chevrolet parts dept. and checked the part numbers and found that the 67-69 Camero used the same mirror as the 66-69 Corvair. The Whitney bow tie mirror include the mounting hardware for \$34.95 as opposed to Clarks price for a mirror without the bowtie for \$27.25 plus a couple dollars for base gasket and mounting bracket. If anyone orders one please let the club hear the details on quality and authenticity.

CLASSIFIEDS:

For sale: 1 64 4sp trans, \$200; 1 62 4sp trans, \$150; 1 66 auto trans, \$200; 1 set 66 low comp heads for air, \$125; 1 64 turbo engine, #TO-903YR,



\$450; 1 63 102 hp engine, \$T126YC \$200; 1 65 110hp engine,new, #TO 129RB \$550; 1 62 Coupe 4sp \$1000; 1 64 Conv, needs paint, top, carpets, All body work done, ready to paint, \$1200; 1 65 coupe, new paint, 140 engine, automatic, needs carpets, \$2500; 1 66 coupe, 110hp,auto air good car, (2nd pl Cheaha 84), \$3500; lots of 64 parts, All prices firm. Bill Kellum, 923-6983

Parts wanted: 64 conv rear seat and heater doors located in rocker panel at front doors. Bill Kellum, 923-6983.

LANDMARK PARK:

Mike and I departed Montgomery about 7:30 Saturday morning for dothan. It was pretty cold so I couldn't put the top down although the weather was beautiful. We got to Dothan about 9:45 and went directly to the show. Dick Witkos and wife Barbara were already in position with two cars and a rampside. They were both very busy since dick was president of the Antique Car Club that was sponsoring the show. The Corvairs weren't very well represented. Barry Taylor of Dothan had two late model coupes and Gary Knecht of Fort Walton had the Lanes red coupe there. Another fellow by the name of Hansel from evergreen also had a early model there. All of the cars except mine and Taylors didn't even look like they had been given a good wash job before the show. This doesn't show our cars well to the public and I hope our members try to do better in future shows. Dick and Barb had made plans for about 40 people going to their house after the show for Barbuque however I don't believe more than a dozen went. I thought some of the B'ham bunch was going down but none showed up. I took 1st in late open, Barry took 1st late closed and Gary took 1st early closed. There were no early convertibles. Dick and Barb plan to be at Cheaha in November. Also seen at the shiw was Joyce Millers Cousin Walter (Hugh) White and his mother from Pensacola, and Jack Rhonney of Atlanta. Both sais they planned on going to Cheaha.



BENT DOORS

Did you ever look at the FC front door and wonder why the bottom front corner was bent out away from the body? Just a triangular piece about $1\frac{1}{2}$ inch on a side? Or wonder why there was a crease in the door at that lower front corner? Well, for you sun-belt folks, let me tell you that it's a North-country malady. In the winter time, snow on the vehicle will melt from maybe a sun load. Water runs down and freezes again between the door and front hinge pillar. An ice dam is built up in the front corner of the door opening, on top of the rocker panel. Open the door to get in and the door lower front corner has to swing in against that ice dam. The ice is stronger than the door hem, and bingo, one bent out door corner! When the ice weather clears, out comes the rubber mallet to smash it back flush. Then comes the crease!

BAXTER'S BROUGHAM
Regarding Gordon Baxter's column, I too was from a Ford family. Then I was convinced by my "smarter" friends that GM was sexier. Two GMs later (both turkeys of the highest order), there's a Ford in my future again. And I think I've figured out the problem: GM's research-and-development department consists of the poor suckers who buy its cars. That leaves its people free to dream up such great innovations as Corvairs, Vegas, and little numbers that have to have their engines lifted to change the spark plugs.

Jerry Flowers
Nashville, Tennessee
CAR and DRIVER

Bob Kirkman

VULCAN CORVAIR ENTHUSIASTS
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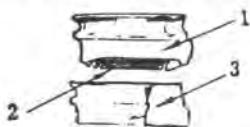
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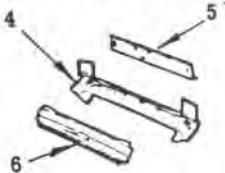
REAR BODY PANEL

SEDANS & CONVERTIBLE



SEDANS & CONVERTIBLE		
1. Panel, Lower Outer		
60-63 except	6284261	
Turbo	4879707	
64 except	4411723	
Spyder	4411724	
Bezel, Lic. Plate	985325	
2. Grille, Engine Outlet	60 61-63 64	3795890 3789432 3834772
Grille, Upper at Back Window		
61-62 Monza 2 Dr. R/L	6280499	
Monza 4 Dr. & Conv. (1 pc.)	48283544	
63-64 Monza exc. R/L	4873924	
Conv. R/L	4875046	
3. Panel, Lower Inner	60 61-63	6279736 6284260
64 (exc. Spyder)	4411718	
Panel, Upper above Lid		
2 Dr. Sed.	60-62 64	6278150 4880573
Convertible	4881994	
4 Dr. Sedan	4880574	
Reinforcement, Upper Panel		
2 Doors except	6283977	
Convertible	4874965	
4 Dr. Sedan	6283976	
Panel, Engine Division		
2 Dr. Upper except	6278474	
Convertible	4867013	
4 Door	60 61-64	6275688 6282502
Rail, Rear Cross	60 61-64	6278878 6280994

STATION WAGON



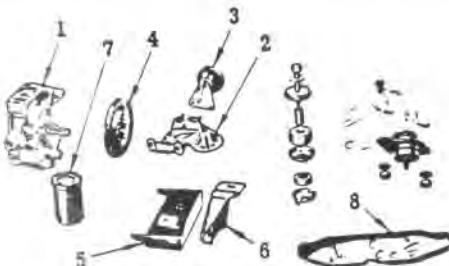
STATION WAGON		
4. Panel, Lower Outer		
61	6284262	
62	6284262	
Grille, Air Outlet	3795890	
5. Door, Eng. Access		
Door	61 62	6283308 6284328
Hinge	61 62	6284325 6284325
Latch		6279739
Striker		6279724
Seal Strip		6283532
6. Panel, Lower Inner	81-82	6284203
Panel, Gate Opening Upper		
61	6280649	
62	4847867	
Panel, Gate Opening Upper Side		
Std. 61	6280652-3	
Dlx. All	6282965-6	
Facing, Upper	6280973-4	
Cross Bar, Rear	6284357	
Rail, Rear Cross	6280617	
Cover, Eng. Compt. Floor		
Red 61	6283564	
62	4854280	

REAR SUSPENSION



1. Crossmember, Rear Suspension		
60	3780081	
61-64 except	3788638	
w/4 Spd. Trans.	3856946	
2. Spring, Rear		
Cpe. & Sed. Rt.	3797734	
Lt.	3789174	
S. W. & Conv. Rt.	3775098	
Lt.	3789399	
All w/H/Duty Susp. Rt.	3828552	
Lt.	6257159	
3. Shock Absorber		
60-61 except	3166508	
S. W.	5559081	
62-63 except	3166508	
S. W.	3166509	
H.D. Susp.	3166566	
64	3166595	
4. Control Arm, Lower		
Arm 60-63	3803954-3	
64	3851448-7	
Shaft Kit	6256493	
Bushing only (4)	3714368	
Carrier, Differential		
60-63	w/Std. Trans. 3826196 w/Auto. Trans. 3826197	
64	w/Std. Trans. 3848104 w/Auto. Trans. 3848105	
Shaft, Rear Axle	3813321	

ENGINE



1. Housing, Rear		
60 Early	6255848	
60 Late & 61-63	3817670	
63 w/Turbo, All 64	3817300	
2. Adapter, Oil Filter		
60-64 (exc. w/A.C.)	3814582	
61-64 (w/A.C.)	3789338	
3. Idler Pulley & Brkt,		
4. Pulley, Eng. Rear		
Std. (Sgl.)	3814340	
w/A.C. (Dbl.)	3795445	
Balancer w/Pulley (exc. Spyder)	3850971	
5. Plate, Skid	60-63	3839263
	64	3839263
6. Bracket, Rear except		
w/A.C.	6257347	
All 64	3795444	
7. Filter Element w/Shell		5575538
8. Bracket, Eng. Front		
60	3 Spd. 3798069 A.T. 6257725	
	61	3 Spd. 3798069
	63	3 Spd. 3798069
	61-63	A.T. 3787216
	61-63	4 Spd. 3786898
	64	4 Spd. 3786898

Cont'd.

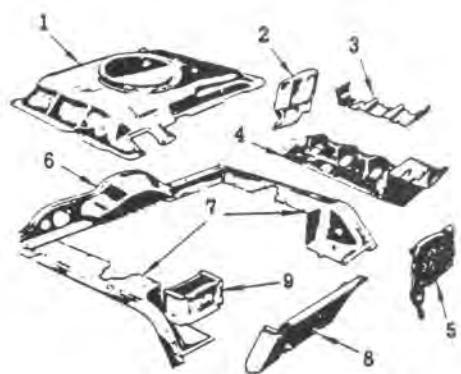
CORVAIR 60-64

ENGINE ,Cont'd.



9. Insulator, Front Mount		
60	3803890	
61	3803890	
62-63	3803890	
64	3852592	
10. Insulator, Rear Mount		
60	Upper Ins.	3777778
	Lower Ins.	763818
	Upper Ret.	6257790
	Lower Ret.	6256024
61-63 except		3788221
	w/A.C.	3795849
64		384933
Belt, Fan		3780981
Fuel Pump	*	6415433
	*60-61 Also use	3797593

ENGINE COOLING



1. Shroud Assy., Upper		
60	3780908	
61	3782180	
62-64 *	3794216	
2. Shroud, Front		
60	R/L	6257480-79
61-64 (exc. Turbo)		3819124-3
	w/Turbo	Rt.
		3817288
		Lt.
61-64	Rt.	3819123
3. Baffle, Side		6255958-7
4. Duct, Side	60	6257486-5
	(w/Damper)	61-64 Rt.
		3797528
		Lt.
5. Shroud, Rear		3797527
6. Shield, Upper Front		3815410
7. Shield, Side & Rear		
60		6257982-1
61-64		3818802-1
8. Shield, Rear	60	6256055
	61-63	3786173
	64	3781974
9. Cooler, Oil exc.		8529433
w/A.C. or Spyder		3001406

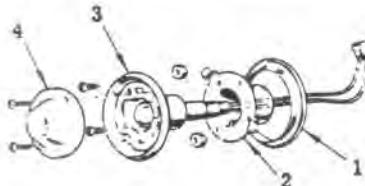
EXHAUST

Manifold, Exhaust		
60	Rt.	3783872
	Lt.	3797575
61-63	R/L	3797576-5
64	Rt.	3797576
	Lt.	3846999
Pipe, Exhaust (exc. Turbo)		3824514
Turbo Inlet		3815316
Outlet	Early	3821168
	Late 63 & 64	3840771
Muffler, w/Tail Pipe		
60 except		3834756
	98 Engine	3834756
61-62 except		3834756
	S.W.	3834756
	98 Engine	3834756
	S.W. 98	3834756
	Turbo	3824525
63 except		3830027
	102 Engine	3834756
	Turbo	3824525
64 except		3856274
	Turbo	3824525
Bracket, Rear (exc. Turbo)		3787224
	Turbo	3821536
Insulator		3779311
Strap		6255963
Tail Pipe (Turbo)		3858443

ELECTRICAL

Horn	R/L	9000514-3
Pulley except		3848042
w/35 - L.C.I.		3788208
Fan only		1922950
Drive End Plate exc.		1945332
w/35 L.C.I.		1950519
Comm. End. Plate exc.		1933933
w/35 L.C.I.		1950510
Distributor Cap	60-61	1945360
	62-64	1954569

REAR LAMP



TAIL LAMP

Lamp Assembly		
60-61	Rt.	899467
	Lt.	899950
62	Rt.	928200
	Lt.	928201
63	Rt.	899255
	Lt.	899198
64	Rt.	910544
	Lt.	910543
1. Mtg. Pad	60-61	6256816
	62-63	3828394
	64	3840638
2. Retainer	60-61	6256818
	62	5952987
	63-64	5953737
3. Housing,	Sedans	(Not Serviced)
	S. W.	5952179
4. Lens	60-61	5950691
	62 w/Ornament	5953272
	63	5953631
	64	N.A.
Gasket, Lens	60-61	5950690
	62	5953275
	63-64	5953638
Bezel	64	5955244

Cont'd.



Vulcan Corvair Enthusiasts

P. O. Box 5771 • Birmingham, Alabama 35259-5771

CHEAHA 1985 #
#####



1,2 & 3 Nov 85

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 \$15.00
CHILDREN ANY AGE ACCCOMPANIED BY PARENTS \$3.00

(Charges included in registration are: Friday nite wine and cheese party, Saturday nite banquet, Sunday brunch, Saturday nite dan with live band, dash plaque and door prizes)

CONCOURS: \$5.00 PER CAR- Peoples choices, 1st & 2nd place ~~trophies~~ in 5 classes plus Best of Show

BALD ROCK LODGE: \$42.00 FOR WEEKEND- 5 rooms were not rented as of 1 Oct 85.

NAME.....

ADDRESS.....

City.....STATE.....ZIP.....

CLUB AFFILIATION.....

Registrations at \$15.00.....

Registrations at \$3.00.....

Concours at \$5.00.....

Lodging at \$42.00.....

Total enclosed.....

MAKE CHECKS PAYABLE TO VULCAN CORVAIR ENTHUSIAST.

MAIL TO: JIM FLOYD
800 BELLWOOD CIRCLE
FAIRFIELD AL 35064

(205) 923-7968



VULCAN CORVAIR ENTHUSIASTS
P. O. BOX 59071
BIRMINGHAM, AL. 35259-9071



FRANK & EDNA THOMPSON
3418 SAGEBROOK LA
BIRMINGHAM AL 35243





THE OIL DROP



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

NOV 1985

Published monthly by the Vulcan Corvair Enthusiast for its members and others interested in preserving the Corvair. President; Sheila Ranelli, Secty; Jean Hinkle, Treas; Juanita Hathaway, Membership; Marie Drake, Activity; Ann Steadman, Newsletter; Bob Donley.

THE DRIVERS SEAT:

At our October meeting we formed a selection committee to come up with a slate of officers for 1986. In this endeavor the committee has encountered many problems based on the fact that current active membership is down considerably. Of the remaining members we find only a handful of steady members remaining. Several of these have served in various offices in the past and it is understandable that they feel "new blood" should be available from year to year.

The grim fact is that there has been considerable resistance on the part of members to allow their names to be placed in nomination. It is a reality that "Vulcan Corvairs" is in serious trouble and 1986 is going to determine whether or not "Vulcan" will survive. Most of us have had fond memories of good times in the past and it would certainly be a shame to lose our charter, but the fact is 8 or 10 families cannot hold the club together.

I hope that everyone will give serious thought to this situation for it is a fact that it is going to take the efforts of everyone to save the club.

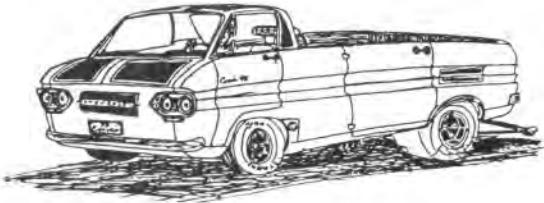
We have always had good support in recent years and the thought of not having it in 1986 is disturbing. We have much talent hidden in our club. You would be surprised if you would only give it a chance. Open up those good minds and enjoy our club. I promise you will feel good about yourselves and our club if you will give one day a month and devote it to the cause. I know it seems like I'm begging; maybe I am, but it is all up to our members in order to have a special club. Think about it, make up your mind and come to the November meeting with a positive, helpful attitude, and be ready to serve!

I have thoroughly enjoyed being your President and cherish the memories. I feel very strongly about our Corvairs, and our club. I will always be active and enjoy the friendships with all of you special people, and thanks so much for your support.

To close I'll mention our 1985 annual Christmas Party. We have chosen Niki's on Finley Ave. in B'ham for this event. We will begin good cheer and Christmas spirits on December 7. Dinner will be served around 7:30 P.M. The menu will consist of 3 choices: Sirloin strip-\$10.95, Seafood platter-\$9.95, or Veal cutlets-\$7.95. Setups are \$1.00 per person. Bring gag gifts or whatever you like. Ladies bring ladies' gifts, and men a man's gift. Come and enjoy good food with fun people.

Sheila Ranelli, President

NEXT MEETING:



DATE: Friday 15 Nov 1985

TIME: 7:30 PM

PLACE: The Hartlines in Hueytown. PROGRAM: A meal to eat up all the leftovers from Cheaha and to plan the Christmas party.

LAST MEETING:

The Cheaha outing was finalized. Owen Miller was volunteered to manage the wine and cheese party. Chris Rothe volunteered to manage the concours. Ann Steadman volunteered to be the master chef. Jim Floyd was selected to get the trophies and Bobby Floyd was to do the registration. The new club banner was shown to the club.

OUTINGS:

The 9th annual Cheaha Mountain Meet was held 1-3 Nov 85 at the Bald Rock Lodge. The weather was pretty terrible as the whole mountain was socked in in fog for the entire weekend. No one wanted to get out in the fog ,cold and rain to wash and clean up the cars so the concours judges were instructed to ignore the cleanliness of the car as a judging item. Winners in the competition were:

EARLY OPEN- 1st Roger King, Atlanta

EARLY CLOSED-1st Curtis Hare,B'ham; 2nd Jack Allison, Atlanta

LATE OPEN- 1st Bob Donley, Montgomery

LATE CLOSED- 1st Bill Kellum, B'ham; 2nd Dick Witkos, Dothan

FORWARD CONTROL- 1st Burnie Weddle, Atlanta; 2nd Dick Witkos, Dothan

BEST OF SHOW- Bob Donley

The wine and cheese party was great! The banquet was a belly stuffer! The breakfast was also more than most could eat. We gave away several hundred dollars worth of door prizes and everyone seemed to enjoy the Dusty Wax Band. The weekend was a great success despite the small turnout and the bad weather.

APOLOGY EXTENDED:

I take this opportunity to publicly appologize to the "A" Corvair Club and to Dick and Barbara Witkos specifically for my article in last months' newsletter about the Landmark Park Show. The comment about the condition of some of the cars was completely inappropriate and I hope they will accept my apology. They were at Cheaha this weekend and I apologized to them but I felt I should also do it here. I hope I don't put my foot in my big mouth again.

Bob Donley, Editor

Cylinder Head Numbers

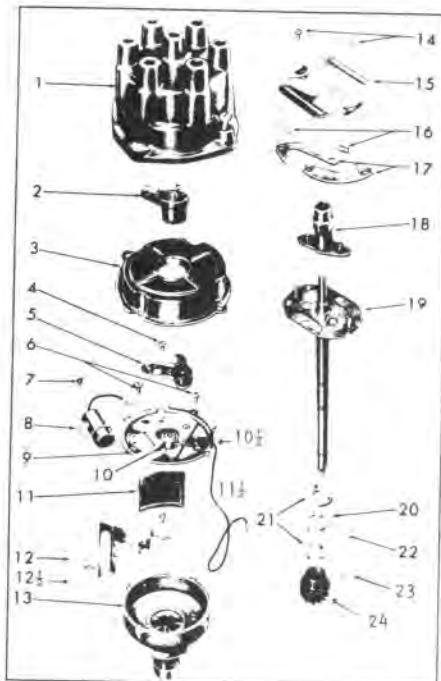
By BILL REIDER, Corvairs of New Mexico
From Enchanted Corvairs, October, 1984

Most people think all cylinder heads are the same, but I have cataloged 61 of them. We have basically four different heads, with a lot of variations within each type.

First there is the 80 or 95 HP head which is a lower compression head at a compression ratio of 8 to 1. Next we have the 102 and 110 heads which have a higher compression ratio of about 9 to 1. Then there is the 140 HP head which also has a 9 to 1 compression ratio, but the valves are bigger, particularly the intake valves. Last, but not least, we have the 150 and 180 heads for the turbo engines. These have 8 to 1 compression ratio.

Here in New Mexico we don't have too many problems running engines with the 9 to 1 compression ratio, but when you go to sea level you really need premium gas. Almost all the valves are the same with the exception of the 140 and some of the early 80 and 102s. In later years, they went to the better valves (that's why they are so expensive), and of course, all the new valves that you get are the same. Most of the difference in head - the same horsepower rating is the different size bolts that screw in through the sheet metal.

If any of you out there have any different head numbers, other than the ones on the following list, I sure would like to hear from you.



Casting #	Comp. Ratio	Cu. In.	H.P.	Year	Spring Type	Cyl. Bore (into head)
3786588	8:1	145	80	1961	Single	3-3/4"
3786589	8:1	145	80	1961	Single	3-3/4"
3787841	8:1	145	80	1961	Single	3-3/4"
3788738	8:1	145	80	1961	Single	3-3/4"
3788739	9:1	145	98	1961	Dual	3-3/4"
3789426	8:1	140	80	1960	Single	3-3/4"
3795960	9:1	145	98	1961	Dual	3-3/4"
3796023	9:1	145	98	1961	Dual	3-3/4"
3813511	9:1	145	102	62-63	Dual	3-3/4"
3813512	9:1	145	84	62-63	Single	3-3/4"
3813513	8:1	145	80	62-63	Single	3-3/4"
3813516	9:1	145	102	62-63	Dual	3-3/4"
3817286	8:1	145	150	62-63	Dual	3-3/4"
3817287	8:1	145	150	62-63	Dual	3-3/4"
3817566	8:1	145	80	62-63	Single	3-3/4"
3817568	8:1	145	80	62-63	Single	3-3/4"
3819876	9.25:1	164	110	1964	Dual	3-3/4"
3819904	8.25:1	164	150	1964	Dual	3-3/4"
3820857	8:1	145	80-84	62-63	Single	3-3/4"
3820859	8:1	145	80-84	62-63	Single	3-3/4"
3839886	8.25:1	164	95	1964	Dual	3-3/4"
3839887	8.25:1	164	95	1964	Dual	3-3/4"
3840578	8:1	145	80-84	62-63	Single	3-3/4"
3856626	8.25:1	164	95	1964	Dual	3-3/4"
3856631	9.25:1	164	110	1964	Dual	3-3/4"
3856632	9.25:1	164	110	1964	Dual	3-3/4"
3856636	8.00:1	164	150	1964	Dual	3-3/4"
3856638	8.00:1	164	150	1964	Dual	3-3/4"
3856727	9:1	164	140	65-66	Dual	3-13/16"
3856728	9:1	164	140	66-67	Dual	3-13/16"
3856743	9:1	164	110	65-67	Dual	3-13/16"
3856756	8:1	164	180	65-66	Dual	3-13/16"
3856759	9:1	164	110	1955	Dual	3-13/16"
3856762	8:1	164	180	65-66	Dual	3-13/16"
3878561	9:1	164	110	65-67	Dual	3-13/16"
3878562	9:1	164	110	65-67	Dual	3-13/16"
3878564	8:1	164	180	65-66	Dual	3-13/16"
3878565	9:1	164	140	65-66	Dual	3-13/16"
3878569	8.25:1	164	95	68-69	Dual	3-13/16"
3878570	9:1	164	140	65-66	Dual	3-13/16"
3880707	9:1	164	110	66-69	Dual	3-13/16"
3880708	9:1	164	110	66-67	Dual	3-13/16"
3883858	9:1	164	110	65-67	Dual	3-13/16"
3883860	8:1	164	180	65-66	Dual	3-13/16"
3883861	9:1	164	140	65-66	Dual	3-13/16"
3883862	9:1	164	110	66-69	Dual	3-13/16"
3883864	9:1	164	140	1966	Dual	3-13/16"
3885165	9:1	164	140	66-69	Dual	3-13/16"
3886241	9:1	145	84	62-63	Single	3-3/4"
3886247	9:1	145	102	62-63	Dual	3-3/4"
3886248	8:1	145	150	62-63	Dual	3-3/4"
3886249	8:1	145	150	62-63	Dual	3-3/4"
3886251	8:1	145	80	62-63	Single	3-3/4"
3886255	8.25:1	164	95	1964	Dual	3-3/4"
3886257	9.25:1	164	110	1964	Dual	3-3/4"
3886259	8.00:1	164	150	1964	Dual	3-3/4"
6256711	8:1	140	80	1960	Single	3-3/4"
6256721	8:1	140	80	1960	Single	3-3/4"
6257838	8:1	140	80	1960	Single	3-3/4"
3878566	9:1	164	110	1960	Dual	3-13/16"



DETROIT DISSENT

My reaction to Brock Yates's column regarding the recovery of Detroit can best be summed up with those words immortalized by Joan Rivers: "Ohh, barf, barf, arrrgh, you've got to be kidding!" Detroit has had so many renaissances that it named its fanciest downtown building after them.

I and some friends fell for all this "new era in Detroit" crap back in the Seventies. I ended up with an '80 Chevy Citation (most recalled car in history), which was built in Ypsilanti, Michigan (worst plant in GM history), and was sold to me by Long Chevrolet (world's largest car dealership, per *Guinness*), which promptly went bankrupt due to massive employee theft. A co-worker who bought an '80 K-car didn't fare much better, keeping it for only two years; he would have sold it sooner, but he had to wait for dry weather so he could get it running. Two out of the three Mustang owners I know got rid of them within the first year.

GM sweats the details because it can't work them out. The Corvair was a "clean sheet of paper" project, too; so were the Vega and the X-bodies. All good ideas and likable cars, and all abandoned the minute something went wrong.

Who's going to manage Saturn? The best people available. Well, that would be the folks who built the diesel cars; they're *real* available.

I'll wait till GM's new breed stops flapping its gums and actually does something before trading in my Saab.

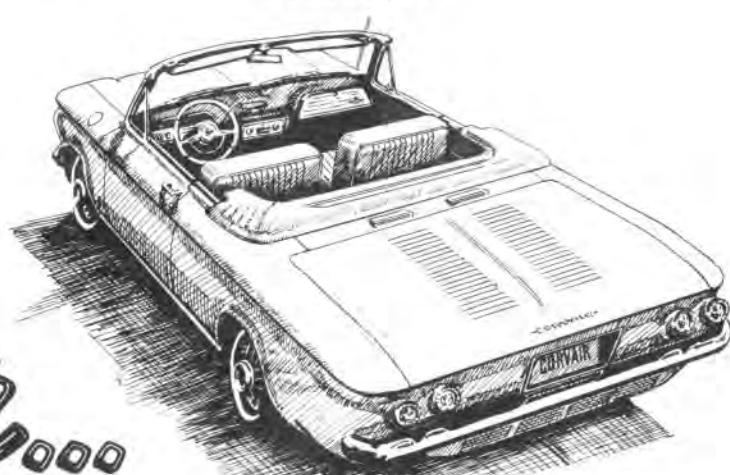
Max Moen
Chicago, Illinois

"A quick calculation shows that late model Corvairs were designed to use tires 24.45 inches in diameter. (There is a tag on the speedometer says that it is calibrated for 825 tire revolutions per mile. This translates to a tire with a rolling diameter of 24.45".) If you are looking for tires to fit and want to keep an accurate speedometer then there are several sizes you might consider:

175R13	24.32
185R13	24.57
DR78-13	24.76
205/70R13	24.52
DR70-13	24.60
165R14	24.49
BR78-14	24.54
185/70R14	24.57
CR70-14	24.92
225/60R14	24.65
175/70R15	24.88
185/65R15	24.45
196/60R15	24.21
205/60R15	24.68

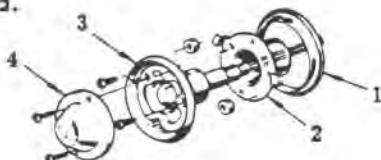
Now obviously the 14 and 15 inch tires won't fit the original 13 inch wheels, but for late models there are all kinds of Chevrolet wheels around in the 14 and 15 inch sizes. If you are not concerned with maintaining the original stock configuration, there is plenty of opportunity here to upgrade to a modern high performance tire."

San Diego Corvair has another Tech Tip. This one is No. 02-02-85. I won't quote it verbatim, but they suggest we try a material from DURO name of Ultra Patch. No mixing. Just prepare the surface, peel off the backing and press in place. Expose it to the sun or a sunlamp, let it harden, peel away the plastic film and sand. Credit John G. Osburn of S.D.C.C..



Corvair...
GETS YOU THERE

REAR LAMP ,Cont'd.



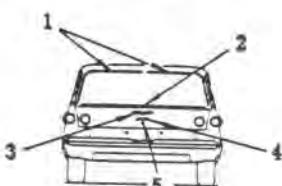
BACK-UP LAMP

Lamp Assembly	
60 except	899468
Monza	899861
61 except	899971
Monza	899951
S.W.	899949
62 except	928224
S.W.	928230
63	899256
64	910545
1. Mtg. Pad	60-63 3828394
	64 3840638
2. Retainer	60-61 6256818
	62 5952987
	63-64 5953737
3. Housing	(Not Serviced)
4. Lens	60-61 except Monza 62 63 64 Bezel 64
Cover, Lamp Opening	5950694 595463 5953232 5953639 5955251 5955244
Dummy	60-61 62 63 64
	6257654 3796145 3833366 3839828

LICENSE LAMP

Lamp Assembly	
60	899203
64	910447
Housing, w/Socket & Wire	
61-63 except (Less Wire) S.W.	899823 5952343
Lens	60-62 (exc.S.W.) 63-64
Wire, w/Strap	(S.W.) 5952682

REAR GATE



Gate, Less Trim & Hdwe.	
61	4870863
62	4870863
Panel, Outer	(Not Serviced)
Glass, Car Co.	C T C T
	6279090 6280359 B3108 6279722 6279721
Rubber Channel, Std.	
Dlx.	
1. Midg., Upper Reveal	
61 R/L	4851324-5
62 R/L	4851324-5
2. Midg., Lower Reveal	6279347
3. Name Plate	61 62
4. Handle	4803970
5. Lock Cyl.	(Uncoded) 6279866

REAR GATE ,Cont'd.

Lock Assembly	4804069
Striker Plate	4803962
Hinge	4836786-7
Torque Rod	6283170-1
Weatherstrip	6280391

CONVERTIBLE TOP

Rail, Folding Top	
Front Header	4887023 "
Side Front	4873010-1
Side Center	4873014-5
Side Rear	4403122-3
Weatherstrip, Top Rail	
Front Header	Frt. 4875638 Ctr. 4889378
Side Front	4889374-5
Side Center	4892664-5
Side Rear	4873040-1
Weatherstrip, W/S Pillar	4869045-6
Link Assy., Control	4873006-7
Hinge, Rear Rail	4872962-3
Bow, Front	4872991
Center	4872996
Rear	4873001
Lift (Counter Balance) (2)	4874872
(Hydraulic) (2)	4881373
Top Cover, Assy. (Black)	4373024
(White)	4373025
(Blue)	4373026
(Cream)	4373027
Curtain w/Glass (Black)	4368694
(White)	4368695
(Blue)	4368696
(Cream)	4368697
Zipper	(Black) 4875709

MODEL IDENTIFICATION

SERIES	BODY STYLE	BODY NO.
500	Std.	2 Door 527
		4 Door 569
	(61-62) Station Wagon	535
600	Spyder	(64) 2 Dr. Sedan 627 (64) Convertible 667
700	Dlx.	2 Door 727 4 Door 769
		(61-62) Station Wagon 735
900	Monza	2 Dr. Sedan 927
		4 Dr. Sedan 969
	(62-64) Convertible	Convertibile 967
		(61-62) Station Wagon 935

Cont'd.

G O R V A I R



The
second-hand
smokescreen.

DISASSEMBLY

1	A	Nut, Fuel Filter Inlet
2	B	Gasket, Fuel Inlet Nut
3	C	Gasket, Fuel Filter
4	D	Filter, Fuel
5	E	Spring, Fuel Filter
6	F	Screw, Cover
7	G	Cover
8	AB	Retainer, Pump Rod
9	AC	Clip, Pump Rod Retainer
10	AD	Rod, Pump
11	AL	Clip, Control Rod
12	AM	Control Rod, Vacuum
13	AI	Hose, Vacuum
14	AN	Screw, Air Horn (Long)
15	AK	Lock Washer
16	AJ	Vacuum Break
17	H	Screw, Air Horn (Short)
18	I	Lock Washer
19	AA	Needle, Idle Adjusting
20	Z	Spring, Idle Needle
21	T	Pin, Float Hinge
22	V	Float, Assy.
23	AH	Clip, Pump Plunger
24	AG	Plunger, Pump
25	O	Needle and Seat Assy.
26	L	Gasket, (For O)
27	K	Gasket, Air Horn
28	J	Air Horn
29	AF	Spring, Pump
30	AE	Needle Pump Discharge
31	M	Screw, Venturi Cluster (Long)
32	N	Screw, Venturi Cluster (Short)
33	P	Lock Washers
34	Q	Venturi Cluster
35	R	Gasket, (For Q)
36	S	Main Well Tube
37	W	Jet, Main
38	X	Body
39	Y	Insulator
40	U	Needle, Power, Enrichment

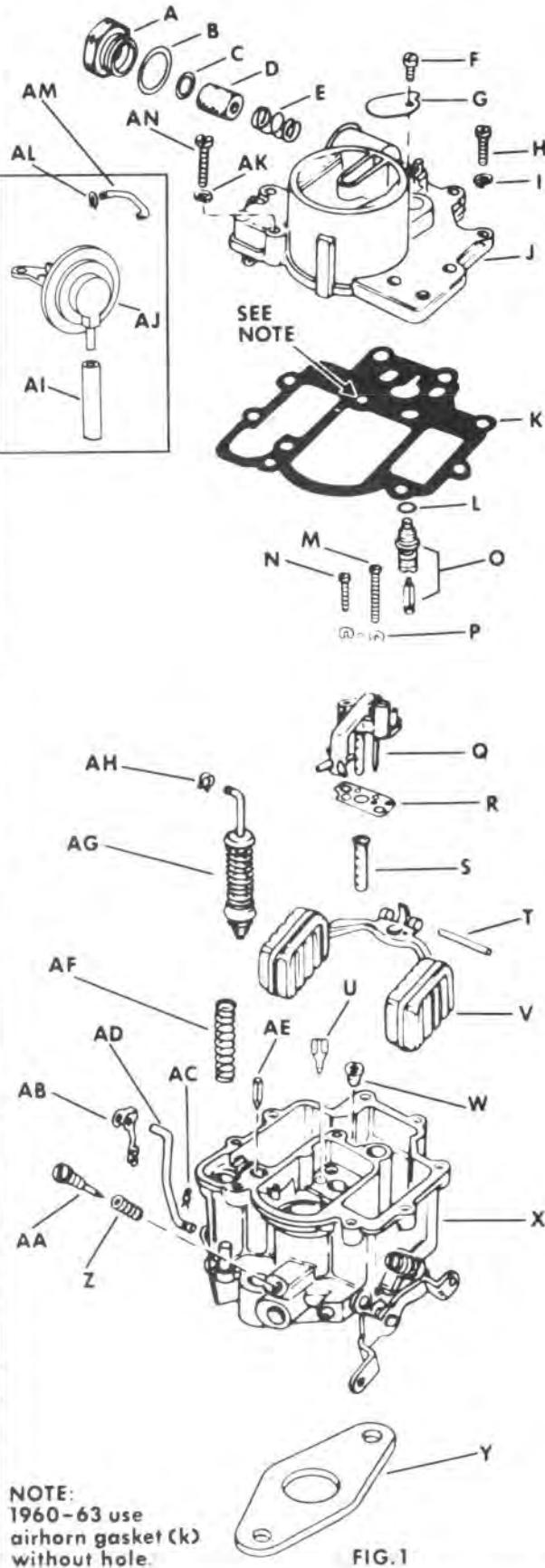


FIG.1

Authentically Speaking

by Mark Ellis

What's new for '63? In reality, this report should read: nothing. But since the American auto manufacturers have made the annual model changeover a part of our life style (i.e., newer is better), this year there were minor trim revisions and a few mechanical refinements to promote interest in this "new" Corvair.

Model lineup continued unchanged from '62, but with the discontinuance of the Monza and 700 Station Wagons and the 95 Loadside pickup truck. There was a sheet model change for '63: on coupe models only, the twin depressions beneath the rear window were eliminated and replaced by a flat panel. Up front, amber turn signal lenses were new this year, along with black accented headlight bezels, a single trim strip (black center) and a "Corvair" nameplate in the upper left panel corner. Monza and 700 body sill mouldings were new as were 700 and 500 series nameplates, now both ahead of the front fender wheel wells. Tail and backup lamp trim was new, while wheel covers, although the same design as '62 wheel covers, had black painted accents. Greenbriers and 95 series trucks have a revised front door nameplate, now including "by Chevrolet" beneath the vehicle name. Inside, upholstery designs were new in all series with new dash trim in a horizontal bar design. Bucket seats were now standard in Monza sedans.

Mechanically the following changes were made: In the engine, valves were improved, the oil cooler changed from a folded fin design to a three plate (eight plate on Spyders) design, a positive crankcase ventilation system made standard on all engines (it had been available in California since '61), and the muffler improved with an aluminized coating. Spyder turbocharged engines were modified as follows: connecting rod bearings are now M500 type, crankshaft mains M400, the carburetor throttle check and drain tube eliminated, an o-ring seal added to air cleaner carburetor attachment area, and the manifold pressure gauge reads -30 0 +20 rather than the '62 Spyder's -30 0 +30.

As you can see by our brief paragraphs above, the Corvair was pretty much standing pat for its fourth year. Why should Chevrolet change anything? Sales were booming (pre-Nader, remember?) and it was obvious the car was a success in its market. Total sales were down slightly, possibly because this was the fourth year of an unchanged design, and those looking for something really new went elsewhere. Ironic perhaps, that the Detroit imposed annual changeovers would cause the unchanged Corvair's sales to slip a bit!

500 Club coupe, model 630527 \$1992
700 Club coupe, model 630727 \$2056
700 4-Door sedan, model 630769 \$2110
Monza 900 Club coupe, model 630927, \$2272
Monza 900 4-Door sedan, model 630969, \$2326
Monza 900 Convertible, model 630967, \$2481
Greenbrier, model #1206.

95 Corvan, model #1205...
95 Rampside, model #1254

1963: Standing Pat

Meanwhile, as car buffs continued buying those hot little Monzas and Spyders, the after market accessory manufacturers began to introduce their Corvair offerings. Among the first were dual exhaust systems and dummy front grilles — for the foxtail and necker knob contingent? Entire firms sprang up offering only Corvair accessories. One of the best known was, and still is, IEKO (Induction Engineering Company), who began by offering a four barrel carburetor conversion kit. Bill Thomas Race Cars became famous for their four carburetor conversion kit, the first on the market which was quickly imitated by other firms. Bill Carey became known as a Corvair tuning specialist and opened his own shop for Corvair performance tuning in addition to his own line-up of Corvair goodies. EMPI began offering Corvair "camber compensator" bars following up on their successful Volkswagen suspension bars. Chevrolet liked this one — its basic design was adopted for the '64 Corvair!

Other well known Corvair accessory firms in the early sixties included Douglas and Runyon, exhaust systems; Judson, Paxton and Latham, superchargers; Otto Parts, engine accessories; Ropal, engine accessories — would you believe go kart carburetors?; Dick Griffin, Spyder kits; and EELCO, a general line. Other firms offered Corvair items too: Iskenderian camshafts; Schiefer flywheel & clutch; Ansen Powerglide floor shift conversions; Cal Custom customizing pieces; and on and on and on. Most all of these firms were in California. Probably the best known not on the Coast and the one offering the most complete selection was John Fitch in Connecticut. Fitch offered his "Sprint" accessories and complete cars based on 4-speed Monza coupes with four carburetor engine, vinyl top, front panel stoneguard, stripes, etc.

In conjunction with this flurry of activity by the manufacturers, local Corvair clubs were being organized around the country. The first attempt at a national Corvair club was made by EMPI — their Corvair Owners Club which issued a monthly newsletter, "The EMPI Accelerator." Chevrolet itself began issuing its own magazine, "Corvair Communiques," which was sent to local Corvair clubbers who were registered with sponsoring Chevrolet dealers. Corvair Communiques were issued four times a year from 1963 to 1966 and you've seen many of their articles reprinted here in CORSA Quarterly. You've also seen another communiqué in print — "COSA Communiques." Know where we got the name?

Coming up next time: 1964, the best of the early models. @

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FRANK & EDNA THOMPSON
3418 SAGEBROOK LA
BIRMINGHAM AL 35243

Wilber, The Car Collector





THE OIL DROP



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

DEC 1985

Published monthly by the Vulcan Corvair Enthusiast for its members and others interested in preserving the Corvair. President; Sheila Ranelli, Secty; Jean Hinkle, Treas; Juanita Hathaway, Membership; Marie Drake, Activity; Ann Steadman, Newsletter; Bob Donley.

THE DRIVERS SEAT



The DRIVERS SEAT remains unfilled again but I'm Sure that if Sheila could write she would thank everyone for their support this past year. She would probably say what a great job I did publishing the newsletter each month. She would also encourage everyone to support our new slate of officers next year and ask everyone to come to the meetings and other club activities. She would also probably talk about our loss of the Homewood Library as a meeting place. She would close by saying that she hoped to see you at the banquet but if you couldn't be there have a safe and merry Christmas and a happy New Year.

Sheila

Ranelli, President

NEXT MEETING

DATE: Saturday 7 Dec 1985

TIME: 7:00 PM

PLACE: Niki's on Finley Ave.

PROGRAM: The annual Christmas party/dinner.

To get to Niki's go north on I-65 to Finley Ave, exit and turn left, go about 1/2 mile and it's on the right. BYOB and club pays for setup's. Men bring a mens gift and Ladies bring a ladies gift worth about \$5.00. Gag gifts are acceptable. Someone tell me where those 59 Oldsmobile taillights be!!



HAPPY
HOLIDAYS!

LAST MEETING

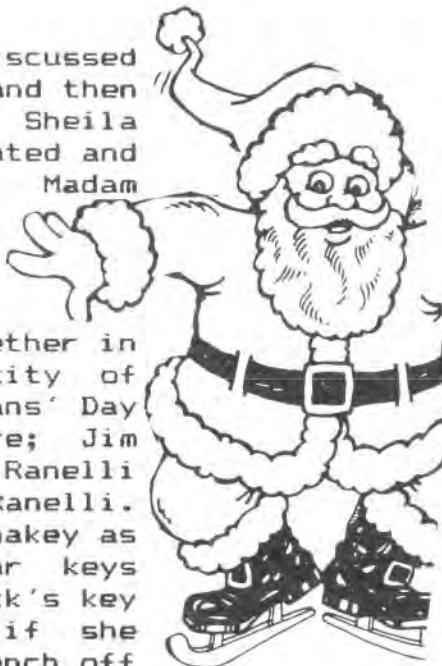
We elected new officers (see below), discussed our only loosing about \$10.00 on Cheaha, and then pigged out on the leftovers from Cheaha. Sheila worked her buns off to get all that food heated and served to so many people. Great job Madam President.

OUTINGS

On Veterans' day several cars got together in Birmingham to venture forth to the great city of Jasper to put our cars in the annual Veterans' Day parade. Those making the great treck were; Jim Floyd, Bob Donley, Terry Wilkins, Sheila Ranelli and kids, Curtis and Cybil Hare, and Rick Ranelli. Our departure from B'ham was a little shakey as Frank Ranelli went to work with Sheila's car keys in his pocket. She discovered that Rick's key would fit the ignition and we told her that if she had a flat we would use a tire and lug wrench off of Rick's or Curtis's car. Off we went but Sheila decided she needed gas and pulled into the pumps. She then discovered that one cannot pump gas into a locked tank and guess what? No keys! Sheila headed back to B'ham and the caravan proceeded at a very brisk pace towards Jasper. I was driving at that pace because I was told the parade started at 10:00 and that we were at or near the front. Poor Cybil must have been scared half to death bringing up the rear of the procession as Curtis said something about hoping that his new cleaner worked well on upholstery and rugs.

We made it to the parade just a few minutes before 10:00 but the parade didn't start till 10:30. Since we were near the front we moved along at a fair pace and no one overheated. A couple of the muscle cars from the antique car club did have some cooling proplems though. Jim Floyd had bought some American flags that we taped to the antennas so we looked pretty spiffy. We had a red, a white, and a blue convertible lined up to give that patriotic touch.

After the parade we headed to Joe and Ann Steadman's friends' home, the Coxes, for some camraderie and good old homemade chili. The Coxes, although not Corvair owners have become Corvair



Shoe



lovers and have stayed in the Cheaha lodge with us for the last two years. Charles has a beautiful little Gazelle kit car that he had in the parade for Miss Walker County to ride in. The Corvair owners were joined by the Antique Car Club members and we had a really great time comparing and admiring each other's cars. The chili was great! The weather was beautiful. The parade was fun and the camaraderie was just fine. I almost forgot to mention that a slightly smashed and rusted 64 Spider driven by Chris Rothe showed up at the Coxes' house just about eating time and Sheila made it home and back to Jasper before the parade started. Jim Floyd, Rick Ranelli, and I left Jasper together about 2:00 but I never saw them again and motored back to Montgomery all by myself. I had the top down most of the way but when the sun went behind the trees I finally had to confess that even though I looked cool in my convertible it was best not to feel that way so I put the top up at the Clanton exit.

NEW OFFICERS

A new slate of officers was elected at the November meeting that was held a week late because of an illness in the Hartline family. New officers for 1986 will be:

President:

Terry Wilkins

Secretary: Ann Steadman

Treasurer:

Louise Hartline

Membership:

Curtis Hare

Activity: Owen

Miller

Although not an officer I have again volunteered to do this newsletter unless some other idiot wants to volunteer.





In Sept I posed a question as to why my guages and headlights, malfunctioned and other assorted electrical problems occurred in my late model car. I received a card from Larry Claypool, the Corsa Tech Editor. He says my problem is with the ground strap between the instrument cluster and the car dash. The ground for the instrument cluster is the flat strap that comes down the back of the instrument cluster just to the left of the steering column. It grounds to the body by a screw going into the metal dash. I guess someone has been reading my newsletters. Thanks Larry!

PARTS IS PARTS:

This newsletter we start reproducing the late model parts numbers and drawings. This will two pages per month for five months and then a single page the last month. If I don't have enough other good stuff to fill the pages I can always print a couple more pages of parts.

DUES:

Your annual assesment is payable during the month of January. Please pay promptly so we can afford to keep sending you this wonderful newsletter.

Send your money to our new Treasurer Louise Hartline

ANOTHER YEAR:

Well it's been another year of wonderful times and frustrating times as a member of the Vulcan Corvair Enthausist's. I really enjoy doing this newsletter each month but get so frustrated at trying to get the other members to write me some little paragraphs about their favorite car, themselves, or any other subject for that matter. I'm sure some of you are tired of hearing about my cars and my family so please drop me a line about yourself or your cars. Alice also got tired of giving all her receipes away and not getting any in return. The club has voted to allow the Newsletter Editor to award a prize for the best Tech Topic and the best human interest article about Corvairs during the next year. Each prize will be worth about \$10.00 for each prize so come on and get out a piece of paper and a pencil and try your creative talent. you'll help me and maybe put yourself in a higher tax bracket.

During the year I managed to become the not so proud owner of two more Corvairs. One was a wreck and the

other looked like it could be. My marriage may go on the rocks If those things don't quit following me home. They are just like stray dogs. Someone is always calling and asking if I want another one.

I have enjoyed the social intercourse that the Club provides to my family and I but I wish a few more of you, that I am sending this newsletter to, would become more active in the Club. Some of you have been in the Club as long as I have but I'm not sure I have met you. Get active and resolve to make 1986 a banner year for the VULCAN CORVAIR ENTHAUSIST'S.

Have a HAPPY and SAFE New Year!! I'll see you on the other side of the calender.

BOB

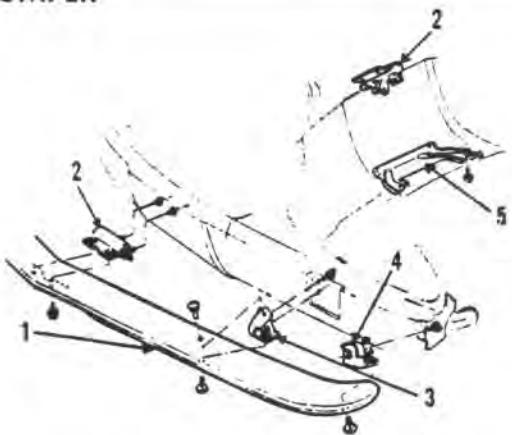
DONLEY, Editor

CLASSIFIEDS:

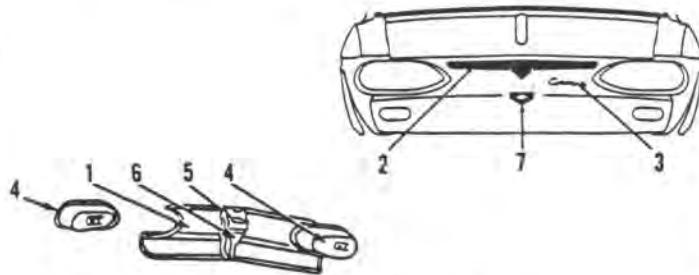
63 Monza Coupe- Completely restored and winner in numerous car meets. Belongs to Curtis Hare but being sold by Frank Ranelli. Ph 798-3787.

A 65Corsa and a 66 Monza parts cars. Call for parts availability and prices. Frank Ranelli, Ph 798-3787.



FRONT BUMPER

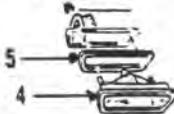
1. Face Bar	3850867
Panel, Front Valance 66-69	3883692
2. Bracket, Center	3854102
3. Side Inner	3854106-5
4. Side Outer	3854110-09
Support, Bumper	4438072-3
5. Bracket, License Plate Guard, Bumper	3878394 3861858-7

FRONT END PANEL

1. Panel, Front End	7623110
2. Midg., Front End Panel 65	3870728
66-69	4227224
3. Nameplate 66-69	4227223
4. Pocket, Headlamp 65	7592438-9
66-69	7602292-3
5. Support, Lock Upper	4501801
6. Support, Lock Lower	4528488
Door, Lock Cyl. Front End 65	9703065
7. Door, Front Panel Midg. 66-69	9706899

FRONT LAMPS, Cont'd.**HEADLAMP, Cont'd.**

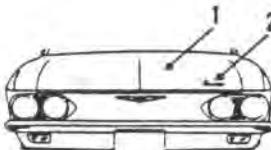
1. Headlamp Assy. 65	5957466-5
66-68	5958222-1
69	5961716-5
2. Sealed Beam, Outer	5956002
Inner	5956001
Ring, Retainer (4)	5954892
Ring, Lamp Mtg. Outer	5955498-500
Inner R. H.	5955498
L. H.	5948825
Sub Body 65	5957474-3
3. Bezel or Midg., Headlamp	3882932-1

PARKLAMP

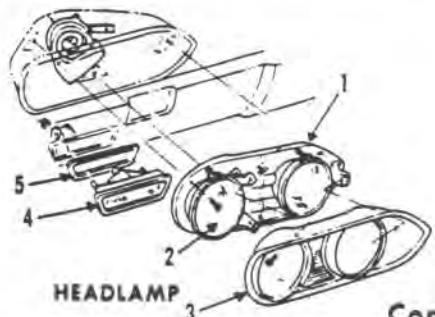
4. Parklamp Assy. Lens, Parklamp	916168-7
Gasket, Lens (2)	5956201
5. Seal, Parklamp Mtg. (2)	3874669

SIDE MARKER LAMP

Lamp Assy., Side Marker 68	916581
69	911045

FRONT COMPARTMENT

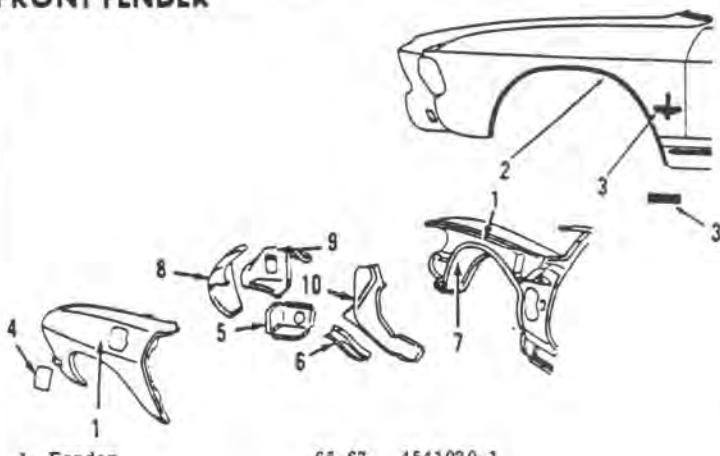
1. Lid, Luggage	8713175
2. Nameplate	65
Lock Assy.	3865830
Cylinder (less Keys)	4459542
65	3870975
66-67	3888861
68	3931615
69	3961303
Housing, Cyl.	
65	7029301
66-69	7015899
Striker, Lock	4734253
Hinge Assy.	4508588-9
Rod, Torque	4508590-1
Weatherstrip (in Gutter)	
65	4474883
66-69	7583485

FRONT LAMPS

Cont'd.

CORVAIR 65-69

FRONT FENDER



1. Fender 65-67 4541030-1
68-69 7742782-3

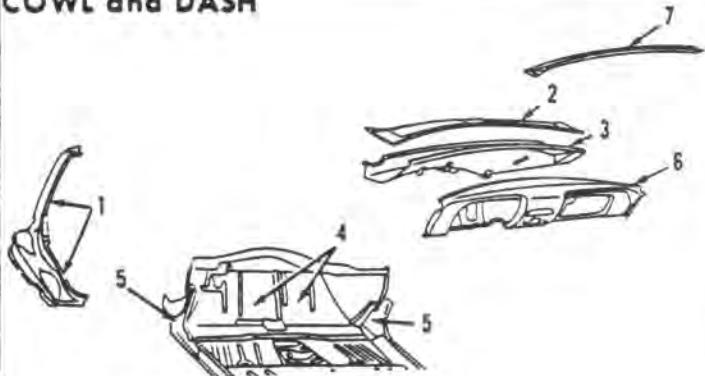
2. Mldg., Wheel Opening
65 Front 3870744-3
Rear 3870746-5
66-69 4227221-2

3. Nameplate
"Corvair 500"
65 (2) 3870748
66 (2) 4227219
69 (2) 8723824
"Monza"
65 (2) 3870755
66-69 (2) 4227220

"Corsa"
65-66 (2) 3871679
4. Door, Fuel Filler 4532723
5. Pocket, Fuel Filler L.H. 4438020
6. Deflector, Fuel Filler L.H. 4468589
7. Wheelhouse, Outer R.H. 8715100
8. Front L.H. 65-68 7616532
Front L.H. 69 8715189
9. Center L.H. 7648770
10. Rear L.H. 8715189
Gutter, Luggage Side 44F7696-7

Antenna
67-68 986925
69 993631

COWL and DASH



1. Pillar, Hinge
65-66 exc. R.H. 7689120
L.H. 7689121
Conv. R.H. 4534142
L.H. 7642651
67 exc. Conv. 7689120-1
68-69 exc. Conv. 7727051-2
67-68 Conv. 7689122-3
69 Conv. 7785167-8

Cont'd.

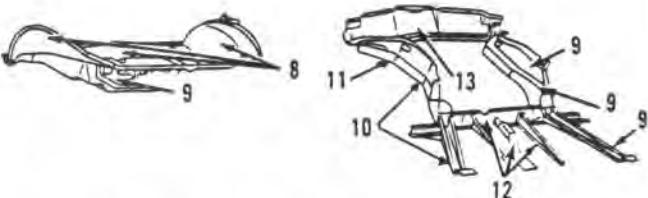
COWL and DASH, Cont'd.

2. Grille, Cowl Vent	4437696
3. Panel, Dash Upper 65-69 exc. Conv. 65-66	7657771 4472413
67-69	7657772
4. Panel, Dash Lower ## 65-68	7748058
69	8768146
5. Panel, Vent Duct Side R.H. L.H.	4437703 4437702
6. Panel, Instrument 65-66	4468960
67	7646784
68-69	7726056

Pad Unit, Instrument Panel 65	Black	3869365
66 exc. Monza	Black	3869365
66 Monza	Blue	7592460
67 exc. Monza	Black	7647451
67 Monza	Blue	7647452
68	Black	8725879
69	Black	8748610

Door, Glove Box (Std.) (Monza)	4507021
	7594108
7. Frame, Windshield Upper Inner Closed Models	4437663
65-67	68-69
Conv.	4534103
	68-69
	7727048

FRONT FLOOR

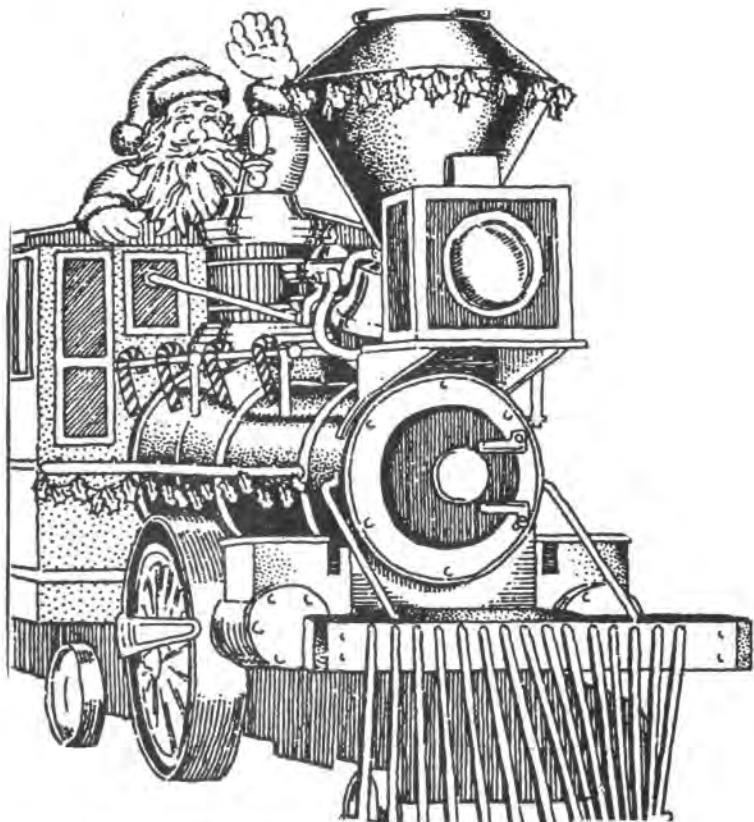


8. Floor Pan, w/Inner Wheelhouse
65-69 7649181

9. Pan Assembly, Floor
Closed Models 65-66 7748059
Conv. 65-67 7748060
67 exc. Conv. 7748059
68-69 exc. 7748059
Conv. 7748060

10. Rail, Side
65-66 R.H. 4548318
L.H. 7649183
67 R.H. 7785163
L.H. 7677933
68-69 R.H. 7785163
L.H. 7785164

11. Filler, to W/House R.H. 4472417
L.H. 7636559
12. Cross Bar, Toe Pan 65-68 7796981
69 8768359
Frame Windshield Lower 4534014
13. Rail, Front Cross 7616530



TECH TOPICS

TECH TIPS by Larry Claypool

Here's a little trick that I stole from Fred Bachrodt, but since he wouldn't write it down, I'll take credit for it. For years, full size Chevy's have had illuminated ignition switches. A real convenience at night, the illuminated key slot ends probing the key into the radio knobs, ash tray, heater control, and lighter socket. As originally designed, the bulb operates with the other instrument lamps, so the parking lights would have to be on to make it functional. But, as usual, I, (thanks, Fred) have a better idea. Recent Mopar Products have an automatic key light that automatically goes on when the door is opened, remains lit for about 15 seconds, then goes off. The brain of the system is a timer that looks similar to a turn signal flasher. It's located near the steering column and has 3 wires connected to it. One wire goes to the key bulb, one to 12V power source (such as the fuse for tail lamps, or clock) and the final wire to the door jamb switch. In order to make everything work a la Chrysler in your Corvair, you will need the following parts:

- The timer control--pick one up at any junkyard from a later model Chrysler product car so equipped, or buy a new one. Sorry, I don't have any Chrysler part no.'s, or know the cost, but I would believe it to be easily obtained and relatively cheap.
- The ignition switch, not the lock cylinder, but the switch must be changed to the appropriate big Chevy part that has the light socket. Use your old lock cylinder in the new switch to retain the same keys.
- 1968-69 Corvairs use Chevy switch #16702. 1966-67 use #1116686, 1965's use 1116660.
- All switches are about \$5.00, 60-64 Corvairs and Trucks use #1116610.
- Connectors on back may have to be rearranged on early models.

Install the new switch into the dash, using an ordinary dashboard light socket and bulb in the new switch. Wire it up as per my explanation on the timer operation. (Sorry, don't presently know the wiring terminal sequence on the timer, but it may be marked.) The ground wire may be wired to the door jamb switch, but this will allow the key bulb to function when any front door is opened, or if the interior lights are turned on from the light switch. To go one better, get the driver's door jamb switch from a '68 or '69 Corvair (and probably any other '68 or newer GM car). This switch has two terminals on it, one for the dome light, and one for the ignition buzzer. Connect the key wire to the terminal not used for the white dome light wire. This allows the key lamp to work only when the driver's door is opened. Part # for the LH door switch is 391307.

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12/25/85



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