



THE OIL DROP



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

JAN 1986

Published monthly by the Vulcan Corvair Enthusiast for its members and others interested in preserving the Corvair. President; Terry Wilkins, Secty; Ann Steadman, Treas; Louise Hartline, Membership; Curtis Hare, Activity; Owen Miller, Newsletter; Bob Donley.

*THE DRIVERS SEAT:



What a suprise it was to call about the December meeting only to discover that it was held earlier in the month. Then the second suprise. I was asked if I knew that I had been elected President for 1986. Is this what happens when you miss a meeting?

Speaking of missing meetings, the attendance last year was usually good but it can be improved. Make a New Year's resolution to attend meetings when possible and invite someone else, whether a prospective member or an old member who has dropped out of the club. We have lost several members who have been missed this year and I hope they get back in the habit of joining us. As you have heard many times: "An organization is only as strong as its members."

I appreciate the group of officers you chose to serve with me this year. It will make my job easier. Also I will soon be asking several of you to serve on a committee. I encourage each of you to get involved, voice your opinions and make your suggestions. This is your club.

I want to thank the 1985 officers for what they did for the club and ask for their continued involvement.

Happy New Year, good health and may you have a charged battery all year.

Terry Wilkins, President

*NEXT MEETING:

DATE: Friday 17 Jan 1986
TIME: 7:30 PM
PLACE: Homewood Library
PROGRAM: Getting organized for 86



Happy New Year



The December meeting was the dinner held at Niki's on Dec 7. Most everyone enjoyed a seafood platter or a rib-eye steak. I can't say about the seafood but my steak was v-e-r-y good.

Chris Rothe made the trip From Atlanta. He has joined the Atlanta chapter but deep down I think he will always be a Vulcan Enthausist.

It was good to have our new member Jean Cox and her daughter Michelle at the dinner. We were sorry that husband Charles could not attend. We heard lots of nice compliments from the people who went to Jasper for Veterans Day about their fine hospitality.

The exchange of Christmas gifts was total confusion. When my time came to select I couldn't decide if I wanted the Corvair thermostats, oil filter, music box, neckties or what. It didn't really matter because everytime someone selected a gift someone already had, the musical gift exchange started all over again. Some of the gifts made the rounds two or three times.

Ben McCrakin came out as the proud owner of the 1958 Olds taillights for this year. They are still in excellent condition an should be back in circulation next year. Bob Donley says that there is no way he is going to win them again.

During the dinner Ben McCrakin became very ill and the paramedics were called. We are pleased to report that his problem resolved itself and that he was O.K. the next day.

The fellowship was good, the food was delicious and I think everyone enjoyed the party. For those of you unable to attend we hope there will be no reason to prevent us all from getting together next year.

We hope that all of you had a joyous holiday season and wish you all the best for 86!

Owen Miller, Activity Chmn

*DUES:

Your annual assessment 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.

*A BIG YEAR AHEAD

I believe this year will be a make or break proposition for our club. We seem to have exhausted the drive and ambition of most of our old members and we don't seem to be pulling any new blood into our club. We have lost the meeting place that we have had for about ten years. Very few of the members bring their Corvairs to the meetings (including yours truly) and we seem to have run out of good



tech sessions that are the reason that many come to the meetings (or don't come).

Let's all make a New Year's resolution to each try to do our part to insure that the Vulcan Corvair Club survives and goes on to become one of the most active and best clubs in CORSA.

Terry and the other officers cannot be expected to be the club. It will take each and every one of you doing your part whether it be cleaning up the meeting room, making phone calls or being the project coordinator for Cheaha. Do your part and try to motivate everyone else to do theirs.

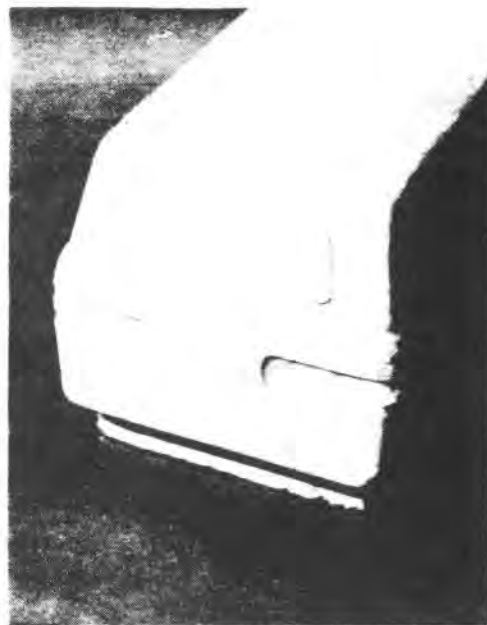
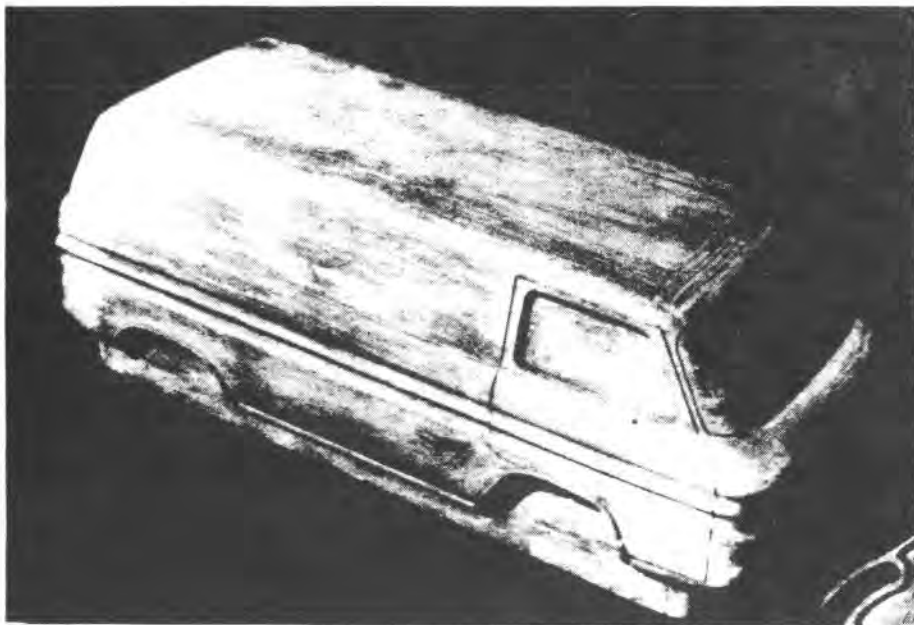
Bob Donley, Editor

Tech Topics

MYSTERY IN PLASTER

In 1978, a plaster model surfaced at Chevrolet after X-years of being shuttled between cabinets, under desks and behind doors with no real interest of what it was and where it came from. As soon as I saw it, I started asking questions of those that had worked on the Greenbrier body and were still working at Chevrolet and calling some that had retired. Here's what we have, and the bottom line is that it's a mystery.

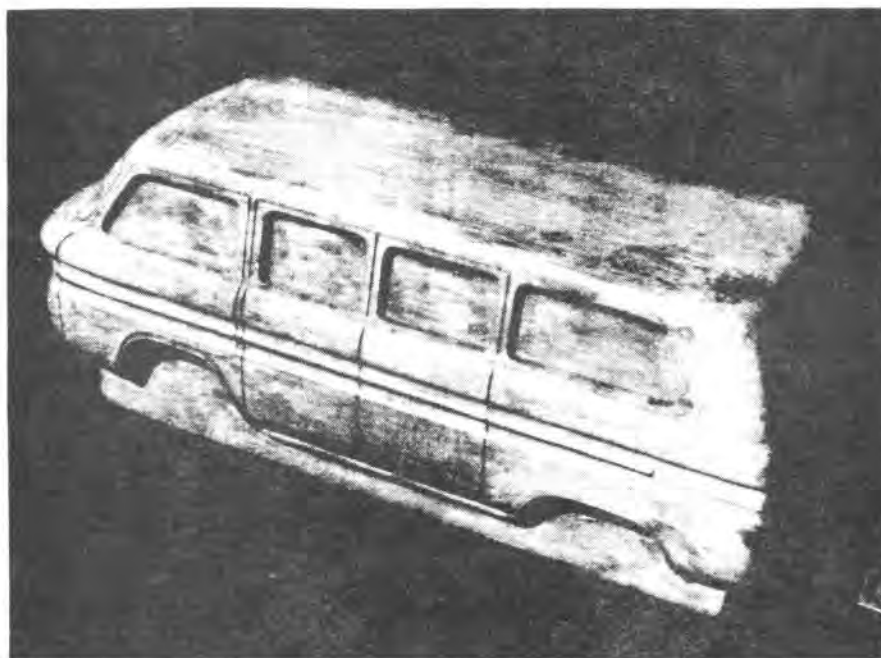
The model is about 17 inches long, made of plaster and sisal over a wood frame. It is a dual model representation in that the RH side is a van and the LH side has windows and doors. The rear end door is one piece similar to the 1964 VW. Roof drip rail area, rocker configuration and miscellaneous corners and edges are not quite like the production vehicle. Obvious question is whether this is an early styling concept or whether it represents a second generation styling. No one that had worked on the Greenbrier body or styling liaison that I talked to had any knowledge of any second generation Greenbrier work. Replacement vehicle for the Greenbrier (FC series) was designated G-10, and I know of the styling concepts for that vehicle right from the start. This plaster model is in no way representative of any early G-10 work.



If the model is not of a second generation design, then I conclude it is early styling, before the Greenbrier design solidified. Significant is that the rear end would indicate an area for an engine access door (rear engine), but there is no intake grille on the side. Much work was done early in the Greenbrier program concerning where the intakes should be placed for minimum dust entry. VW's were used for pre-test vehicles and had air intake areas all up and down them for test purposes. Therefore, early in the program, it was not known at Styling where the intake would be. That being the case, the model would date from perhaps 1958; being 20 years old when it surfaced. No one associated with the Greenbrier (FC) project that I have talked with has any knowledge of when the model was made and absolutely no story concerning it.

The model was on display at the 1979 Detroit Convention and remains in my possession until CORSA has a museum.

R.A. Kirkman, *CORVANTICS*

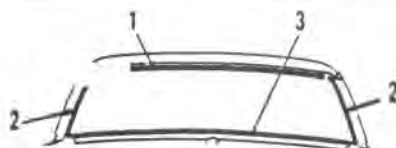


Ed. Note: I have found evidence to indicate the model may actually be even older than 1958. There is a GM Design Staff photo appearing in the article "Corvair Styling Evolution", Special Interest Autos, May-June '74 that may shed a little light on the time frame in question. It shows an early prototype sedan, but in the background can clearly be seen a FULL-SIZE clay mock-up of a Greenbrier, complete with side scoops located just a little bit back from the final production location. The photo is dated December 1957. Apparently then, this could place the UNlouvered model well back into 1957. Incidentally, this photo also shows, once and for all, which U.S. auto manufacturer designed their van line FIRST!

1986



WINDSHIELD



Glass, Windshield	(Glass Co.)	(Car Mfr.)
65-69		
Clear NAGS W659		7584392
Tinted		7584393

Moulding, Reveal		
1. Upper	R.H.	4489203
	L.H.	4489204
2. Side		4469664-5
3. Lower		4489205
Side Pillar (Conv.)		4471398-9
Moulding, Header Finish		
Conv. Center		4467227
Side	65-67	4467236-7
	68-69	7741656-7
Moulding, W/S Garnish		
65-67 exc. Side		4493001-2
Conv. Side		4493003-4
68-69 exc. Black		7729702-3
Conv.		7766946-7
Mirror, Inside		
Std.	65-69	3633013
Support, Mirror		
exc.	65-67	4479214
	68-69	8711847
Conv.	65-67	4480400
	68-69	7740299
Sunshade, Inside		
Corvaire exc. Conv. Fawn		
	65	4475568
	66	7631442
	67-68	7650758
	69 Dark Blue	8742790
Conv.	65 Black	4475580
Monza exc. Conv. Black		
	65	4475573
	66	7631449
	67	7650762
Conv.	66-67 Black	7631458
	68	7766023
	69	8765277
Support, Sunshade		
exc.	65-69	R/L 7790753
Conv.	65-69	4523877-8
	69	7758564-5

WIPER & WASHER PARTS



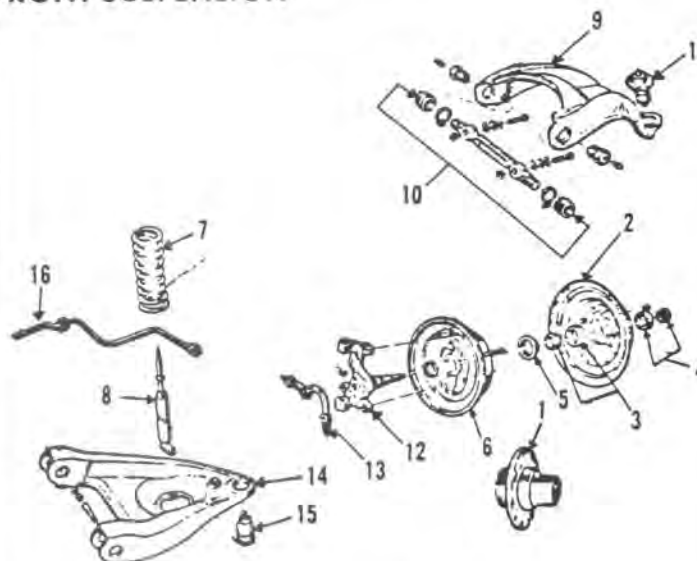
Wiper, W/Shield	
Trico	3941969
Anco	3888296
Insert, W/S Wiper Blade	
Trico	3819074
Trico Arm 65	3856568
	66-69 3916685
Anco Arm 65	3858926
	66-69 3916686
Link, Rt. w/Housing	4915411
Lt. w/Housing	4915410
Motor, W/S Wiper	
w/Sgl. Spd. 65	4911945
w/2 Spd. 65-69	4911476
Jar, W/S Washer	3840083
Valve, Washer Pump	4914357
Pump, W/S Washer	
	4919332
Nozzle, W/S Washer	R/L 3943634

FUEL TANK



Tank, Fuel	3931549
Cap, Filler (Vented)	
65-67	3843698
68-69	3931449
Neck, Filler	3886532
Hose, Filler Neck	3834073
Strap, Mounting	6257682
Gauge, Tank Unit	
65-67	6428063
68-69	6428194

FRONT SUSPENSION



1. Hub, Front	3887867
2. Drum, Brakes	3987445
Bearing, Front Wheel	
3. Inner	7450630
4. Outer	7450627
5. Oil Seal, Wheel Bearing	3876191
6. Back Plate, Brake Shoe	
65-68	R/L 3885917
69	3953396-5
Hose, Front	
65-68	3910721
69	3953556
7. Spring, Front Coil	
65-69 exc.	3857689
Conv.	3875089
w/A.C.	3857689
H. D. Susp. exc. Conv.	3875088
8. Shock (Incl. Bushings)	3192096
9. Arm, Upper w/Stud	3865962-1
10. Shaft, Upper Arm	3865963
Bushing, Front	6255602
11. Ball Stud, Upper (Kit)	3865959
12. Knuckle	3890128-7
13. Arm, Steering Knuckle	
exc.	3863468-7
w/H. D. Susp.	3876418-7
14. Arm, Lower w/Stud	3857672-1
Bushing, Lower Arm	3857679
15. Ball Stud, Lower	9743331
Strut, Lower Arm	3888690
Bushing, Strut	3793684
16. Shaft, Stabilizer	3859143
Crossmember Susp. Mounting	
65-67	3857617
68-69	3931848

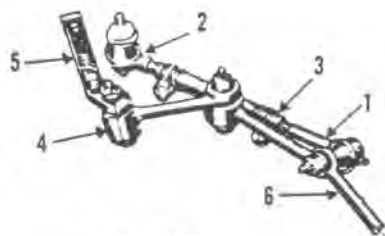
CORVAIR 65-69

WHEEL



Wheel	3860957
Hub Cap, Small	
65-66	3859254
67-69	3840898
Wheel Cover, Disc Type	
65 (Less Emblem)	3861087
66-69 (Less Emblem)	3875318
Wheel Cover, Wire Type	
65-66 (w/Ornament)	3855383
67-69 (w/Ornament)	3908393
Wheel Cover Mag. Type	3874648
Emblem, Wheel Cover Disc	
65 Std.	3861090
Monza	3861088
Corsa	3869470
66-69 Std.	3878325
Monza	3878319
66 Corsa	3878322
Kit, Wheel Cover (Set of 4)	
Disc Type 66-69	986601
Mag Type 65-69	986416
Wire Type 67-69	987107

STEERING LINKAGE



1. Tie Rod, Inner (2)	3861078
2. Tie Rod, Outer (2)	3857009
3. Sleeve, Adjusting	3854805
4. Idler Arm Assembly	3913860
5. Support, Idler (Not Serviced Part of Assembly)	
6. Rod, Relay (Drag Link)	3777825
Arm, Pitman	3857005
Arm, Steering Knuckle	
exc.	3863468-7
w/H. D. Susp.	3876418-7

STEERING COLUMN

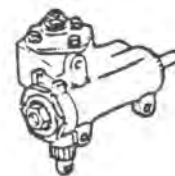


Wheel, Steering	
65 Std. *Fawn	9741608
(*Includes Horn Blowing Parts)	
65 Dlx. Black	9742348
65 Wood Grain (Walnut)	9741032
66 Std. *Fawn	3876651
(*Includes Horn Blowing Parts)	
66 Dlx. Red (2 Tone)	9742345
Black	9742348
66 Dlx. w/Tel. Wheel	
Black	3888608
66 Wood Grain (Walnut)	9741032
67 Std. Black	9745977
67 Dlx. Black	9746031
67 Wood Grain (Walnut)	9748390
68 Std. Black	9747524
Std. Monza Black	9747926
68 Dlx. Black	9747536
68-69 Wood Grain (Walnut)	9748390
69 Blue exc.	9749614
Monza	9749615

STEERING COLUMN, Cont'd.

Cap, Horn Button		
Std.	65-66	3859834
	67-69	3923665
Monza	65-67	3869474
Std.	68-69	3935720
Corsa	65-66	3869474
Wood Grain exc.	65	3859873
*Tel. Wheel	65-66	3883627
Wood Grain exc.	66-67	3945461
*Tel. Wheel	67-69	3923666
(*w/Telescoping Steering Column)		
Ring, Horn Blowing		
Monza (exc. Wood)	65-66	9741752
Switch, Signal Lamp		
65-66 exc.		910821
w/Tel. Wheel		5696681
67-68 Delco		7800482
Boyne		5698520
69 Boyne		5698520
Lever, Signal Lamp exc.		3854303
w/Tel. Wheel 65-67		3840903
68		3909580
69		3961517
Lever, Gearshift		
w/3 Spd.	65	3872870
	66-69	3881738
Jacket, Column		
exc. Tel. Whl.	65-66	3875003
Jacket, Column (Inner & Outer)		
w/Tel. Whl.	65	5696385
	66	5696840
Jacket, Col. exc.		
	67-69	3958679
w/Tel. Wheel	67-69	7803023
Shaft, Steering Upper		
exc. Tel. Whl.	65-66	5696354
w/Tel. Whl.	65-66	5695394
Shaft, Steering	67-69	
w/o Spl. Strg.		5699246
w/Worm		5699245
w/Ball Nut		
w/Spl. Strg.	67-69	5699244
w/Worm		5699243
w/Ball Nut		
Bearing Unit, Upper	65	5672508
	68-69	7806142
Tube, Gearshift		
exc. P.G.	65-69	3889688
Coupling exc.		5695477
w/Tel. Wheel		6256937

STEERING GEAR



Gear Assembly		
65-66 exc.		5695482
w/Tel. Wheel		5696540
67-69 exc.		5699255
w/Spl. Steering		5699258
Shaft, Steering Lower		
exc. Tel. Wheel		
w/Worm	65-66	5695484
w/Ball Nut	65-66	5695483
w/Tel. Wheel		
w/Worm	65-66	5695029
w/Ball Nut	65-66	5695028
exc. Spl. Steering		
w/Worm	67-69	5699246
w/Ball Nut	67-69	5699245
w/Spl. Steering		
w/Worm	67-69	5699244
w/Ball Nut	67-69	5699243
Ball Nut exc.		5679169
w/H. D. Susp.		5696165
Shaft, Pitman		5673118
Seal, Pitman Shaft		5673120
Bushing, Pitman Shaft		5674018
Adjuster, Worm		5673101
Bearing, Worm Gear		5673113
Housing, Gear		5678909
Cover, Housing		5674020

Cont'd.



Technical Topics

Late model 4-speed fits into '64

My 1964 Monza convertible's stock 4 speed shifter was very sloppy. It had that hunt and miss shifting pattern. Not even replacing the plastic ring helped relieve this condition. So I figured I would do something about it.

Owning a few '65 and '66 Corvairs, I keep a lot of spare parts for late models. I pulled out a '65 4-speed shifter and tube assembly, and began checking some measurements. To my surprise the shifter will bolt in, with very few changes.

1. Remove old shifter and shift tube from the car. Open up the four shifter mounting holes to 27/64" and drop the 65-69 shifter into the holes. (You may need someone topside to hold down the shifter while installing underside parts.)

2. With shifter tube assembly upside down, look at it as it goes into the car. The left side must have a relief ground in it, to allow emergency brake cable clearance. Approximately 3/8" x 3/8" will do, check location first. See figure #1.

3. Make adjustment to shift yoke on the rear of the shift tube by loosening clamp and pulling yoke out. (I had to pull mine out 1/4" and used the old shift tube as a guide.)

4. You must use the 2 plastic shims that come with the new shifter under the floor between the shift tube assembly. One shim must be cut down to match the smallest one. See figure #2.

5. You can install the shift tube assembly as is. Everything underneath will clear: accelerator, belly pans etc. What you end up with is a tighter shifter. Close and quick like a '65 Corsa. It's a pleasure to drive with a four speed that shifts positive with a short throw.

By - Richard Meyer

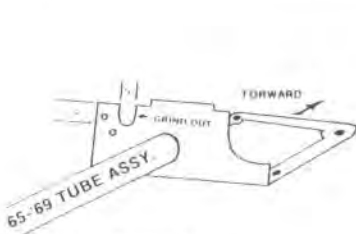


Figure 1

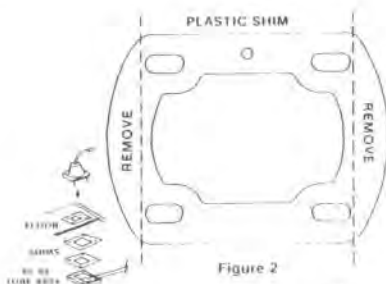


Figure 2

CLUTCH CONTROL SHAFT LUBRICATION

The clutch control shaft, located to the right of the transmission on manual transmission Corvairs, has an interesting history of lubrication requirements. The original shop manual for the 1960 models said "The cross shaft should be lubricated through the fitting every 1000 miles with chassis lube". It continues to say, "also coat both ends of shaft." This recommendation went on unchanged for '61 and '62.

For '63, extended lubrication intervals were discovered. The cross shaft was included in a list of fittings to be lubricated "every 6000 miles or six months." The ends of the shaft no longer required attention. However, GM started getting more particular about the type of grease. They specified "water-resistant EP lube" and supplied the GM spec. number. Previously, the instructions simply said "chassis lubricant."

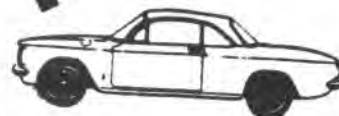
For '64 to '69 models, an even more interesting recommendation appeared. Periodic lubrication was no longer required at all. A plastic plug was put in place of the grease fitting. The manual stated "At 36,000 miles, or sooner if necessary, remove the plug, install a grease fitting and lubricate with chassis grease." They still specified "water resistant EP lubricant." but the GM spec number was eliminated. No guideline was provided for the meaning of "sooner if necessary."

On most of those that I have seen, the plastic plug is still in place. Next time you do a lube job on your car, check out the cross shaft. It probably is due for some grease.

Jim Becker

Dallas Transaxle Telegraph
Jan.84 p.7

Here's TO '86!



TOTE A SPARE BEARING

Carrying a spare rear wheel bearing in my 1966 Corsa seemed like a good idea. I removed one complete with backing plate and axle yoke from a parts car and neatly placed it in the trunk with my usual assortment of items carried on long trips. After carrying it many thousands of miles, it was finally needed and I was lucky to be home at the time. I had overlooked two items. One, the emergency brake cable hole was in the wrong side, ie, it was from the opposite side of the car. The other problem was the tapped holes in the yoke were 1/4-20, the ones in my car were 5/16-24. This was a change made in 1966 - the parts car was a '65. Needless to say, the job took longer than I planned.

To remedy the problem (and for future spares), the following modifications were required. Drill another 1/2" hole in the backing plate and plug the unused hole with a plastic plug. Drill and tap the yoke to the required 5/16-24 UNF with an 11/32" counterbore 3/8" deep. I would recommend this change for any 1965 yokes in that the larger bolts are much stronger and easier to install.

Mike Dobie

Dallas Transaxle Telegraph
Dec.83 p.6

VULCAN CORVAIR ENTHUSIASTS
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FRANK & EDNA THOMPSON
3418 SAGEBROOK LA
BIRMINGHAM AL 35243

CORVAIR, VERN. LA CREME DE LA CREME, KNOWHUTIMEAN?





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THE DRIVERS SEAT:



1986 is off to a great start. There were 18 members and five Corvairs at the first meeting. I hope we can increase both numbers at the February meeting.

Since this was the first meeting with the new officers, there was a lot to discuss for the upcoming year. New committees were established, club activities were discussed, two tech sessions were held and we had wonderful refreshments. Those unable to attend missed a good meeting.

Owen Miller was able to fill the activity calendar with outings and tech sessions for most of the months. The year looks full and interesting. Good start, Owen. Thank you and those who volunteered to host an activity or give a tech session.

Jim and Bobbi Floyd agreed to handle Cheaha again this year but they will need much help from each of you. We will be discussing this more in the future. It is not too early to start hunting up those door prizes.

The Hathaway's agreed to be responsible for the refreshments at each meeting. John will make the coffee and Juanita will see that someone has volunteered to make the goodies. She will be asking for volunteers from time to time so help her out. Even if you can't cook you can always go to a bakery. You can use your own container and no one will know the difference.

Juanita also volunteered to head our sick and shut-in committee. If we keep her informed she will see that flowers are sent in the club's name. Call her at 833-5972 if you are aware of an illness or a death in one of our member's families. We will send flowers to spouses, children and parents of club members. We hope Jean Hinkle and Sybil Hare are feeling better and can join us real soon.

Two other committees are incomplete, the telephone committee and the World Of Wheels committee. If you would help with either one please call me at 923-1116 or 945-2431.



As you can tell we were quite busy but the meeting was a great success. Please add to the next meeting by joining us because we miss you. Drive them Vairs!!

The next "Drivers Seat" will be shorter, I promise.

Terry Wilkins, President

NEXT MEETING:

DATE: Friday 21 Feb 1986

TIME: 7:30 PM

PLACE: Hoover Municipal Library

PROGRAM: The regular business meeting plus a tech session on adjusting the contact pattern on the pinion gear.



LAST MEETING:

Terry pretty well covered the last meeting in the "Drivers Seat" so I won't go over that again but will add that we discussed the real purpose of the club was to preserve the Corvair and that we wanted to have more tech sessions and driving events. To that end a tech topic was given on a possible problem with fuel pumps and how to correct them and a discussion on how to eliminate some side play in the differential. The exciting conclusion next month!

NOTE THE NEW MEETING PLACE IS HOOVER LIBRARY

BEST ARTICLES PRIZES:

Don't forget that the best article about your experience with a Corvair and the best Tech topic can win you a \$10.00 prize. I need those articles to make this publication worth reading each month and I bet most of you could use the money to improve your cars.

DUES:

Our annual assessment was 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 or to the Club post office address on the front of the newsletter. Newsletters will not be mailed to anyone not paying dues by March 86.

IT WORKS:

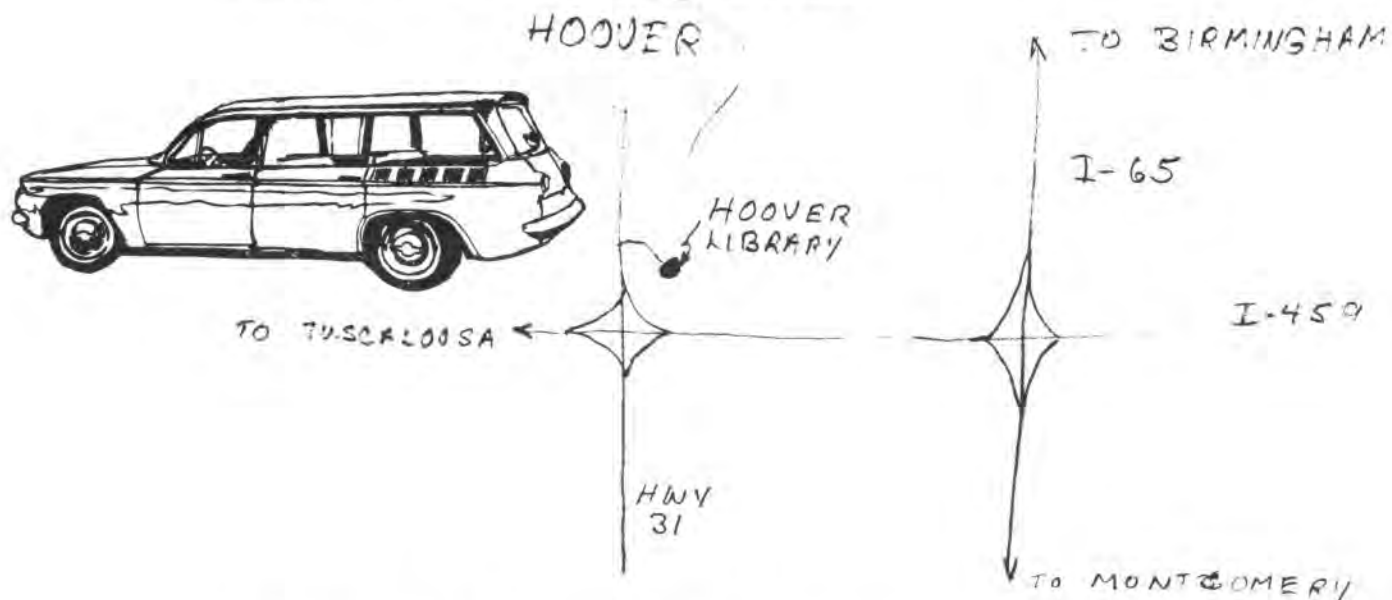
A few days ago I purchased one of those spoilers for a Chevy S-10 Blazer. It cost about \$29.00. I used one of my old spoilers for a pattern and marked all the bolt holes and



cut it to size with a pair of tin snips and a good sharp knife. Within a half hour I had a brand new spoiler on the car that really looked great and it is hard to tell it from the original from 10-15 feet away. I'll be doing a tech session on it one of these meetings but if you just can't wait and don't want to do the work yourself I'll layout and cut you one for \$7.00. You furnish the Chevy spoiler. If you want me to buy the spoiler and cut it out and bring it to a meeting then send me a \$29.00 check and I'll doctor it up and you can pay me for the work when I deliver the spoiler. It's not that I don't trust you but I just can't afford to tie up a bunch of money in Chevy S-10 spoilers.

Bob Donley

HOW TO GET THERE:



ABOUNDING

Activities

Mystery Tour RALLY

Calendar of Events

DATE	EVENT	DATE	EVENT
JAN 1	MEETING	JAN 15	MEETING
JAN 8	MEETING	JAN 22	MEETING
JAN 15	MEETING	JAN 29	MEETING
JAN 22	MEETING	FEB 5	MEETING
JAN 29	MEETING	FEB 12	MEETING
FEB 5	MEETING	FEB 19	MEETING
FEB 12	MEETING	FEB 26	MEETING
FEB 19	MEETING	MAR 5	MEETING
FEB 26	MEETING	MAR 12	MEETING
MAR 5	MEETING	MAR 19	MEETING
MAR 12	MEETING	MAR 26	MEETING
MAR 19	MEETING	APR 2	MEETING
MAR 26	MEETING	APR 9	MEETING
APR 2	MEETING	APR 16	MEETING
APR 9	MEETING	APR 23	MEETING
APR 16	MEETING	APR 30	MEETING
APR 23	MEETING	MAY 7	MEETING
APR 30	MEETING	MAY 14	MEETING
MAY 7	MEETING	MAY 21	MEETING
MAY 14	MEETING	MAY 28	MEETING
MAY 21	MEETING	JUN 4	MEETING
MAY 28	MEETING	JUN 11	MEETING
JUN 4	MEETING	JUN 18	MEETING
JUN 11	MEETING	JUN 25	MEETING
JUN 18	MEETING	JUL 2	MEETING
JUN 25	MEETING	JUL 9	MEETING
JUL 2	MEETING	JUL 16	MEETING
JUL 9	MEETING	JUL 23	MEETING
JUL 16	MEETING	JUL 30	MEETING
JUL 23	MEETING	AUG 6	MEETING
JUL 30	MEETING	AUG 13	MEETING
AUG 6	MEETING	AUG 20	MEETING
AUG 13	MEETING	AUG 27	MEETING
AUG 20	MEETING	SEP 3	MEETING
AUG 27	MEETING	SEP 10	MEETING
SEP 3	MEETING	SEP 17	MEETING
SEP 10	MEETING	SEP 24	MEETING
SEP 17	MEETING	SEP 30	MEETING
SEP 24	MEETING	OCT 1	MEETING
SEP 30	MEETING	OCT 8	MEETING
OCT 1	MEETING	OCT 15	MEETING
OCT 8	MEETING	OCT 22	MEETING
OCT 15	MEETING	OCT 29	MEETING
OCT 22	MEETING	NOV 5	MEETING
OCT 29	MEETING	NOV 12	MEETING
NOV 5	MEETING	NOV 19	MEETING
NOV 12	MEETING	NOV 26	MEETING
NOV 19	MEETING	DEC 3	MEETING
NOV 26	MEETING	DEC 10	MEETING
DEC 3	MEETING	DEC 17	MEETING
DEC 10	MEETING	DEC 24	MEETING
DEC 17	MEETING	DEC 31	MEETING

During the January meeting we came up with this activity calendar for 1986.

JANUARY: Planning for 86 and a tech session on differential side play adjustment.

FEBRUARY: A tech session by Richard Stolzman on adjusting ring gear contact pattern.

MARCH: A panel discussion to try and answer technical questions. Bob Donley, Frank Ranelli, and Harold Hartline will field the questions. Please prepare your questions in advance so we can get in as many questions and answers as possible. A question that may seem simple to you may solve

someone else's problem.

APRIL: Busy month! On April 12 Frank and Sheila Ranelli have agreed to host a "working" tech session in the afternoon with a covered dish supper later in the day. On 25-27 April the Atlanta bunch will host the last meet in Helen Ga. Get your reservations in at the Alpen Hof hotel. More details from Burnie Weedle at 500 Shadowood Ct., Roswell, GA. 30075. Phone (404) 993-2453.

MAY: Richard Stolzman will organize a "lime run" on 17 May. I'm not familiar with all the rules of this event but he will explain it better in a future newsletter. Norman Rogers will give a tech session on painting at the monthly meeting. The a possible visit to his paint shop in June. 23-25 May the Northwest Florida Club will host an event in Pensacola. Details in the Communique or write to P.O. 2037, Pensacola, FL 32513.

JUNE: A tech session on carburetor rebuilding by Harold Hartline. Everyone is to bring a rebuildable carburetor and a rebuild kit. On 21 June plan on an outing to Sand Mountain where the ladies will visit the factory outlets and the men will get the grand tour of the Rogers paint and body shop.

JULY: The club will celebrate its birthday at the monthly meeting. A picnic is planned for the 20th at Vestavia Park.

AUGUST: The Hartlines will host a pool party on the 24th at their home.

SEPTEMBER: Nothing planned as of 1 Feb.

OCTOBER: The Donleys and the Millers will organize a trip to Montgomery and the Festival In The Park on 4 Oct.

OCTOBER: Winston-Salem sometime this month.

NOVEMBER: CHEAHA! 31 Oct 1, 2 Nov. Jim and Bobbi Floyd will organize this event.

DECEMBER: The annual Christmas Banquet.

Folks! It has been brought out at several meetings and events that we have become primarily a social club. It seems to be a fact that we have not provided tech sessions or events devoted to operating or driving our Corvairs. It is felt that the majority of our membership loss has been because of this fact. Please note that July, Aug, Sept, Oct And Nov have no tech sessions scheduled at this time. If you feel that you could do a tech session on some Corvair related topic please let me know and I will put it on the calendar. Drop me a note in the mail, a phone call, or talk to me at the meetings or events.

Owen

Miller,

TECH TOPICS:

Valve cover bolts:

If you have ever replaced the valve cover gaskets you have probably found upon retightening the bolts that they



ROCKER PANEL



Panel, Outer exc.
Conv. 4472425-6
4451170-1

Reinf., Outer Panel Conv. 4451172-3
Moulding Pkg., Rocker
65 R/L 3870747
66-69 R/L 4227218

Panel, Rocker Inner
Closed Models
Front 65-66 4465257-8
67-69 7668646-7
Rear 65-69 R.H. 7787345

65-69 L.H. 7787346
Conv. 65-66 4467640-1
67-69 4467640-1

Reinforcement, Inner Panel
4 Drs. 65-67 7674896-7
Conv. 65-69 4526874-5

Reinforcement, Outer Panel
Conv. 4451172-3

Extension, Rocker Panel Inner
Closed Models 65-69 4437698-9
Conv. 65-69 8715236-7

Sill Plate, Door Opening
Front 2 Dr. 4470394-5
4 Dr. R/L 4470392
Rear 4 Dr. 4470390-1
Extension, Sill Plate
Front 2 Dr. (exc. Conv.) 4470634-5

CENTER PILLAR



Pillar 4 Drs. 4468954-5
Brace, to Floor R/L 4499283

SEAT



Adjuster, Wide Seat
65-66 R. H. 4844640
L. H. 4474279
67-69 R. H. 7659747
L. H. 7779421

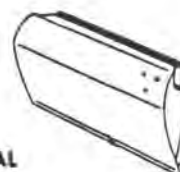
Cont'd.

SEAT, Cont'd.

Adjuster, Bucket Seat

Driver
65-66 R. H. 4854316
L. H. 4526876
67-69 R. H. 7659750
L. H. 7659749
Passenger
65-66 R. H. 4526877
L. H. 4854316
67-69 R. H. 7659751
L. H. 7659750

FRONT DOOR



SHEET METAL

Door Shell
2 Dr. 65-66 4479844-5
67 7642662-3
68-69 7734661-2
4 Dr. 65-66 R. H. 4444782
L. H. 4444783
67 7642658-9
Panel, Outer Repair
2 Dr. 4479846-7
4 Dr. 65-67 R. H. 4437600
L. H. 4468499

HARDWARE

Lock
2 Dr. 65 R. H. 4545370
L. H. 4545371
66 4545370-1
67 R. H. 7642078
L. H. 7730539
68 7740488-9
69 8800004-5
4 Dr. 65 7635367-8
66 4541116-7
67 7730536-7
Striker Plate R/L 8770193
Cylinder Unit (Uncoded)
65-66 3888860
67 3901066
68 3929556
69 3961302

Handle, Outside
Less Push Button R/L 9702388-9
Push Button w/Shaft R/L 5716883
Handle, Inside Remote
65-67 R/L 4468414
68-69 7743520-1
Hinge, Upper
65-66 R/L 4470379
67-69 7677805-6
Hinge, Lower
65-66 4471512-3
67 7642780-1
68-69 7722198-9
Weatherstrip, Door Opening
2 Dr. 4455324-5
4 Dr. 4455330-1
on Windshield Pillar
Conv. 4468518-9
H. T. (See Roof Section)
Mirror, Outside
Standard 3909197
Remote Cont. 65-66 3961371
67-68 3899857
69 3957203

Cont'd.

CORVAIR 65-69

FRONT DOOR, Cont'd.

VENT GLASS & PARTS

Glass, Vent	(Glass Co.)	(Car Mfr.)
Clear NAGS V3393-4		4462575-6
Tinted		4462577-8

Ventilator Assy. (Less Glass)		
65-67		4470418-9
65-69	R. H.	9713178
	L. H.	9713179
W/Strip, Vent		5719640-1
Frame, Vent Outer		5719638-9
Channel, Vent Sash		5719668-9
68-69		9713186-7
Glass Run Frt. R/L		5719658
Channel, Div. w/Scalps		5719650-1
W/Strip, Div. Channel		5719660-1
Handle, Vent 65-67		5719838-9
68-69		9712394-5

DOOR GLASS & PARTS

Glass, Door	(Glass Co.)	(Car Mfr.)
2 Dr.		
Clear NAGS D3395-6		4464428-9
Tinted		4464430-1
4 Dr.		
Clear NAGS D3399-400		4464432-3
Tinted		4464434-5
Channel, Lower Sash		
2 Dr.		4496294-5
4 Dr.		4496296-7
Channel, Glass Run		
2 Dr.		4474481-2
4 Dr.		4472405-6
Strip, Glass Run Channel		
2 Dr. Outer at Belt	R/L	4531587
4 Dr.	R/L	4531589
2 Dr. Inner at Belt	R/L	4531588
4 Dr.	R/L	4531590
Regulator		
2 Dr.		4484844-5
4 Dr.		7587760-1
Handle, Inside Regulator		
65-67	R/L	4472076
68 Black		7752485
69	R/L	8732961

REAR DOOR

SHEET METAL

Door Shell		
65-66		4444786-7
67		7643388-9
Panel, Outer		4468952-3

HARDWARE

Lock	R.H.	7730540
	L.H.	7730541
Striker Plate	R/L	8770193
Handle, Outside		
Less Push Button		9702888-9
Push Button w/Shaft		
R/L		9703436
Handle, Inside Remote		
R/L		4468414
Handle, Inside Regulator		
R/L		4472076
Hinge, Upper	65-66	4470462-3
	67	7642735-6

Cont'd.

REAR DOOR, Cont'd.

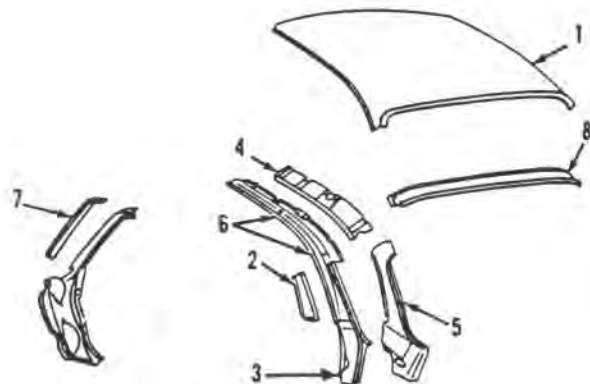
HARDWARE, Cont'd.

Hinge, Lower		
65-66	R/L	4465412
67	R/L	7642737
Weatherstrip, Door Opening		4455336-7
Strip, Hinge Pillar Sealing		4468985-6

DOOR GLASS & PARTS

Glass, Door	(Glass Co.)	(Car Mfr.)
Clear NAGS D3401-2		4464950-1
Tinted		4464952-3
Channel, Rear Door		
Front Sash		7632208-9
Front Support		4496288-9
Rear Support		4496290-1
Strip, Rear Door Window		
Inner at Belt		4531593-4
Outer at Belt		4531591-2
Weatherstrip, Sash Vertical		4468990-1
Regulator		4485533-4
Handle, Regulator		
65-66		4472076
67	R/L	7680653

ROOF



1. Panel, Roof Less Drip Moulding		
2 Dr. H. T.	65-69	7596400
4 Dr. H. T.	65-69	7596480
2. Panel, Roof Extension		
2 Dr. H. T.		4541021-2
4 Dr. H. T.		(Part of Quarter Panel)
3. Rail, Outer		
2 Dr. H. T.		7681994-5
Rail, Outer (Incl. Frt. Drip Mldg.)		
4 Dr. H. T.		4463284-5
Drip Mldg., Side Rail Frt.		
4 Dr. H. T.		4467724-5
4. Rail, Inner Front		
2-4 Dr. H. T.		(Not Serviced)
5. Rail, Inner Rear		
2 Dr. H. T.	65-67 R.H.	7752293
	L.H.	7752294
	68-69	7752293-4
6. Drip Moulding, Side Rail		
2 Dr. H. T.		4467677-8
4 Dr. H. T. Rear		4467722-3
7. Drip Moulding, W/S Pillar		4487806-7
8. Panel, Back Window Inner		
2 Dr. H. T.		4437796
4 Dr. H. T.		4437780
Scalp, Drip Moulding (Chrome)		
Side	2 Dr. H. T.	4477582-3
	4 Dr. H. T.	4477584-5
W/S Pillar		4487808-9

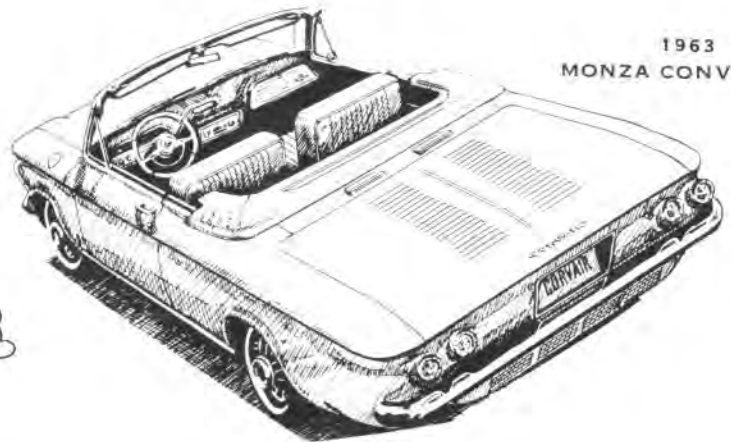
Cont'd.

sometimes strip out. Tapping them doesn't help as there is no metal left. In some cases you can use a longer bolt. If this fails take the bolt to a hardware store that sells metric bolts. There is one that looks the same size but is slightly bigger around. If you're rich, you can also purchase a tap to rethread the hole, but I just start it in the hole and it cuts new threads in the aluminum. It works great! It will also work on the oil pan bolts.

Frank Rannelli



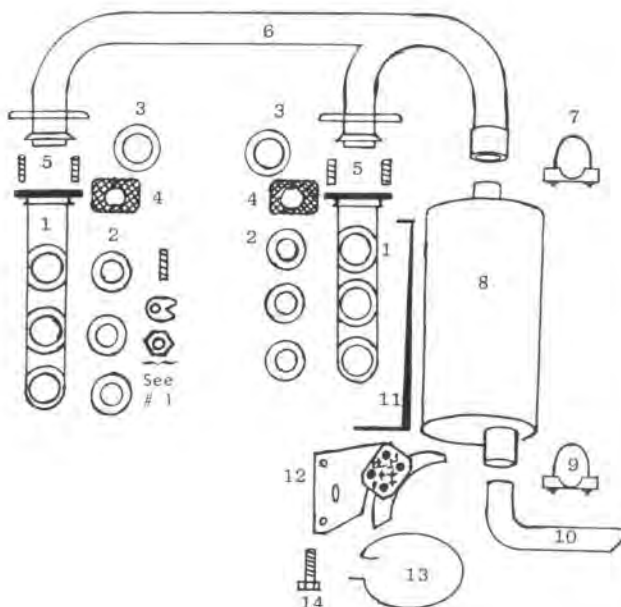
1966 CORSA SPORT COUPE



1963
MONZA CONVERTIBLE

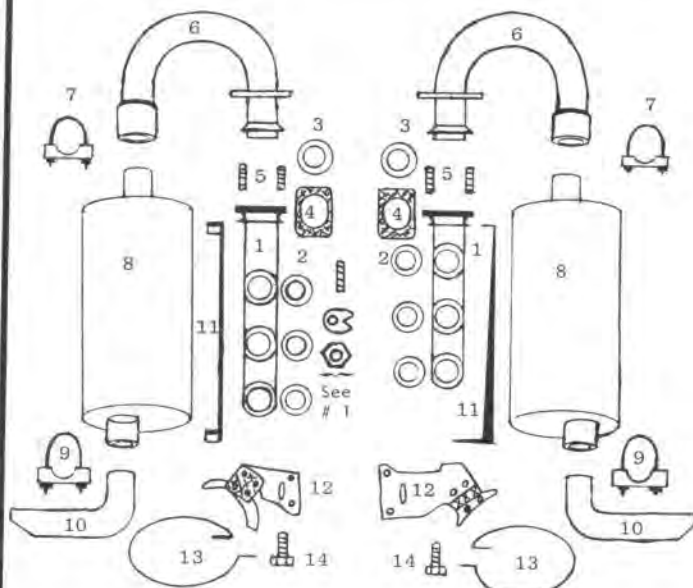
EXHAUST - 1960-69

TYPICAL SINGLE EXHAUST



140 DUAL EXHAUST

(non-original 'non-welded' is shown - (original GM mufflers #6, #8, & #9 are welded together).



VOLCAN CO. BIRMINGHAM, AL 35243
BIRMINGHAM, AL 35243

February 11



**If your
love is
heaven-sent**

FRANK & EDNA THOMPSON
3418 SAGEBROOK LA
BIRMINGHAM AL 35243



Valentine

The shape of time to come.



FOR CORVAIR LOVERS ONLY



THE OIL DROP



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

MAR 1986

Published monthly by the Vulcan Corvair Enthusiast for its members and others interested in preserving the Corvair. President; Terry Wilkins, Secty; Ann Steadman, Treas; Louise Hartline, Membership; Curtis Hare, Activity; Owen Miller, Newsletter; Bob Donley.



THE DRIVERS SEAT:

Last month I promised to have a shorter report this month. So here goes.

Excellent attendance, 26 members in 18 Corvairs. The Hoover Library was a beautiful meeting facility. We had a good business meeting. Richard Stolzman did an outstanding job on the tech session on differential adjustment. The refreshments by the Millers were fattening.

Seriously, there appears to be a lot of enthusiasm and I hope we can keep it up. Several members have not paid their dues and have not attended the meetings. If you are one of them, come back, we miss you.

The March meeting should be interesting. Bob Donley, Harold Hartline and Frank Ranelli will sit on a panel to field questions about Corvair related problems. Write your questions down and be ready.

We hope Juanita Hathaway's back is better by the time she reads this, and we hope your prayers include Cybil Hare and Jean Hinkle.

I want to thank those that helped make the February meeting a success and hope to see you in March.

Terry Wilkins, President

NEXT MEETING:

DATE: Friday 21 Mar 1986

TIME: 7:30 PM

PLACE: Hoover Municipal Library

PROGRAM: The regular business meeting plus a panel discussion on Corvair technical problems.





LAST MEETING:

The Treasurers report showed \$1467.97 at the beginning of the month, expenses of \$215.54, income of \$150.00 leaving a balance of \$1402.43.

It had never been reported in the OIL DROP that Harold and Louise Hartline won the ALICE GODFRY AWARD for being the most outstanding member for 1985. The award was presented to them at the Christmas Banquet. Congratulations to both of them for contributing so much to the Club last year.

A clarification on the definition of immediate family was made for the purpose of sending flowers for illness and death. Immediate family includes spouse and children. Please notify Juanita Hathaway if you know of any member or family that experiences an illness or death and she will send flowers in the club name.

Anyone not paying their dues by the end of March will not receive the April newsletter. I have put a red checkmark on your mailing label if the Treasurers records show you have paid the 1986 dues. I will print a new Club membership roster in the April Oil Drop. I don't have the home and work phone numbers for a lot of you so please try to give me those numbers before April.

This month we welcomed back a long lost member, Floyd Snider. good to have you rejoin our group Floyd.

OUTINGS:

On 12 April Frank and Sheila Ranelli will host a working tech session at their home with a covered dish dinner late in the afternoon. Come with your Corvair that needs adjusting and your belly that needs filling.

On 5 March when I tried to make reservations at the Alpen Hof Hotel There were no more rooms at the North Inn so I would recommend anyone wanting to attend the Corvair Atlanta outing in April had better make some reservations soon.

TECH TOPICS:

How many times have you tried to get an old rusty nut off just to have the stud snap? A good example is exhaust pipe studs. The recommended procedure has always been to soak the nuts for several days with a penetrating oil. Well, if you're like me, when you decide to do something like this, it either has to be done right now, or you forgot to soak it for several days.

A quicker alternative is to take a wire brush and clean up the exposed threads. Then spray them with spray graphite. The nut will then easily come about halfway off. When it starts to tighten up again, reverse direction, clean up the threads and spray again. I've not lost a single stud with this method, as compared to one out of three without using it.

North Texas Corvair Assn. Transaxle Telegraph
Garry Parsley Oct.85



CORVAIR CORVETTE CLUB

Several Corvair parts vendors have been offering nylon or solid style suspension bushings to replace various rubber ones originally used. The claimed advantages include longer wearing, resistance to grease and oil, and a "firmer ride".

It's the "firmer ride" part I'd like to bring to the attention of readers considering installation of such bushings. Looking at diagram A of a late model rear suspension, you can see the trailing arm moves in an arc during normal up and down motion.

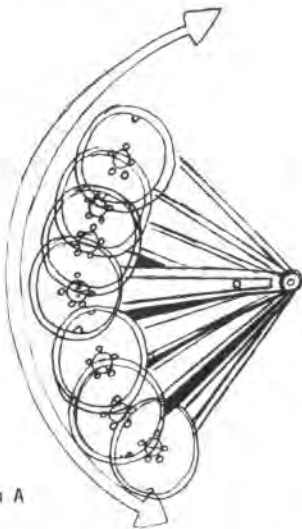


Diagram A

Diagram B shows us the axle and lower strut rod that connects the trailing arm to the differential. The lower strut rod is firmly attached at each end. Consequently, a twisting force is applied to the strut rod whenever the suspension moves, since one end is connected to the "arc", and the other, to the fixed differential case. This twisting force is absorbed by the rubber strut rod bushings.

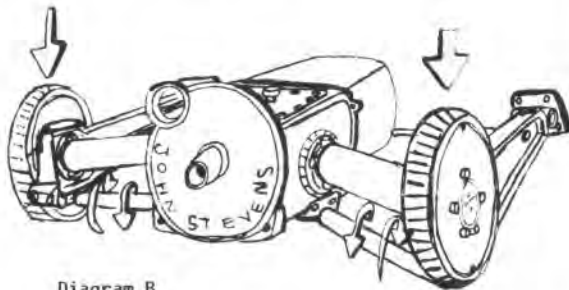


Diagram B

On a properly prepared race car, hiem joints are used in place of the rubber. These all metal joints eliminate excess compliance without the loss of necessary twisting ability.

But, let's say you've installed nylon bushings in the strut rods. The same twisting forces are still there, but the hard nylon bushings don't have any give. The entire suspension system is placed in a bind - the more it tries to move, the greater the bind becomes. While you may be impressed with the new sense of firm control, the long range effects are not so pleasing. Strut rod brackets at the differential have been known to fatigue and crack; wear of the trailing arm bushing is greatly accelerated; and since the control arm now resists left and right motion as well as up and down, loss of toe in adjustment occurs as the trailing arm seeks a fixed angle to the strut rod.

Nylon style bushings in any location should only be considered on a low budget autocross car where suspension movement will be very limited by low spring height, stiff shocks, and anti-sway bars. For the street driven Corvair, however, remember that your suspension geometry was designed around the compliance factor of rubber bushings. Replace 'em with something else and your car won't - can't - act like it's supposed to.

The following tech tips were from BOB GOODMAN
Corvair Houston Newsletter Oct.85

STORING PARTS

Don't disassemble an engine, transmission or differential before you are ready to rebuild it. It occupies much less space assembled and is probably as well preserved with its coat of grease, oil and dirt on the outside and the original fluid on the inside. But, if you must disassemble it, remember:

1. store lifters in a can of oil.
2. coat machined aluminum surfaces, such as lifter bores, with LPS-3 or similar preservative.
3. heads with valves particularly need a good coat of oil applied to the valves as well as the retainers and springs. Be sure that some oil gets to the valve guide area as well.
4. steel parts of transmissions and differentials particularly need a good coat of oil.
5. bearing and needles that are to be re-used should be cleaned, greased and wrapped in Kraft paper or sealed in a baggie.
6. do not leave any aluminum in contact with concrete. It's best not to set blocks on concrete at all!

FLANGED HEAD BOLT NUTS

Having trouble finding flanged head bolt nuts for your engine rebuild? They are at your Cadillac dealer...part number 1488994. On a Cadillac they are used for exhaust manifolds or some such.

Corvair Houston Oct.85

Bob Willhelm

November '78



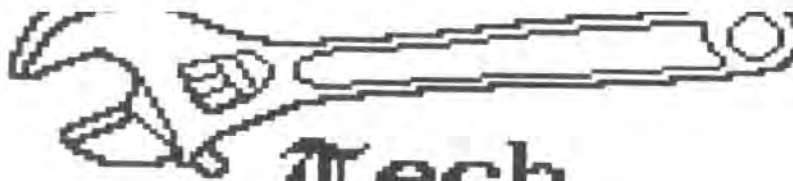
TOP 10 - MOST AND LEAST PRODUCED MODELS

Most Produced		Least Produced	
'62 Monza Coupe	154510	'62 95 Loadside	369
'60 700 Sedan	140373	'69 Monza Convertible	521
'63 Monza Coupe	124893	'64 95 Rampside	851
'61 Monza Coupe	111475	'68 Monza Convertible	1386
'65 Monza Coupe	92336	'65 Greenbrier	1528
'64 Monza Coupe	91630	'63 95 Rampside	2046
'61 700 Sedan	54161	'67 Monza Convertible	2109
'62 Monza Sedan	49079	'61 95 Rampside	2475
'60 500 Sedan	48855	'69 Monza Coupe	2717
'66 Monza Coupe	40123	'69 500 Coupe	2762

reprint from Airhorn

By Larry Claypool

The above was printed through the courtesy of The North Texas Corvair Association



Tech Topics

FRONT SUSPENSION COMMENTS

Have you driven a Corvair lately with a completely rebuilt suspension? If you haven't, you're missing the joy of driving a Corvair. If you think it's too hard, expensive and takes too long and you just can't have your 'vair down that long, that's just not the case. Here are a few comments on how I did it. I then topped it off with a complete set of shocks and Michelin X 195-70 13's which prompted this article to share with others how to regain the superb performance that Corvair was noted for.

I found a friend that had and would swap a spare front end after the R & R. I bought all the parts - see list at end - which are still available from a good parts house, Chevrolet or Clarks.

Now that you have the parts and suspension, you'll need access to a big vise, a hydraulic press and several large sockets to fit over the bushings while they are being pressed in. Spray WD40 on all bolts, nuts (especially the strut rod nuts) several times and let set for a while. First step is to clean up and examine very carefully for bent parts or rust beyond repair. Mark all parts RIGHT, LEFT, UPPER, LOWER, FRONT and BACK to replace them in the same spot.

Next, as you disassemble it stay alert as to the way it comes apart (make notes if needed). I've found it better to mark parts when they come apart with a chisel or nail punch. A word of caution when dealing with coil springs ...leave the shocks in until after the ball joints are separated. This will keep the springs from popping out at you.

In removing bushings, be careful to notice what direction they were pressed in. They can be removed fairly easily with a chisel and a big hammer...crush them! You can press out the lower ball joints but the upper, if original, will have to have the rivets removed with a chisel and punch. Chisel off the heads and then punch out the remaining part with a center punch. The new uppers will be bolted into place.

After it's removed and disassembled, you can clean it up to your satisfaction. If you want to remove the rust, here is an easy way to do it, but be very careful! I mixed 2 gallons of muriatic acid with 25 gallons of water in a NON-LEAKING, PLASTIC trash can in a WELL VENTILATED area. This stuff is very caustic so be careful with it!! It will not affect any area with grease on it. Let parts stand for 4-6 hours depending on amount of rust. Flush immediately with water followed by an anti-rust solution like Ospho, Novirust, etc. Let dry and use a primer with a rust inhibitor and paint desired color. Don't forget the inside of the crossmember, the spring towers and the A-arms.

Now that it's all cleaned and painted to your satisfaction it is time to remember how it came apart. Press the lower ball joints. Next is the most critical part of the project. When pressing the bushings in the A-arms, be sure to support the arms so that they don't get bent. Take measurements if desired. Now reassemble the remaining parts to the crossmember except the springs and swaybar. Attach only the lower A-arm to the spindle at this time and attach the upper A-arm after the springs are in place. The springs and swaybar are easier done with the suspension in the car and you can use the weight of the car to compress the springs. Now that it's completed, it's time to double check things like cotter pins in the castle nuts, etc. See, it wasn't hard!

Now it is time to R & R this beautiful piece of parts. Jack up your 'vair and for safety, use jack stands and chock the rear wheels. Start with removing the wheels, drums, brakes and brake hoses capping the hoses to keep them from draining. Next disconnect the steering links, tie rod ends and pitman arm from the steering box. Place a floor jack under the center of the crossmember, remove the six bolts holding it in place, lower it and slide it out. Inspect the area for rust, cracks, etc. and repair if necessary. Install the newly rebuilt crossmember, brakes, hoses, etc. and double check all connections. Bleed the brakes and head for a good front-end alignment shop. R & R should take about 4-8 hours if you are cautious.

GOOD LUCK!

parts list

- 4 upper A-arm bushings
- 2 lower A-arm bushings
- 2 rubber bumpers (upper A-arms)
- 2 lower ball joints
- 2 upper ball joints
- 2 front shocks
- 2 inner tie rod ends
- 2 outer tie rod ends
- 2 tie rod connectors
- 1 pitman arm bushing
- 2 sets strut rod bushings
- 1 set swaybar bushings
- brake hoses and brakes shoes as needed
- 2 front wheel bearing seals (you are going to repack the front wheel bearings aren't you?)

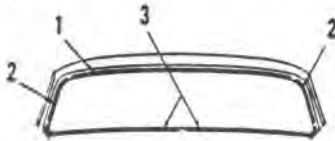
Bob Wilhelm

Stolen From: Corvair Houston Newsletter

ROOF, Cont'd.

Escutcheon, Drip Moulding Scalp			
2 Dr. H. T.			4487810-1
Weatherstrip, Side Rail			
2 Dr. H. T.			7725462-3
4 Dr. H. T.	R. H.		7725464
	L. H.		7725465
Retainer, Weatherstrip			
2 Dr. H. T.			7649378-9
4 Dr. H. T.			7649380-1

BACK WINDOW

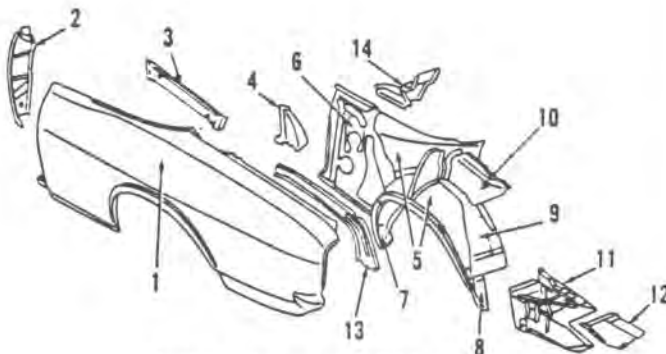


Glass	(Glass Co.)	(Car Mfr.)	
2 Dr.			
Clear	NAGS B3334	Use	4452397
Tinted		Glass	4452398
4 Dr.			
Clear	NAGS B3335	Price	4459592
Tinted		List	7615169

Moulding, Reveal

1. Upper	2 Dr. H. T.		4474480
	4 Dr. H. T.		4478899
2. Side	2 Dr. H. T.		4477148-9
	4 Dr. H. T.		4537500-1
3. Lower	2 Dr. H. T.	R/L	4477400-1
	4 Dr. H. T.		4478952-3

QUARTER PANEL



SHEET METAL - 2 DOOR

1. Panel, Outer w/Pillar Skin		
2 Dr. H. T.		
65-67		7595876-7
68-69		7742784-5
Conv.		
65-67		4437742-3
68-69		7742788-9

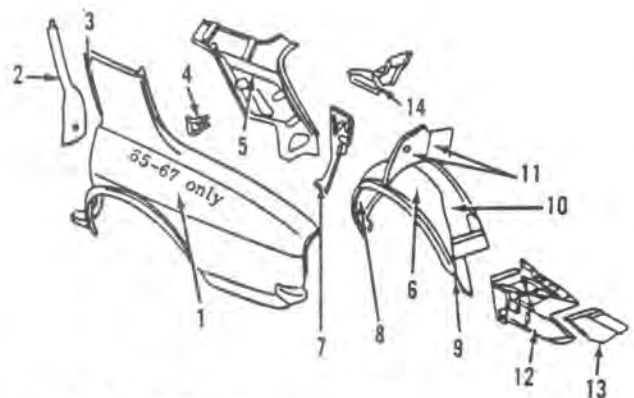
Cont'd.

QUARTER PANEL, Cont'd.

SHEET METAL - 2 DOOR, Cont'd.

2. Reinforcement, Pillar		4437823-4
3. Brace, Pillar to Wheelhouse		4519555-6
4. Brace, Pillar to Pan		
Conv.		4437852-3
5. Panel, Inner w/Wheelhouse		
*2 Dr. H. T. (See Note)		7631195-6
*Conv. (See Note)		4480468-9
NOTE: *Incl. Items 5, 6, 7, 8, & 9.		
6. Panel, Inner Front		
2 Dr. H. T.		7628247-8
Conv.		4464151-2
7. Wheelhouse, Front		4437772-3
8. Extension, Lower Rear		4458410-1
9. Wheelhouse, Rear	R. H.	4437776
	L. H.	4527105
10. Baffle, Wheelhouse Upper		
2 Dr. H. T.		4490098-9
Conv.		4493108-9
11. Filler, to Rail	R. H.	4447522
	L. H.	7631090
12. Extension, Rear (to Rail)	R. H.	4464900
	L. H.	4464901
13. Reinforcement, Gutter Side		
Conv.		4519551-2
14. Brace, Rail to Rocker		
67		7678848-9
68-69		7783776-7
Rail Assy., Eng. Compartment & Side		
2 Dr. H. T.		
65	R. H.	4472430
65-67	L. H.	7582109
66-67	R. H.	7678854
68-69		7678854-5
Conv.		
67	R. H.	7678856
	L. H.	7782974
68-69		7782974-5

SHEET METAL - 4 DOOR



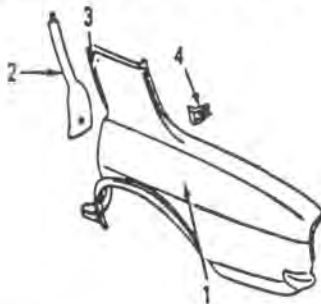
1. Panel, Outer w/Pillar Skin		
4 Dr. H. T.	65-67	4533823-4
2. Reinforcement, Pillar Inner		4437790-1

Cont'd.

CORVAIR 65-69

QUARTER PANEL, Cont'd.

SHEET METAL -4 DOOR, Cont'd.

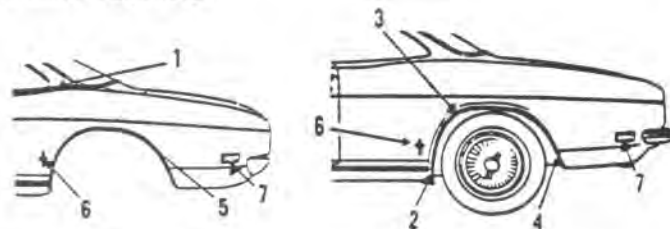


3. Drip Moulding, Roof Rear	(SEE Roof Section.)	
4. Filler, Back Window Lower Corner		4468444-5
5. Panel, Inner Upper	R.H.	7681976
	L.H.	7681977
6. Panel, Inner w/Wheelhouse		*4480464-5
	(*Incl. Items 7, 8, 9, 10, & 11.)	
7. Panel, Inner Lower		4437762-3
8. Wheelhouse, Front		4437772-3
9. Extension, Lower Rear		4458410-1
10. Wheelhouse, Rear R.H.		4437776
	L.H.	4527105
11. Baffle, Upper	R.H.	4490096
	L.H.	4490097
12. Filler, to Rail	R.H.	4447522
	L.H.	7631090
13. Extension, Rear (to Rail)		
	R.H.	4464900
	L.H.	4464901
14. Brace, Rail to Rocker		7678849-7783776
67		
Rail, Engine Compartment & Side		
65	R.H.	*4472430
	L.H.	*7582109
66-67	R.H.	*7678854
	L.H.	*7582109
	(*Also Listed in Rear Body Panel.)	

QTR. GLASS & PARTS

Glass, Qtr. Window	(Glass Co.)	(Car Mfr.)
2 Dr. H. T.		
Clear NAGS Q3397-8		4478866-7
Tinted		4478868-9
Conv.		
Clear NAGS Q3403-4		4478870-1
Tinted		4478872-3
Channel, Front Sash		7632220-1
Weatherstrip, Vertical Sash		4475886-7
Strip, Glass Run Channel		
2 Dr. H. T.		
Outer at Belt		7595878-9
Conv.		4531602-3
2 Dr. H. T.		
Inner at Belt		4531595-6
Conv.		4531597-8
Regulator		
2 Dr. H. T.		4487982-3
Conv.		4487832-3
Handle, Regulator		
65-67	R/L	4472076
68 Black		7752485
69	R/L	8732961

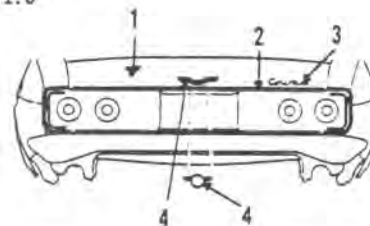
QTR. MOULDING



1. Moulding, Quarter Belt		
Conv.		3870736-5
4 Dr. w/2 Tone		3870734-3
2. Moulding, Wheel Opening		
Front 65		3870750-49
3. Center 65		3870752-1
4. Rear 65		3870754-3
5. Moulding, Wheel Opening		
66-69		4227216-7
6. Emblem, "Corsa"		
65-66 (2)		3871680
7. Lamp Assy., Side Marker (See Rear Lamp)		

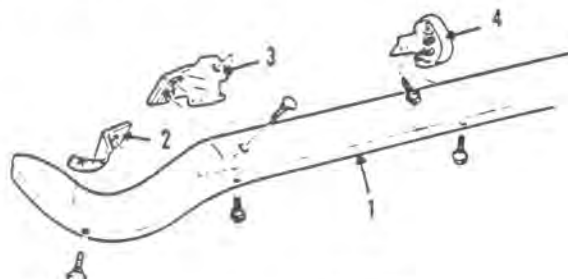
REAR ENGINE LID

Refinish Lid 1.5



1. Lid, Engine Compartment		4444779
2. Moulding, Lid		*3870742
3. Nameplate exc.		(*Also Listed in Rear Body Panel.)
65-68		3865830
Corsa "Turbo-Charged"		
65		3854338
66		3878603
4. Emblem		
"110"	65	3867730
	66-69	3878601
"140"	65	3867731
	66-69	3878602
Latch, Lid		4477409
Striker, Lid Latch		4479247
Hinge, Strap	(2)	9707405
Support, Hinge		
2 Dr.		
	65-69	R/L 9707404
4 Dr. H. T. 65-67		R/L 9707404
Support, Lid (Prop)		4488987
Weatherstrip, in Gutter		
65		4484836
66-67		7583477
68-69		7583477

REAR BUMPER



1. Face Bar		3850868
2. Bracket, Side Outer		3856594-3
3. Side Inner		3854702-1
4. Center		3854700
Guard, Rear Bumper		3861860-59

technotes

CORVAIR HOWTO: NOV 83

You will get a lot less back talk from your Corvair, noisy lifters that is, if you humour it by keeping the oil level at the full mark gauged with the engine idling.

When working with air conditioners, charging, etc., you should pay special attention to the condition of the attaching hoses. If a hose springs a leak, the freon can not spill thru to the ground as on a conventional car but will puddle in the engine compartment and can be ingested into the engine. Freon is relatively harmless until exposed to a flame... it then becomes a deadly gas.

Oil coming out of the dipstick tube is a problem that comes up from time to time. This indicates that there is more blowby than can be handled by the crankcase ventilation system. A complete engine overhaul would take care of the problem nicely but there is another solution that just might work. This is to get the bottom end of the dipstick tube above the oil level in the pan. To pull the dipstick tube, rig a slide hammer to the tube using a 5/16 sheet metal screw, a 3/8 pipe nipple with caps for each end having a 3/8 hole in the caps. Fasten one cap to the tube with the sheet metal screw and the other cap to the slide hammer. Couple the caps with the pipe nipple and the tube can then be pulled out with the slide hammer. Remove about 1-3/4" from the bottom end, file off the burrs and drive it back into place. To prevent battering up the dipstick tube, screw the sheet metal screw into the top end of the tube until the head is into firm contact with the tube top. Using a block of wood as a pad, carefully drive the tube back into place. If the problem is severe, oil may still come out from other places.

NOTE: before cutting off the bottom of the dipstick, make sure all ventilation tubes are restriction free. Over time, they tend to become restricted from sludge, dirt and oil hardening inside.

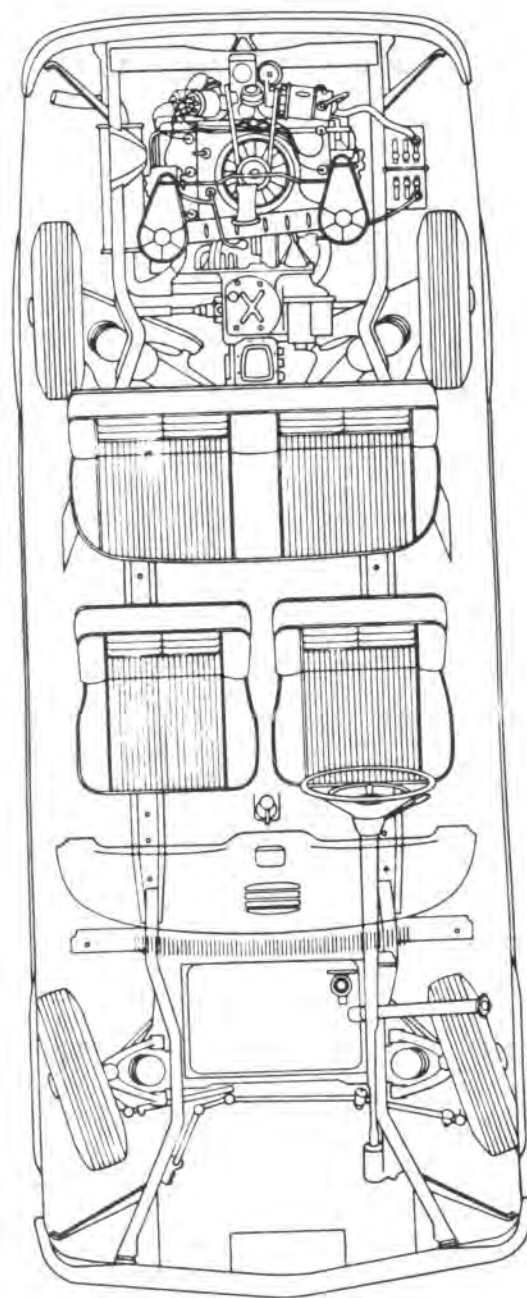
Ralph Reynolds



Graves Plating. For a high class reflection.



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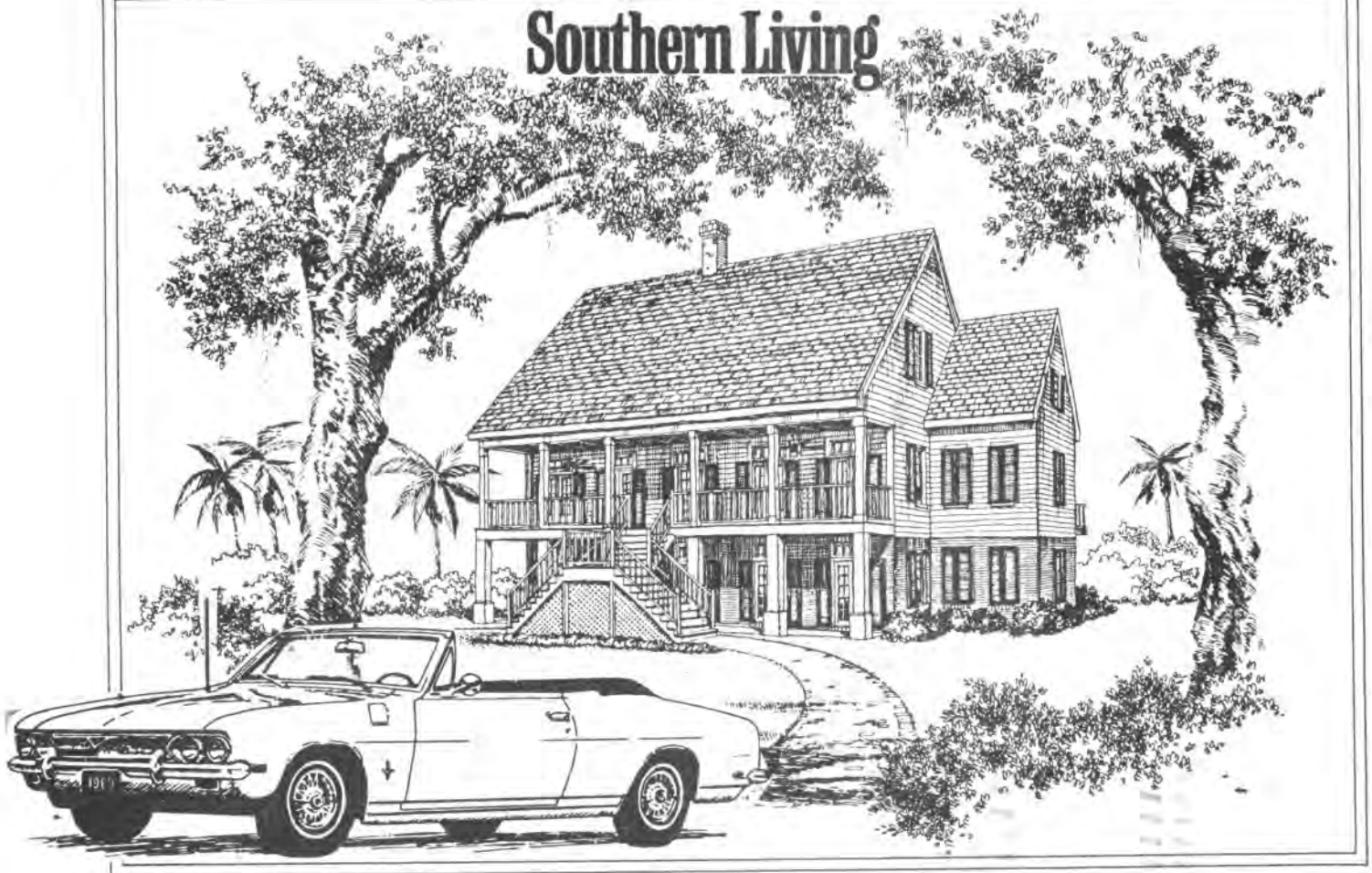
A current article in the newsletter of the Middle Tennessee Corvair Club reports that some Firestone Mastercare stores have a new computerized "Hunter" alignment machine. The machine actually gives a printout of the specifications that a car has been set as well as what the settings were before alignment. This presents proof that the work has been done according to specifications provided. However, not all Firestone stores as yet have this machine.

VULCAN CORVAIR ENTHUSIAST
P. O. BOX 19071
BIRMINGHAM, AL. 35202-0071



FRANK & EDNA THOMPSON
3418 SAGEBROOK LA
BIRMINGHAM AL 35243

Southern Living





THE OIL DROP



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

APR 1986

Published monthly by the Vulcan Corvair Enthusiast for its members and others interested in preserving the Corvair. President; Terry Wilkins, Secty; Ann Steadman, Treas; Louise Hartline, Membership; Curtis Hare, Activity; Owen Miller, Newsletter; Bob Donley.

THE DRIVERS SEAT:



The March meeting was informative and interesting. We had 18 members, six Corvairs, and two guests, Nathaniel Arnold and Jerry Shook.

Rather than having the "panel" discussion, everyone sat in a circle and participated. This proved very successful. For some reason I was the only one with problems and the only novice in the whole group. This session reinforced my opinion of this club. We have a lot of knowledgeable people who are not only willing to share but will offer assistance.

I have said it each month and will continue to say it: if you missed this meeting you sure missed a good one.

I want to thank Dan Brock for the Xerox copies of the cutaway Corvair he made for the members. Oh, by the way, Dan, you left the meeting before we collected your dues, so you owe me \$10.00.

Terry Wilkins, President

NEXT MEETING:

DATE: Friday 18 Apr 1986

TIME: 7:30 PM

PLACE: Hoover Municipal Library

PROGRAM: The regular business meeting. By the time you receive this, Frank and Sheila Rannelli will have had a Working tech session at their home on 12 April. Thanks for going to all the trouble folks.

LAST MEETING:

The Treasurers report showed \$1402.43 at the beginning of the month, expenses of \$51.74, income of \$111.75 leaving a balance of \$1487.26.



OUTINGS:

Don't forget the Helen Ga. outing on 25-27 April. This is supposed to be the last time that the Atlanta group will hold their outing there, so why not take advantage of the spring season in the beautiful Georgia mountains.

FROM THE KITCHEN:

FRENCH ONION SOUP

- 4-5 Large onions
- 2 Teaspoons butter
- 2 Tablespoons flour
- 2 Quarts meat stock or bouillion cube broth (5 cubes)
- Salt and pepper
- Frenchbread slices (Two per person)
- 1/2 cup grated Parmesan and Swiss cheese

Slice onions finely, put in heavy Dutch oven with butter and cook until tender over low heat. Uncover, keep turning. Onions should not brown but become translucent. Sprinkle flour over onions, mix and cook for few minutes. Add water or meat stock, salt, pepper and boil, 15-20 minutes over low heat. Season to taste.

Sprinkle the grated cheese over the bread, and put in broiler until toasted, and cheese melts. Float on top of the soup. I recommend the bowls be preheated and that you sprinkle extra cheese right in the soup for a superb meal.

ALICE DONLEY

TECH TOPICS:

This weekend I undertook one of those projects that everyone suggested that I not undertake. I started to convert my 67 Monza convertible from an automatic to a manual transmission. I had a 65 Monza engine/transmission with air conditioning and a complete black interior except for seats. I plan to Marhyde the rear seats and get some nice buckets out of some late model car in the junk yard.

The old engine/trans came out easily. The brake pedal wasn't hard to get out either but I said a few expletives when I tried to get the shift cable loose from the dash and getting the brake/clutch assembly back in under the dash. I had to do more contortions than someone doing yoga. The shift tube, clutch cable and shifter were a snap to put in. I have a couple of problems that I still have to solve but they shouldn't be too hard. The neutral safety switch on the automatic selector switch must be bypassed or you can't start the car. The backup light switch is also on the selector switch on the automatic and on the transmission on the manual so I will probably run a wire from the transmission up through the tunnel to the dash and connect it to the old



wiring harness.

I am also putting a Corsa dash in the car so I will need a wire from the coil to the tach and a vacuum hose from the crossover tube to the vacuum gauge.

I'm going to use the carpets I won from Clark's Corvair Parts last year at Helen. I also put in one of those Vega clutches. I'll keep you posted on my successes and failures.

FUEL LINES

BOB DONLEY, Editor

The fuel line from the gas tank to the engine compartment can create problems that appear to be other things.

Hard starting, rough idle, high speed cut out and difficulty in adjusting carburetors can result from an obstructed or leaking fuel line. These leaks are normally from hoses or connections that will leak air in but not gas out.

Take ten or twenty minutes to clean this line particularly if you have rebuilt the carburetors or replaced the fuel pump.

Get four gear type hose clamps and a foot of 5/16 inch fuel hose from your neighborhood auto parts store.

Take the rubber hoses and clamps from the end of the fuel line and throw them away.

Pressure the line at the front with Freon, compressed air or even a tire pump. Don't peer into the other end of the line because you can expect a teaspoonful of trash to be blown out of the line.

Replace the hoses and clamps carefully.

This cleaning should be done particularly on a car that has been out of service for a long time. Corvair Houston Newsletter

Bob Goodman November '78 Oct. 85



Cure wet carpet problem by drilling drain hole in rocker

By Jim Craig, S.D.C.C.

How many times has your front carpet been wet after heavy rains? Well, if you parked your car headed down hill during those rains, chances are your carpets have been wet plenty of times.

When your car is headed down hill, the water runs in at the lower edge of the left and right rear quarter windows, down into the rocker panel cavities and runs forward to be blocked off at the area just below the hinge area for the doors. *There is no drain hole in this area, so after a few minutes of rain the water backs up in the rocker panel and overflows into the front compartment on your rugs, through the opening for the lower left and right heater air outlet ducts.

*NOTE: Don't be confused with the existing hole at the forward end of the rocker panels, because it only drains the cavity from below the windshield.)

To prevent water intrusion in the future, drill a 3/4" or 1" hole in the forward end of the rocker panel left and right sides as follows:

- 1) Remove attaching screws on front half of rocker panel chrome trim left and right sides (if applicable). Pull slightly outboard and hold in position.
- 2) Measure 5 1/2" aft from the aft edge of the existing forward drain hole and mark the location. Place another mark intersecting the above locating mark,

3/4" outboard from outboard side of rocker panel lower vertical flange.

3) Drill 3/4" or 1" hole at marked location.

4) Use a small round file to smooth edges of hole, top and bottom. Use a fine grit sandpaper for final smoothness.

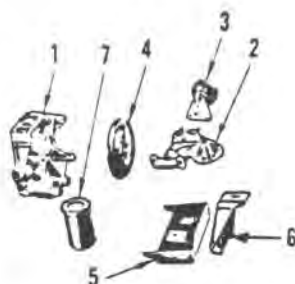
5) Treat bare metal with a metal conditioner, prime and paint. (A small brush is appropriate for this).

6) Reattach the rocker panel chrome strip.

7) After the paint has dried, park or jack the car in a nose down attitude. With a water hose, run water in at rear side quarter windows and flush the rocker panels to remove accumulated dirt and debris. Reverse car attitude in order to flush out rear of panels. Verify that aft drain hole flap is open.

If those of you living in areas prone extended heavy rains find that the addition of this new drain hole is not enough, remove the lowerleft and right heater outlet duct cover and apply silicone rubber sealant to the lower edge of the duct opening, then apply a two inch strip of adhesive backed aluminum tape, with the tape positioned next to the floor horizontal surfaces and over the sealant and extended two inches beyond each end of the duct opening.

Trim tape in appropriate areas as necessary. Reinstall cover plates.

CORVAIR 65-69**COOLING & ENGINE
UNDER HOOD ITEMS****ENGINE**

1. Housing, Rear		3878505
Seal, Housing		6257476
2. Pulley, Idler w/Bracket		3779957
3. Pulley, Engine Rear		
Balancer		
		3851262
Pulley only (Aux.) exc.		3838403
w/A.C.	66-69	3888118
w/Smog Cont.	66-69	3888118
4. Skid Plate		3839263
5. Bracket, Front Mtg.		3867249
6. Adapter, Oil Filter exc.		3851860
	w/A.C.	3789338
7. Filter, w/Shell		5575538
Oil Pan		3856686
Gasket, Oil Pan		3856690
Fuel Pump		6515433
Support, Engine (at Trans.)		
(Crossmember)		
3 Spd.	65	3868692
	66-69	3879400
4 Spd.	65	3868699
	66-69	3879400
P.G.		3876969
Motor Mount, Front	R/L	3872898
Motor Mount, Rear		3880558

COOLING

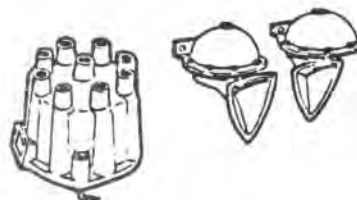
Shroud, Upper exc.	65-66	3878530
	67-69	3928981
w/Turbo or A.C.	65-68	3928982
w/4-1 B.C.	65-66	3878534
	68-69	3927756
w/H. Duty Air Cleaner	65-66	3878542
Shield, Front exc.		3878522
Turbo	65	3878520
	66	3878520
Shield, Side exc.		
	65	R.H. 3878520
		L.H. 3878571
	66-69	R.H. 3878572
		L.H. 3878571
w/Turbo	65-66	R.H. 3878580
w/4-1 B.C.	65-69	R.H. 3878576
		L.H. 3878575
w/Smog Control System		
	66-67	3880763
	68-69	3909458
w/Smog Cont. & 4-1 B.C.		
	66-67	3880773
Shroud, Rear	R.H.	3851952
	L.H.	3785695
Shroud, Lower w/Thermo		3867814-3
Cooler, Oil exc.		3155403
w/A.C. & 4-1 B.C.		3001406

**COOLING & ENGINE, Cont'd.
UNDER HOOD ITEMS****COOLING, Cont'd.**

Blower, Engine		3856615
Fan Belt, Blower		3780981
A.C. Pump	66	3845653
	67	9785155
	68-69	3780981
w/Smog Control System		
	66-69	3888453

SMOG CONTROL SYSTEM

Pump, Smog Control System		
	66-67	5696409
	68-69	7801417
Bracket, Pump		
	66-69	3888123
Support, Bracket		
	66-69	3878501
Pulley, Pump		
	66-69	3888122
Belt, Pump		
	66-69	3888453

ELECTRICAL

Horn, Hi-Note	9000011
Lo-Note	9000239
Relay, Horn	1116920
Horn Ring, or Cap	(See Steering Column)
Cap, Distributor	1971324

DELCOTRON & PARTS

Delcotron Parts	
Frame (Drive End)	1964819
Frame (Comm. End)	1965279
Pulley	3856602
Regulator, Voltage	1119515

Cont'd.

Cont'd.

COOLING & ENGINE, Cont'd.

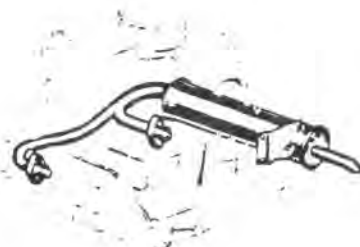
UNDER HOOD ITEMS



AIR CONDITIONING

Condenser	65	3005220
	66-67	3878581
	68-69	N.A.
Body Assembly, Compressor		5910433
Seal Kit		6591956
Brace, Support		3851989
Bracket, Front		3828943
	Rear	3828942
Support, Bracket		3878524
Belt, Compressor		3845653
Pulley, w/Bearing		5914860
Coil, Comp. Clutch w/Housing		6550835
Valve, Pressure Relief		5914435
	Evap, Expansion	6550121
Receiver & Dehydrator		3155342
Core, Evaporator exc.		3003829
	w/Acc. Air Cond.	3000026
Case, Evaporator Core		3003033
Motor, Blower		3012082
Case, Blower		3002573

EXHAUST



Manifold, Exhaust		
65-67	R.H.	3797576
	L.H.	3846999
68-69 exc.		3872750-49
	w/Smog Cont.	66-67 3872750-49
	w/4-1 B.C.	65-66 3856742-1
		67-69 3872752-1
Pipe, Exhaust (exc. Turbo)	65-66	3858159
Turbo Inlet	65-66	3858440
Turbo Outlet	65-66	3872226
Muffler, w/Tail Pipe	65-67	3884482
	68-69	3888623
		65 3858442
		65-66 3869877
		3884482
		3869830-29
		3887460-59
		66-67 w/Smog Cont. & 4-1 B.C. 3887460-59
Tail Pipe		
		65 3858443
		65-66 3869879
Bracket, Muffler		
exc.	R.H.	3901312
	L.H.	3901311
		65-66 L.H. 3873602
Strap, Bracket		3821542

REAR LAMP

TAIL, STOP DIRECTIONAL & BACK-UP LAMP



Lamp Assy., Outer (Tail)		
	65 R/L	910626
	66-69 R/L	911391
Lamp Assy., Inner (Back-Up)		
	65 R/L	910627
	66-69 R/L	911402
Lens, Outer (Tail & Stop)		
	65 R/L	5956142
	66-69 R/L	5958761
Lens, Inner (Back-Up)		
	65 R/L	5956169
	66-69 R/L	5958807
Bezel	R/L	5956140
Gasket, Lens	R/L	5956146
Cover, Back-Up Lamp Hole		
	65 R/L	3857087
Gasket, Lamp Mtg.	R/L	5956141
Bulb, Stop & Tail, Direct.		
	(#1157)	9428902
Bulb, Back-Up Lamp		
	(#1156)	9417866

LICENSE LAMP

Lamp Assembly	910656
Lens	5956395
Gasket, Lens	5952340
Bulb (#67)	9421777



SIDE MARKER LAMP

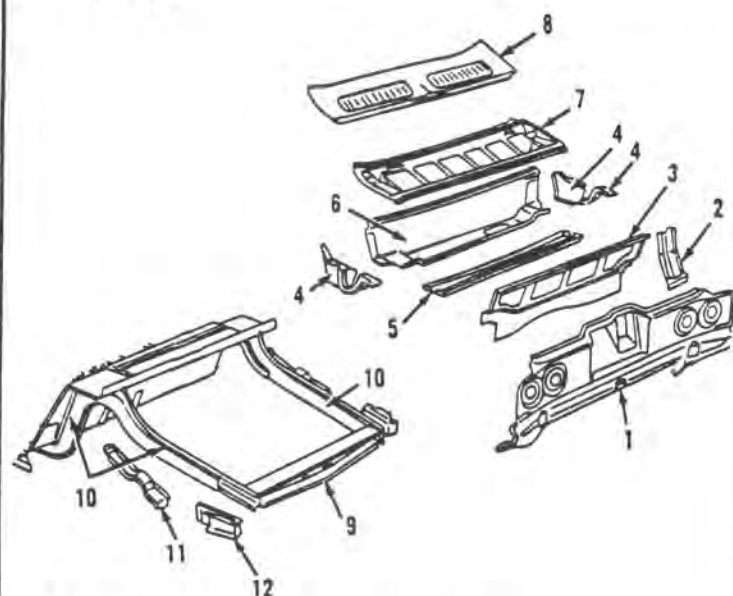
Lamp Assy., Side Marker	916632
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CONVERTIBLE TOP

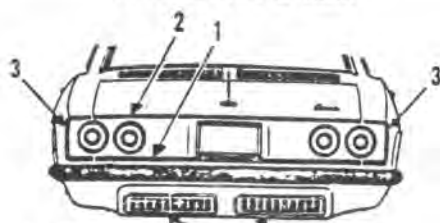
Cover, Top (Less Curtain)		
	65-69 Black	4475594
Curtain, w/Glass		
	65-66 Black	4475535
	67-69 Black	7713918
Zipper		
	65-66 Black	4475543
Rail, Front Header		
	Side Front exc.	7601360-1
		w/Elect. Top R.H. 4470687
		L.H. 7595495
	Side Center	65 R.H. 7598973
		L.H. 4470701
		66 7601364-5
		67-69 7726564-5
	Side Rear	4470707-8
Weatherstrip, Rail Header		4468505
	Side Front	7622474-5
	Side Center	7622476-7
	Side Rear	4468514-5
Bow, Front	65-67	7962137
	68-69	7762137
	Center	65-67 7762151
		68-69 7762151
	Rear	4470723
Link, Top Control		4470675-6
Hinge, Female		4470703-4
Lock, Frt. Roof Rail	66-67	4484803-4
	68-69	7762270-1
Catch, Ctr. Rail	R/L	4470697
Lift (Counter Balance)		4481677
	(Electric)	4484753-4
Motor, Electric		5045514

REAR BODY



1. Panel, Outer Rear
65-69 exc. 7582508
65-66 w/Turbo 7582510
2. Plate, Latch Anchor 4465765
3. Panel, Vent Duct 7895766
4. Hinge Strap & Support (See End Compartment Lid)
5. Deflector, Air 7614735
6. Panel, Compartment Division
2 Dr. H. T. 65-69 7589129
4 Dr. H. T. 65-67 7589130
Conv. 65-69 7589131
7. Reinforcement, Upper Grille
2 Dr. H. T. 4437812
4 Dr. H. T. 65-67 7639142
Conv. 4437826
8. Grille, Upper Air
2 Dr. H. T. 7719325
4 Dr. H. T. 65-67 4534029
Conv. 4437757
9. Rail, Rear Cross 8768518
10. Rail Assy., Eng. Compartment Side
2 Dr. H. T. 65 R.H. *4472430
65-67 L.H. *7582109
66-67 R.H. *7678854
68-69 *7678854-5
Conv. 67 7678856-7782974
68-69 *7782974-5
(*Also listed in Quarter Panel Section)
11. Filler, Wheelhouse to Rail 4447524-5
12. Extension, Side Rail exc. 4472414-5
Conv. 4519596-7

MOULDINGS & TRIM



1. Moulding, Lower 3870741
2. Moulding, Upper (on Lid) 4 *3870742
(*Also Listed in Engine Compartment Lid.)
3. Moulding, Side (die cast) 3870740-39
(chrome) 3870738-7
4. Grille, Lower (outlet) 65 3857317
Turbo & 4-1 B.C. 66-69 3863578
Grille, Lower (outlet) 66-69 3876619

REAR AXLE



- | | | |
|------------------------|-----------|-----------|
| Drum, Rear Brake | | 3858300 |
| Back Plate, Brake Shoe | | 3857862-1 |
| Hose, Brake | 65-66 R/L | 3910722 |
| | 67-69 R/L | 3910722 |

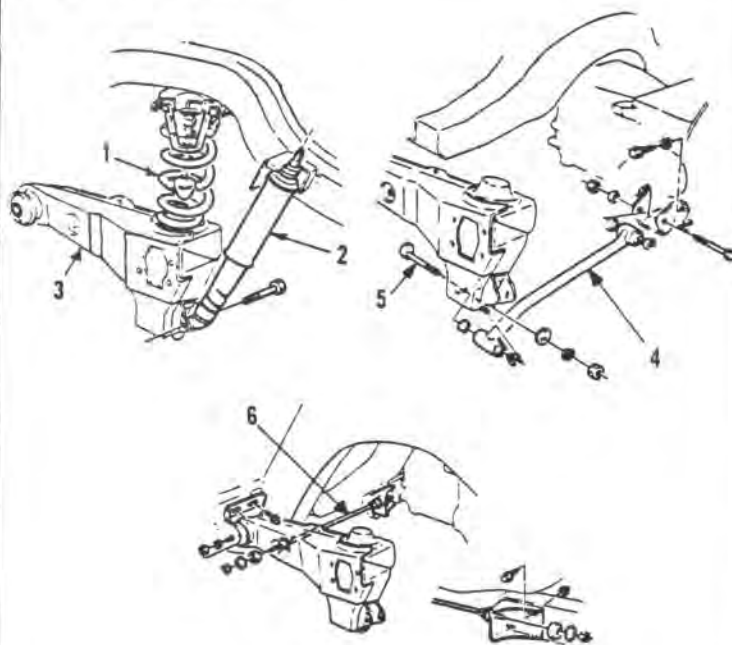
- | | | |
|------------------------------|-----|---------|
| Shaft, Rear Axle (w/o Brgs.) | | 3859431 |
| Bearing, Shaft | | |
| Inner | R/L | 7451202 |
| Outer | R/L | 7450630 |

- | | | |
|----------|-----|---------|
| Oil Seal | | |
| Inner | R/L | 3794002 |
| Outer | R/L | 3858096 |

- | | | |
|-----------------------|-------|---------|
| Carrier, Differential | | |
| w/Std. Trans. | 65 | 3855502 |
| | 66-69 | 3873484 |
| w/P.G. Trans | | 3855503 |

- | | | |
|----------------------------------|--|-----------|
| Yoke "U" Joint (at Differential) | | 3890828-7 |
|----------------------------------|--|-----------|

REAR SUSPENSION



1. Spring, Rear Coil exc. R/L 3859201
w/A.C. R/L 3859202
w/H.D. R/L 3875090
2. Shock (w/Bushings) 3192096
3. Arm, Lower Control 3880424-3
4. Strut, Lower Arm Rear R/L 3858034
Bushings, Torque Cont. (2) 3880422
Bushings, Crossmember (2) 3857918
5. Cam, Adjusting (2) 3858038
6. Strut, Axle Front 3858424-3
Flange, Axle Drive (2) 3890829
Spindle, Axle Outer (2) 3857809
Support, Spindle (2) 3857811



VULCAN

DUKE C. BRADFORD
2693 SWISS LANE
HOOVER AL 35226
823-2647/000-0000

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

CHARLES & JEAN COX
RT 2 BOX 43A
JASPER AL 35501
387-1248/000-0000

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

CHARLES & MARIE DRAKE
6454 NEW CASTLE RD
MORRIS AL 35116
681-7143/000-0000

HOWARD & MARLYN DRAKE
2054 HIGHLAND DR
GARDENDALE AL 35071
631-7793/325-8035

ROY & ANNE DUTTON
1605 12th ST APT 5
BIRMINGHAM AL 35205
939-3962/328-5235

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

HAROLD & LOUISE HARTLINE
1920 LONGVIEW DR
HUEYTOWN AL 35023
491-5253/325-8037

JOHN & JUANITA HATHAWAY
812 CASTLEWOOD DR
BIRMINGHAM AL 35206
833-5972/591-3434

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

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

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

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

JOHN LANKFORD
2924 MONTE DESTO DR
BIRMINGHAM AL 35216
979-9553/822-7100

OWEN & JOYCE MILLER
601 AVONDALE RD
MONTGOMERY AL 36109
272-7085/264-6418

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

NORMAN ROGERS
408 S. BROAD ST
ALBERTVILLE AL 35211
878-1810/878-0123

CHRIS ROTHE
2585 N ARBOR TRAIL
MARIETTA GA 3006
000-0000/000-0000

GENE & LANETTE ROTHE
3516 AVE F
BIRMINGHAM AL 35218
787-6734/000-0000

JIM RUSSELL
RT 12 BOX 82
GADSDEN AL 35901
442-1643/000-0000

ROBERT & WILMA SIEMENS
P.O. BOX 305
GUNTERSVILLE AL 35976
582-2175/878-3685

GRANT & MARY SNEAD
4427 RIDGEWOOD RD E.
TUSCALOOSA AL 35404
553-4210/972-7541

BILL & DOROTHY SNIDER
5852 COURT Q
BIRMINGHAM AL 35228
923-7316/000-0000

FLOYD SNIDER
P.O. BOX 1405
GADSDEN AL 35901
442-6310/442-6310

JOE & ANN STEADMAN
RT 13 BOX 267
JASPER AL 35501
384-9574/474-0530

RICHARD & SANDRA STOLZMAN
112 BURGESS DR
SPRINGVILLE AL 35146
447-4444/872-7307

FRANK & EDNA THOMPSON
3418 SAGEBROOK LA
BIRMINGHAM AL 35243
847-7444/325-7934

VULCAN CORVAIR ENTHUSIASTS
P.O. BOX 53041
BIRMINGHAM, AL. 35203-0371

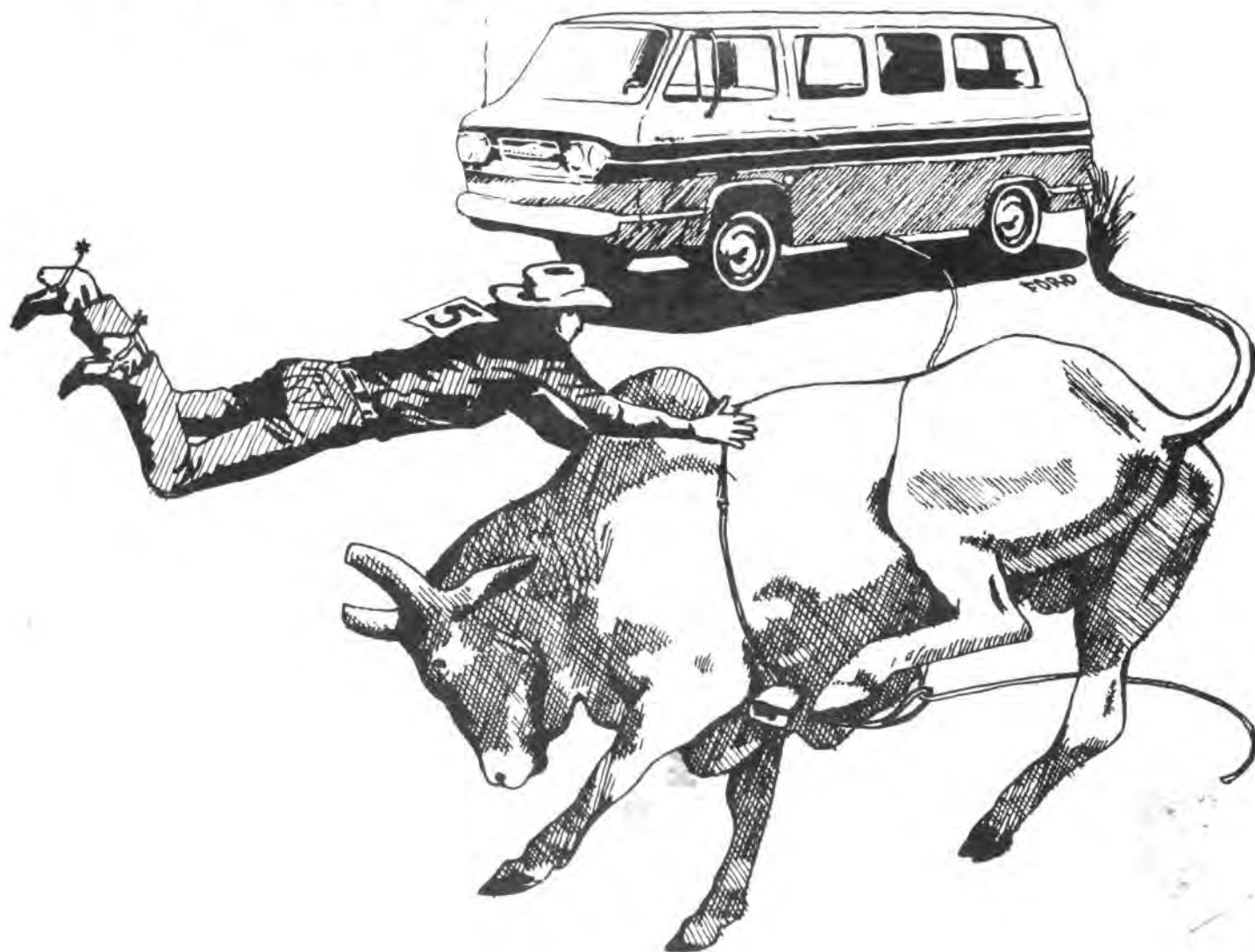


1965 MONZA SPORT SEDAN



FRANK & EDNA THOMPSON
3418 SAGEBROOK LA
BIRMINGHAM AL 35243

RIDE IT INTO THE NEXT CENTURY.





THE OIL DROP



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

MAY 1986

Published monthly by the Vulcan Corvair Enthusiast for its members and others interested in preserving the Corvair. President; Terry Wilkins, Secty; Ann Steadman, Treas; Louise Hartline, Membership; Curtis Hare, Activity; Owen Miller, Newsletter; Bob Donley.

THE DRIVERS SEAT:



The April meeting had 18 in attendance, 6 Corvairs and two visitors. Randy and K.C. Tucker, also driving a Corvair. As usual the refreshments were great.

April was a busy month with the outing at the Ranelli's, the monthly meeting and the Helen Ga trip.

It was very nice of the Ranelli's to volunteer their house for the April outing. I understand everyone had a good time.

During the April meeting we discussed the long awaited club jackets. The members voted to use a royal blue jacket with the large red and white logo on the back. the jackets are the "coaching" type, lined with lightweight fabric and made in the USA. The cost for each jacket will be \$18.00. I will be contacting you by telephone or at the May meeting for your orders. please be prepared to pay in advance.

May will be another active month with the meeting on the 16th and a "lime run" prepared by Richard Stolzman on Sunday the 18th. I hope to see you at both events. They should be enjoyable.

It was good to have Curtis Hare and Jim and Bobbie Floyd back at the meeting.

Cheaha will be 31 Oct and 1 and 2 Nov. Jim Floyd says rooms will be \$41.00 for the two nights. Make your reservations early with the Floyd's. If you don't want to stay in the lodge you had better make reservations with the Cheaha State Park Hotel.

In case of inclement weather for the lime run please call Richard Stolzman, 467-6444 or Harold Hartline, 491-5253.

Terry Wilkins, President



NEXT MEETING:

DATE: Friday 16 May 1986

TIME: 7:30 PM

PLACE: Hoover Municipal Library

PROGRAM: The regular business meeting plus a tech session on repairing a speedometer by Bob Donley and one on auto body repair by Norman Rogers.

LAST MEETING:

The Treasurers report showed \$1487.26 at the beginning of the month, expenses of \$101.21, income of \$30.00 leaving a balance of \$1416.05.

We discussed the Helen Ga. trip and the 18 May lime run.

OUTINGS:

Springville Lime Run 1986: See the enclosed flyer!

FROM THE KITCHEN:

JAPANESE FRUIT PIE

by Mary Sneed

Heat together in sauce pan on low heat:

1 cup butter

2 cups sugars

4 eggs

2 tsp pure vanilla

Add when melted:

1 cup chopped pecans

1 cup rasins

1 cup shredded coconut

Four into 2-9" pie shells and bake at 300 F for 50 min.

Cool and then C-O-N-S-U-M-E.



HELEN WAS GORGEOUS:

The Atlanta bunch did themselves proud! They really put on a nice outing. The Vulcan Club was well represented by the Millers, the Donleys, the Hartlines, the Sneads, the Drakes, the Stolzmanns, the Siemens, the Duttons, the Witkos', the Hathaways, Norman Rogers and Chris Roth.

When I arrived late Friday nite the whole gang was standing around the courtyard eagerly awaiting my arrival. I never did figure if it was out of concern for me or just that they had no faith in my Corvair getting me there. Never fear the old baby just purred right along. One problem I encountered was that when I tried to restart after stopping for supper the engine wouldn't crank. I jiggled the wiring harness connectors in the engine compartment and it started up easily.

There were several venders including the Cotrofolds selling the NOS and several people selling their "junk". One

guy had a whole trailer full of almost every mechanical part you could think of. I bought several things from him because his prices were right.

The judging of the cars was not a show but a running of the cars through an inspection checkpoint in the hotel parking lot. This was done to allow people to enter their cars in the rally and Funkana. They presented trophies for each event and a grand prize for the individual who scored the highest in all three events combined. I thought I might have a pretty good chance at the BIGGIE because I won second place in Daily Driven Late Open and 3rd place in the Funkana. That was not the case though.

Jack Shank of Atlanta won Best of Show with his 65 Corsa Coupe. I was the only Vulcan to enter the show but Richard Stolzman and Charlie Drake ran the rally and I understand they had the best score until they were asked what the mileage was on the odometer and missed it by over 2500 miles with a deduct of 2 points for every 50 mile error.

BOB DONLEY, EDITOR

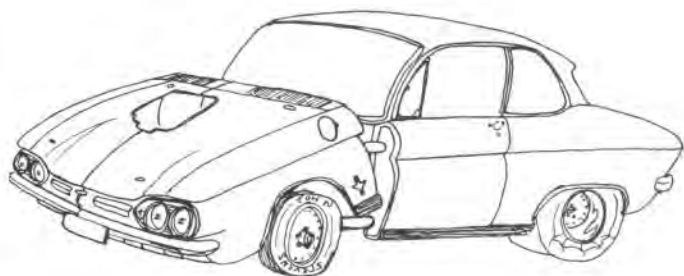
While at Helen Owen Miller, John Hathaway and Harold Hartline met with Burnie Weddle, CORSA Board of Directors, and members representing about 20 clubs. Owen furnished this report.

There was no earth shaking news from CORSA. Discussion is apparently going on at the national level regarding continuation of national conventions as opposed to regional conventions. Pros and cons are still being argued. I personally feel that national conventions are, in reality, regional and that three or four regional sanctioned conventions would be better but that is just my opinion.

It was interesting to note that Corvair Atlanta, obviously through diligent effort, obtained the financial support of GM dealers and auto trade publications who provided all the trophies at this years meet. This saved them a big expense.

As most members of CORSA know, the national office has been run by a managment company for several years. This service costs CORSA \$40,000 per year. Burnie advises that this system is being questioned. He pointed out that the Antique and Sports car clubs do not have managment companies. He indicated that alternatives under consideration would be an individual, probably retired, with appropriate background who would keep the records on a home computer. burnie pointed out that the contract has a \$10,000 penalty if CORSA does not renew but if the appropriate party can be found the penalty would, of course be considerably cheaper than renewal. Space does not allow further comment and I feel that I have covered the major points. The three of us would be glad to discuss these items in detail at the next meeting.

Owen Miller, Activity



TECH TOPICS:

The saga of the conversion of the 67 Monza automatic continues this month. I'm not much further along than at this time last month. I got the engine to crank. I ran the wire from the coil to the dash to run the tach and the vacuum line from the automatic's vacuum connector on the crossover tube to operate the vacuum gage. I also had to run a wire from the backup light switch to the dash to connect into the automatics dash mounted backup light switch. I drove around the block and things didn't work so well. When I pushed in the clutch it rubbed the emergency brake cable and pulled on the brake. You would look pretty dumb in a stoplight drag coming to a screeching halt every time you shifted gears. I talked to a lot of people at Helen but didn't find anyone with the answers. All the cars I looked at the brake cable went between the brake and clutch pedals. Mine didn't and I couldn't figure out why. I read through all the old newsletters and Communique's but could find nothing on such a swapout. H E L P!. I finally went to the parts catalog and low and behold I found that a 67-69 clutch pedal is different from a 65-66. I was using a 65 pedal in a 67. I called my Corvair supply house, Laslie Stewart, (last count 63 Corvairs), and he said he could get me a pedal. Drove 50 miles got the pedal and guess what? It didn't work! Not only did the 67-69 use a different pedal they also used a different shaft that the pedals swivel from. Today I got the rest of the assembly, and put it in and got the beast running. It really shifts nice with that Vega clutch. I reworked the shift tube while I had it out and I don't remember ever driving a Corvair with a shifter that had a more positive feel. Now I've got to get the air conditioner hooked back up so that when it's too hot for a convertible I can motor to work in air conditioned comfort.

BOB DONLEY, Editor

ADDITIONS TO THE ROSTER:

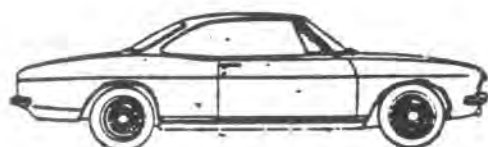
Please add the following names to the roster that was published in last months OILDROP.

Francis / Judith Dressman
118 Noorwood Dr
Gadsden Al 35901
442-5604/000-0000

Barb/Dick Witkos
3112 Clayborne Rd
Dothan Al 36303
792-8264/792-8528

Terry / Mignon Wilkins
822 Beacon Dr
Fairfield Av
923-1116/945-2466

Charles/Stephanie Wright
832 Euclid Av
Birmingham Al 35213
000-0000/000-0000



Randall / K.C. Tucker
2301 Bessemer Rd
Birmingham Al 35208
780-1010/7801010

Roy/Ann Dutton
1029 57th St
Birmingham Al 35228
925-2539/000-0000

A HELPING HAND:

Last week I was cruising down I-85 and saw a guy sitting on the hood(rear deck) of a late model Corvair. I had just gone past the exit so I drove to the next one and turned around. I pulled in behind him and asked the usual dumb question that one asks of a Corvair owner sitting on his car along an interstate highway; "Do you need some help?" He said no that he had already called someone but that he appreciated the offer of assistance. I told him about the Club and asked him to join us in one of our meetings. We exchanged phone numbers and I proceeded on down the road. The next day I received a call at the office and it was the owner of that broken down Corvair calling to thank me for coming to his aid. We talked Corvairs for a while and he said he would be interested in going to the next meeting with us. His name is Jerry Wright and he lives in Prattville Al. He a collector of Vietnam War Relics. I didn't realize that Corvairs fell into that category except they were flower children of the 60's.

Bob Donley, Editor



*"Come on! Let's get this show on the road
so I can stop and go to the bathroom!"*

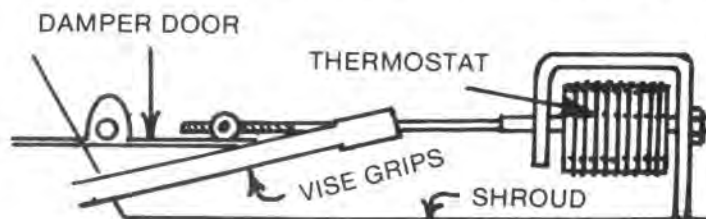
TECH TIPS **ADJUSTING THERMOSTAT DAMPER DOORS**

When replacing the damper door thermostats or performing any other task that requires the removal of the bottom shrouds, returning the connecting rod swivel to the damper door bracket can be a real task.

The shop manual says to open the door fully, pull the rod back against the stop, adjust, (etc.), and finally, remove the

shroud (held at this point by two bolts), hook up the rod, and finally, replace the shroud. At that point, you are pulling the shroud forward against the tension of the thermostat, trying to line up the bolt holes and get the front of the shroud where it belongs. All this time you are mightily cursing the perversity of inanimate objects.

There is a better way. Install the shroud, bolting it in place using all six bolts. Now the rod is inside the shroud unconnected and the damper door is flapping loose. Using a pair of Vice-Grip pliers, grab the rod as far forward as you can reach from below the damper door. When the pliers are clamped on the rod, you should have an arrangement something like this:



Now pull the Vise-Grips (and the rod) rearward against the stop, adjust the threaded swivel as necessary, put the retainer clip over the damper door bracket, slip the swivel in, and fasten the clip. Now hold the damper door open and release the Vise-Grips as needed to eliminate this problem.

Pete Frailey, Circle City Corvairs

Announcing the First Annual? Springville Lime run 1986.

What is a lime run?

It is a rally starting from a designated point following a road until a limebag or white circle at a intersection is encountered, at which time a decision has to be made to take a different road or stay on the one you were on. A correct decision will be verified when another bag of lime or circle is encountered in the middle of the road, at which time you will proceed until the next lime bag or circle is found, at which time you get to make another educated guess as to the direction to take.

How far do you have to go before you find another bag of lime and know you have gone the right way?

Approximately .1 or 1/10 of a mile.

What do you have to do to win?

The person with the closest correct mileage.

When is the great event?

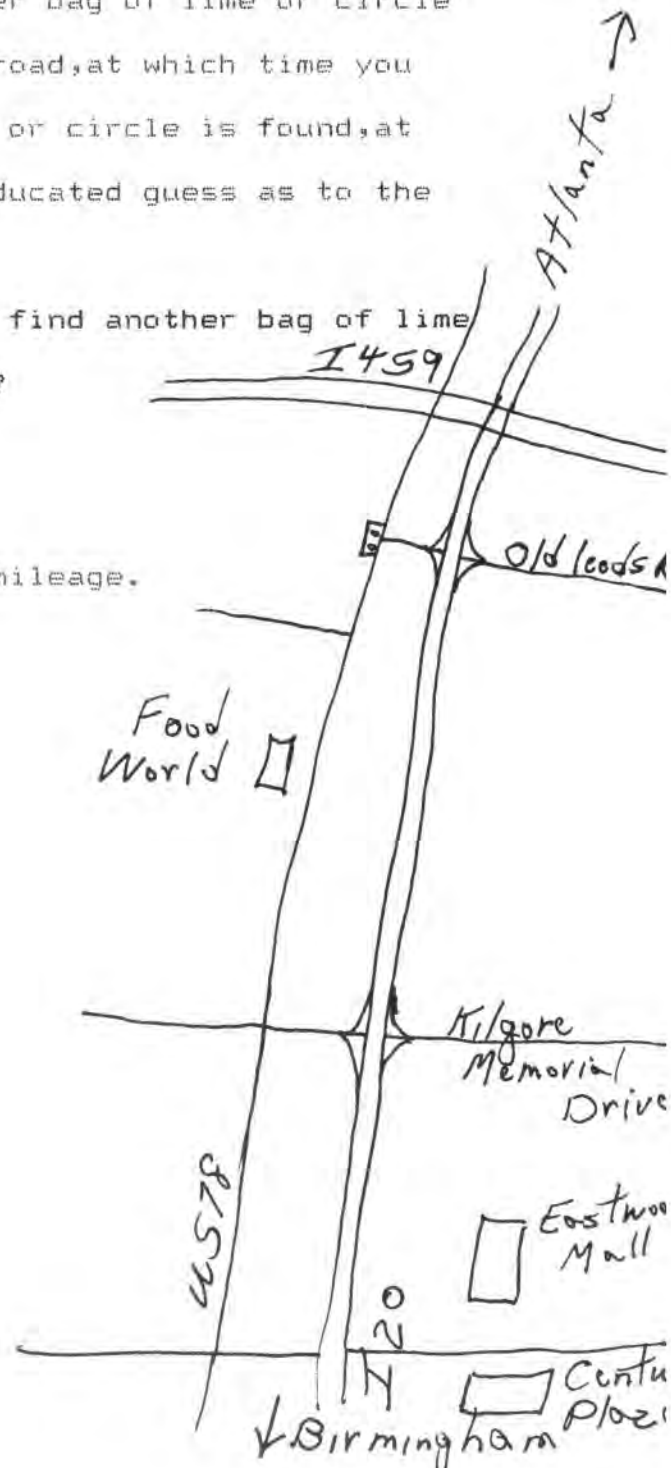
May 18th.

What time?

2:00 PM

Where does it start from?

From the FoodWorld parking lot



How do I get there?

Going east on I20 you take the Kilgore Memorial Drive exit on to highway US78 and go east, it is on the left side of the highway.

Can I get there from I459?

Yes, you would take the I20 exit going West or toward Birmingham from I459 and approximately one mile later you would exit on the Old Leeds Road exit to US78 and go west toward Birmingham and Food world would be on the right.

(Remember this is the East end of Birmingham!)

OK I'll be there, what happens if two people have identical mileage?

Well all I can say is be observant on the way, some simple tie breaker questions will be asked.

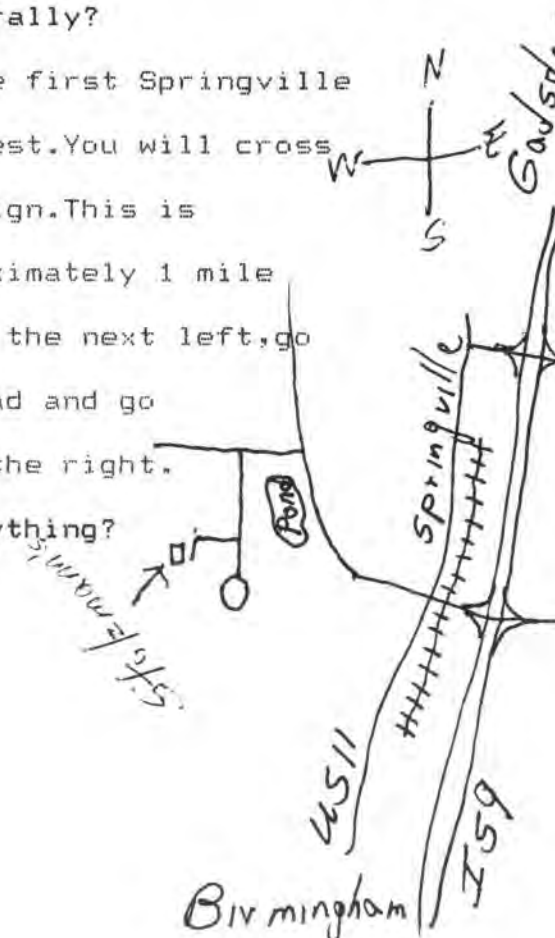
How do I get there if I don't run in the rally?

I'm glad you asked, take I59 north, take the first Springville exit, take a left over the freeway going West. You will cross over railroad tracks and come to a stop sign. This is US11, proceed straight across and go approximately 1 mile until you come to a pond on the left. Take the next left, go 1/4 mile and make a left onto Bradford road and go approximately 1/3 mile, our mailbox is on the right.

Great I'll be there, do I need to bring anything?

Yes, a covered dish, drinks and chairs.

SEE YOU ALL THERE!



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



1966 CORSA SPORT COUPE



FRANK & EDNA THOMPSON
3418 SAGEBROOK LA
BIRMINGHAM AL 35243

The less said about our reliability, the better.
Nothing Runs Like a **VAIR**





THE OIL DROP



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

JUNE 1986

Published monthly by the Vulcan Corvair Enthusiast for its members and others interested in preserving the Corvair. President; Terry Wilkins, Secty; Ann Steadman, Treas; Louise Hartline, Membership; Curtis Hare, Activity; Owen Miller, Newsletter; Bob Donley.

THE DRIVERS SEAT:



If you didn't make the May meeting you missed a good one. We had 16 members present, 9 Corvairs and one guest. Floyd Snider brought the guest, Bill Mullins.

As usual the refreshments were outstanding and enjoyed by all. If anyone would like to volunteer to provide them for a future meeting please tell John or Juanita Hathaway.

I took orders for 14 club jackets at the meeting. However I do not plan to have the jackets printed until after the July meeting. If you have not ordered one please do so by the June meeting. They are \$18.00 each.

Somthing else you may be interested in, the club ordered 12 mens watches and 12 ladies watches with the club logo on the face. They are attractive and reasonably priced. Bob Donley will be selling them.

As all of you know the "Lime Run" had to be posponed a week and some may have missed it because of this. But let me say that Richard and Sandra Stolzman did exactly what you would expect them to do. They went to a lot of trouble and were the perfect hosts. The "Lime Run" had good club participation and was enjoyed tremendously. As with every Vulcan get together the food was wonderful. Congradulations are in order for Harold and Louise Hartline for driving the least miles in the Lime Run and winning the 1st place throphy and to Frank Ranelli for his 2nd place. I do not intend to mention the name of the family that drove the most miles but the saw some beautiful scenery no one else did. Again thanks Richard and Sandra and Mom also.

Lets be thinking about Cheaha, The World of Wheels, and also our birtday party in July, and the Chattanooga meet in June.

Our June meeting may be short but I hope to see you there.

Terry Wilkins, President

NEXT MEETING:

DATE: Friday 20 June 1986

TIME: 7:30 PM

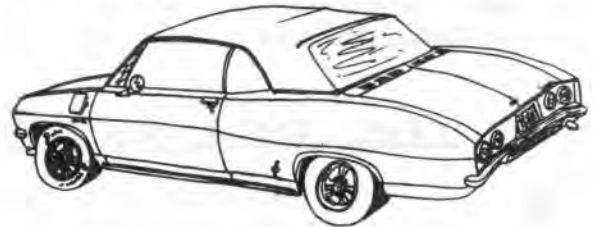
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PROGRAM: The regular business meeting plus a tech session on auto body repair by Norman Rogers.

LAST MEETING:

The Treasurers report showed \$1487.26 at the beginning of the month, expenses of \$101.21, income of \$30.00 leaving a balance of \$1416.05.

We discussed the Helen Ga. trip and the 18 May lime run.



TECH TOPICS:

With the arrival of summer, our Corvairs tend to run a bit hotter than we'd sometimes like. Detonation, hard starting and poor performance are some of the problems a HOT VAIR engine is likely to have. Temperatures can usually be kept reasonable, however, with only a bit of maintenance. First, the engine obviously must be in good tune. Timing and good quality gas are important factors here. Also, when changing those plugs, make sure you snap the plug boots securely in place against the shroud. This not only keeps the cooling air in, but decreases the possibility of blowing off a wire. Remove the oil cooler cover and make sure it's free of leaves and other junk. If it's unusually dirty, you might consider pulling the upper shroud. You'd be surprised at the incredible things people drop down the fan!

Cracked heater hoses (particularly the upper one) can also cause heat problems, so correct those as necessary. Late models should have a recirculation plate cover in place (it covers the hole in the shrouding directly in back of the oil cooler). Spyders and all air Vairs also had these, but if yours are missing, they can be easily fabricated out of sheet metal.

Now that you're pretty done on top (all of that sheet metal shroud tight and intact!!) make sure the damper doors operate properly. The doors should be closed when the engine is cold. Pull on them and make sure they can open without binding or rubbing other shrouds. The doors should open to about 85° from vertical when fully open. If they open less, (when you pull on them) or the door hits the rod, they are in need of adjustment. The doors do not necessarily open at the same time during normal driving, so don't let it worry you.

While you're peeking in the shrouds, check to make sure some yo-yo didn't forget to put the baffles under the cylinders. Putting these in, if they aren't there, isn't that easy (it amounts to about an O ring job) but they are important. Needless to say, a good fan belt is important, so make sure it's not too loose. (How's the belt guide spacing? Should be 1/8"). Clean oil is critical as is the correct grade. I'd say 10W40 or SAE30W (SAE40W in hard use or with air conditioning) would be about right. (Editor's note: Castrol sells a 10W50 oil which is expensive, but which I really like - it actually increases pressure by a few points, while also reducing temperature slightly - and judging by valve covers, really keeps engines clean. Besides, I get it at a good price at the cycle shop where I work parttime -- P.S.)

Finally, keep the engine clean! It looks better that way. Besides, running cooler. So, till next month, keep cool and keep on Vairing.

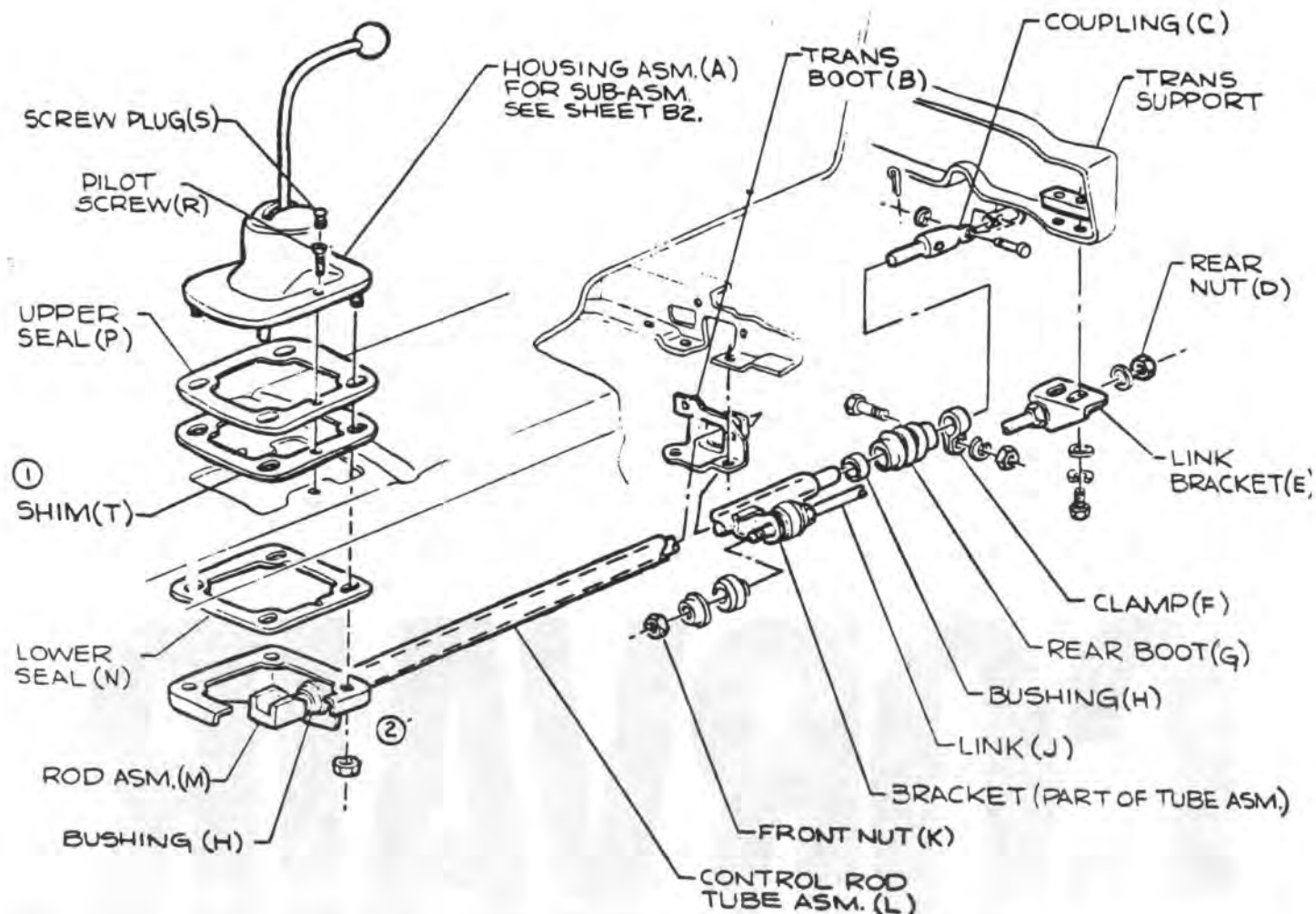
-- L. Claypool

CORVAIR.

And every Corvairist needs these rules. How true, how true.

RULES FOR MAINTAINING CORVAIRS (Courtesy Oregon Corvair Club)

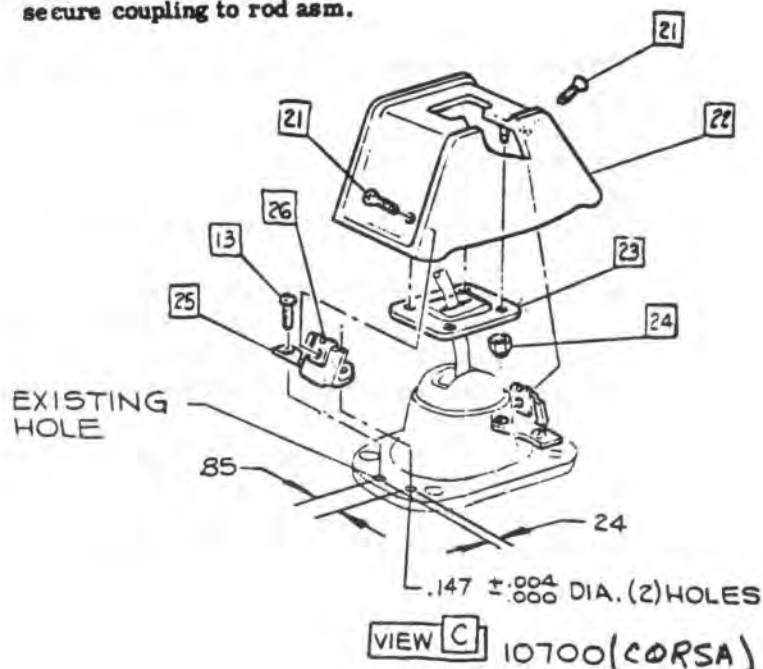
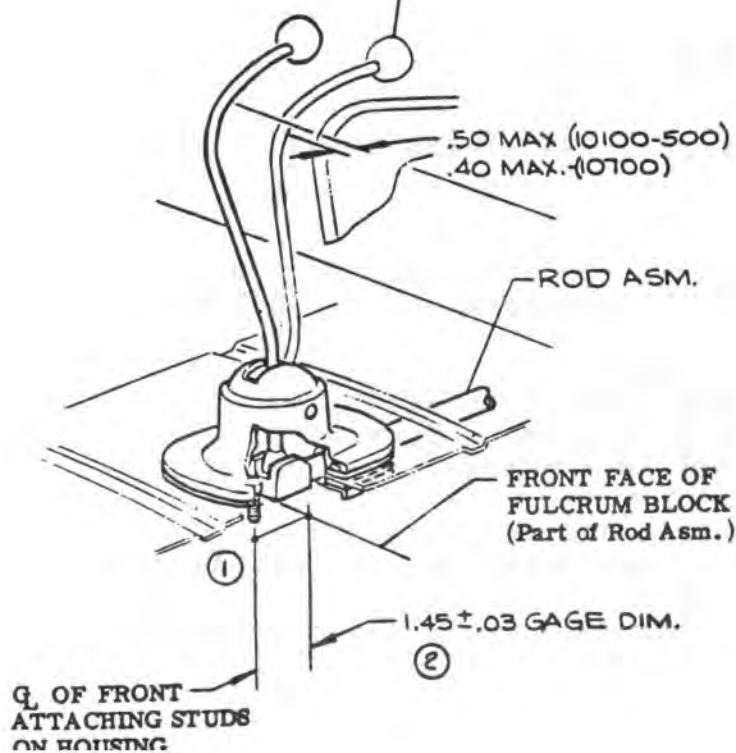
1. There is never enough time to do it right, but always enough time to do it over.
2. If it can happen, it will.
3. If it can't happen, it will.
4. When it happens, it will always happen at the worst possible time.
5. Most attempts to correct one problem will generate one or more new problems.
6. Nothing is ever as simple as it first seems.
7. Everything you decide to do costs more than first estimated.
8. Whatever you set out to do, something else must be done first.
9. If you improve or tinker with something long enough, eventually it will break.
10. Left to themselves, things always go from bad to worse.
11. If there is a possibility of several things going wrong, the one that will do the most damage will go first.
12. If everything seems to be going well, you have obviously overlooked something.



Gearshift Adjustment Procedure

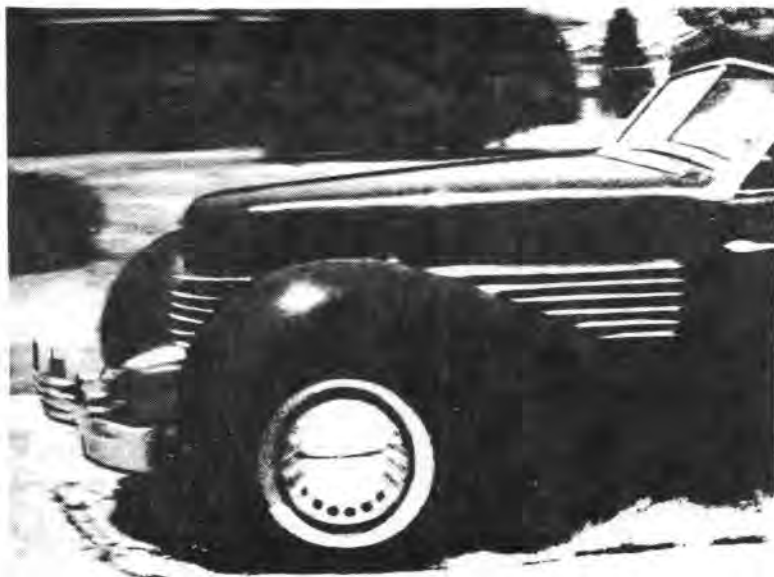
1. Before making adjustment, lash in system must be taken up by movement of rod asm towards rear of vehicle.
2. With seat in full forward position, place transmission in "reverse" gear & clamp to retain setting throughout gearshift adjustment.
3. Adjust to nominal dimensions as shown & tighten clamp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

IN FIRST GEAR & SEAT
IN FULL FORWARD
POSITION



REPRINTED FROM
"POPULAR MECHANICS"
NOVEMBER 1964

THE 1965 C



RESIDENTS IN SUBURBAN TULSA were excited by the test tour with the new Cord Sportsman 8/10. Cord officials report top speeds of 110-120 with the 150-hp., turbocharged Corvair engine under the Cord's squared-off hood

Progress Report on the 1965 Cord

After a long and painful wait, the first of these reborn classics is finally on the road

By Harris Edward Dark

IT HAS BEEN a long and painful process, but the beloved Cord is off and running again—at least, one complete unit is. And there's reason for hope that the line of patient, would-be buyers may get their new Cords before too long.

I drove the first prototype before it was half an hour old. Every minute was fun, even though a couple of minor ailments called for adjustment on "prototype one."

Trying for top acceleration and top speeds would have been meaningless on the untuned prototype. It had only the 150-hp. Corvair engine, for one thing, whereas new Cords going to customers will be powered by the new 180-hp. turbocharged Corvair engine. Even at that, after tuning and adjustment, a Cord official has reported that this same prototype was run at speeds of 110 to 120 m.p.h.

We suspect they must have had an optimistic speedometer, however, because the weights, power, gearing and wheel diameter figures for this car would indicate a possible top speed of 105 to 107 m.p.h. (A turbocharged Corvair Spyder PM tested, whose weight was close to this prototype, clocked 107.)

Even the early version had plenty of life, although frame and

chassis tuning had not been done on it. I used enough of the rated 150 horses to settle me hard against the seat back. It was no trick to peel rubber for the best part of a city block, although turbocharger effect doesn't mean much until you reach higher speeds.

I'd credit part of that performance to the light weight. This prototype, however, weighed in at 2540 pounds; in spite of the lightweight body, a pre-production model is almost always well above the design weight. Glenn Pray, boss of the new Cord Automobile Co., says production models will get down to around 2300 pounds, give or take 50.

It was a touchy job, drive-testing this new baby. Almost as touchy as building the car itself. Pray, a one-time Oklahoma school teacher, so dedicated to the Cord legend that he recreated it (see *PM* August, 1963, p. 82), was just as anxious as the rest of his staff when they watched me climb into this snug two-seater.

Pray insisted on giving me a driving lesson, and it was a good idea. To start with, the Cord Sportsman 8/10 (its 100-inch wheelbase is $\frac{8}{10}$ ths the length of the '37 Cord 810) has a gearshift strange to 1964 habits. It's the Corvair's standard four-on-the-floor, except that the Cord's are four-under-the-dash. The suspended stick seemed too springy, and I found it a problem to keep Low and Reverse separated. There were some embarrassing gear clashes at first. Pray's engineers later found that the whole engine-transaxle combination on the prototype was mounted too softly, making shifting particularly imprecise. The next day much harder mounts were substituted.

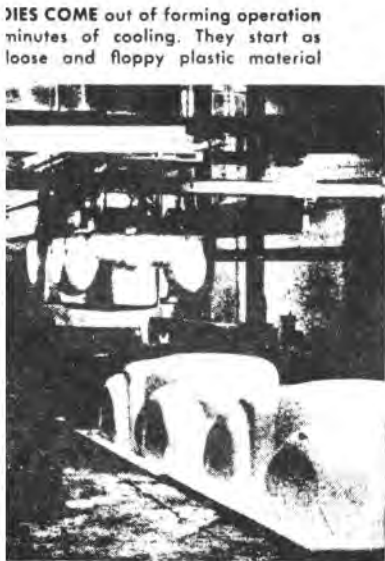
Controlling engine speed was difficult, too, on "prototype one." An accelerator pedal should move easily through the first fraction of an inch, then become progressively more firm. The Cord's worked just the wrong way: Initial pedal resistance was high but once it was overcome the pedal moved down more eagerly than I wanted. A minor repositioning in the linkage cured the trouble, I was told.

The 18:1 steering gear ratio on the prototype Sportsman 8/10 was the same as that on the '65 Corvairs. With its shorter wheelbase, the Cord's steering seemed particularly responsive, just what I'd like for a sporty little personal car. It was far lighter than you'd expect from most front-

AUTOMOBILI
after 15 to
large sheets



ORD-CORVAIR



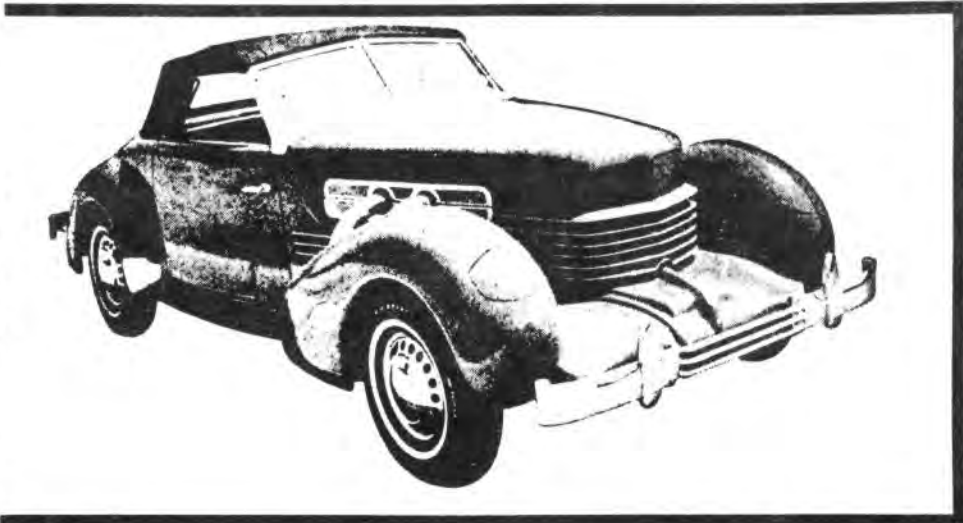
of the rebound out of the adjustable shocks was the only thing necessary. After it was done, Cord engineers gave me the word: While number one had leaf springs, they planned coils for the general production run. Torsion bars, originally used in the front suspension, will be retained for production cars.

The new Cord's body is the one feature that makes such a limited production vehicle possible. The dies and tooling that would be necessary for more ordinary

construction would cost about 100 times as much as the body set-up for the expanded Royalite material that will be used.

Production will begin with the soft-top convertible exclusively. (A removable-hardtop version will be next.) The body for the convertible is made in two pieces: One includes the firewall, floor, miniature rear seat and package shelf; the other makes up the hood and cowl section, rear deck, and all four fenders.

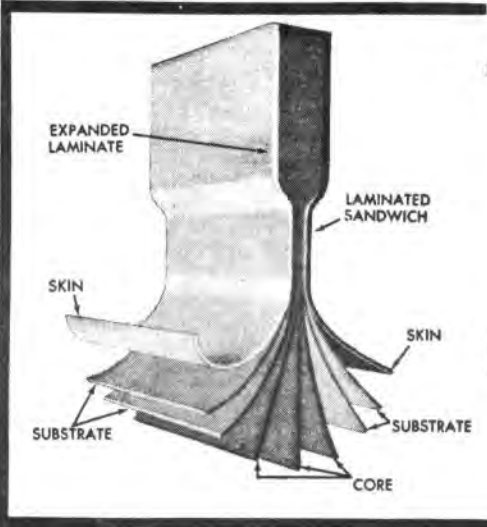
THE LONG CORD HOOD RESULTS FROM SETTING the passenger compartment well back on the frame so the driver is located just aft of the mid-point. Ford's new little Mustang achieved instant popularity with a similar approach to style



drive cars. Pray's partner, Wayne McKinley, told PM that the over-all ratio for production models still isn't certain. Front-wheel drive means you can chew your way easily through a gravel-strewn corner; "losing" the car in an end-for-end tailspin is almost impossible. The front wheels pull you through and the rear ones follow whether they like it or not.

On Cord number one, the rear suspension felt choppy and needed adjustment. It wasn't difficult, however; screwing some

U.S. ROYALITE MATERIAL for the new Cord has gas entrapped in the core layers. Under heat, it expands to add strength. Skin gives weatherproof surface



REAR VIEW OF THE CLASSIC CORD'S NEWEST VERSION shows the flattened backlight-rear deck area. It doesn't hurt head room although it approaches the fast-back styling that's regaining popularity with stylists for Detroit builders





Reinventing the Corvair

A little lesson from history

by Fred M.H. Gregory

A few months ago, Brock Adams, the since-deposed secretary of transportation, called upon the auto industry to "reinvent the car." It's not clear just what he had in mind, but in some vague way, Adams wanted a car which was safer, more efficient and less polluting. Somehow, this automobile would be substantially different from the cars we have today.

Adams' challenge made us recall a car which, in its time, may well have fitted his criteria: the ill-fated Chevrolet Corvair. It was conceived in the Fifties and sold in the Sixties. It was a revolutionary departure from the cars that Detroit produced at the time. But it died an untimely death. Had it survived, it might have influenced the evolution of the automobile to the point where we would have been driving smaller, more efficient cars long before various oil crises forced us to.

The Corvair's demise began as a result of various conclusions made by Ralph Nader in his book "Unsafe at Any Speed." This tome appeared in the mid-Sixties and was a general indictment of the auto industry, accusing it of building cars which were unnecessarily dangerous. Nader singled out the Corvair as "one of the greatest acts of industrial irresponsibility in the present century." He said the car was a menace and full of design defects.

In a 1970 letter to then DOT Secretary John Volpe, Nader accused GM of "suppression of data damaging to the Corvair," and said the cars were

"exceptionally facile rollover candidates," among other observations.

Nader's book, of course, helped launch his career and became a best-seller. The Corvair became history and the Department of Transportation undertook an investigation of Nader's charges against the car long after it really mattered as far as public opinion was concerned.

In July 1972, DOT issued report number HS-820 198, "Evaluation of the 1960-1963 Corvair Handling and Stability." It was a comprehensive study that undertook to answer two questions: "What was the current state-of-the-art in vehicle handling," and "What characteristics with respect to vehicle handling should be considered in making a determination of whether a safety related defect exists or does not exist?"

The study's authors reviewed all the pertinent documents they could lay their hands on and then contracted to undertake a series of real-world tests.

In nearly 100 pages of dry, unemotional analysis, the report addressed each charge against the Corvair and methodically shot down each one. It concluded: "The handling and stability performance of the 1960-1963 Corvair does not result in an abnormal potential for loss of control or rollover and its handling and stability performance is at least as good as the performance of some contemporary vehicles both foreign and domestic."

The report appeared, caused barely

a ripple of attention, and now lies in libraries collecting dust.

There's some question as to whether Nader's book killed the Corvair or whether it was something that GM was planning to do regardless. There's little doubt, though, that the controversy influenced the public against the car, forcing GM's hand as sales slipped.

An intriguing question that's never been adequately confronted is how much did the Corvair experience serve to chill innovation in the auto industry? We'll never know how many progressive ideas were shelved because executives, looking at the Corvair fiasco, decided not to take a chance.

The Corvair may not have been the best car ever made; it may not have even been a very good car—you'll get arguments about it to this day—but it was certainly not the deathtrap Ralph Nader made it out to be. At any rate, it never became what it could have been: an evolutionary link to something that might have directed the auto industry away from the path that it was following at the time, which was the building of cars that were increasingly less efficient, less agile and less socially responsible.

So when we talk about reinventing cars, perhaps it's worthwhile to look at what happened to the Corvair and remember that inventions don't generally spring full-blown from the mind of some genius, but are the end product of a series of steps.

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BIRMINGHAM, AL. 35250-9071

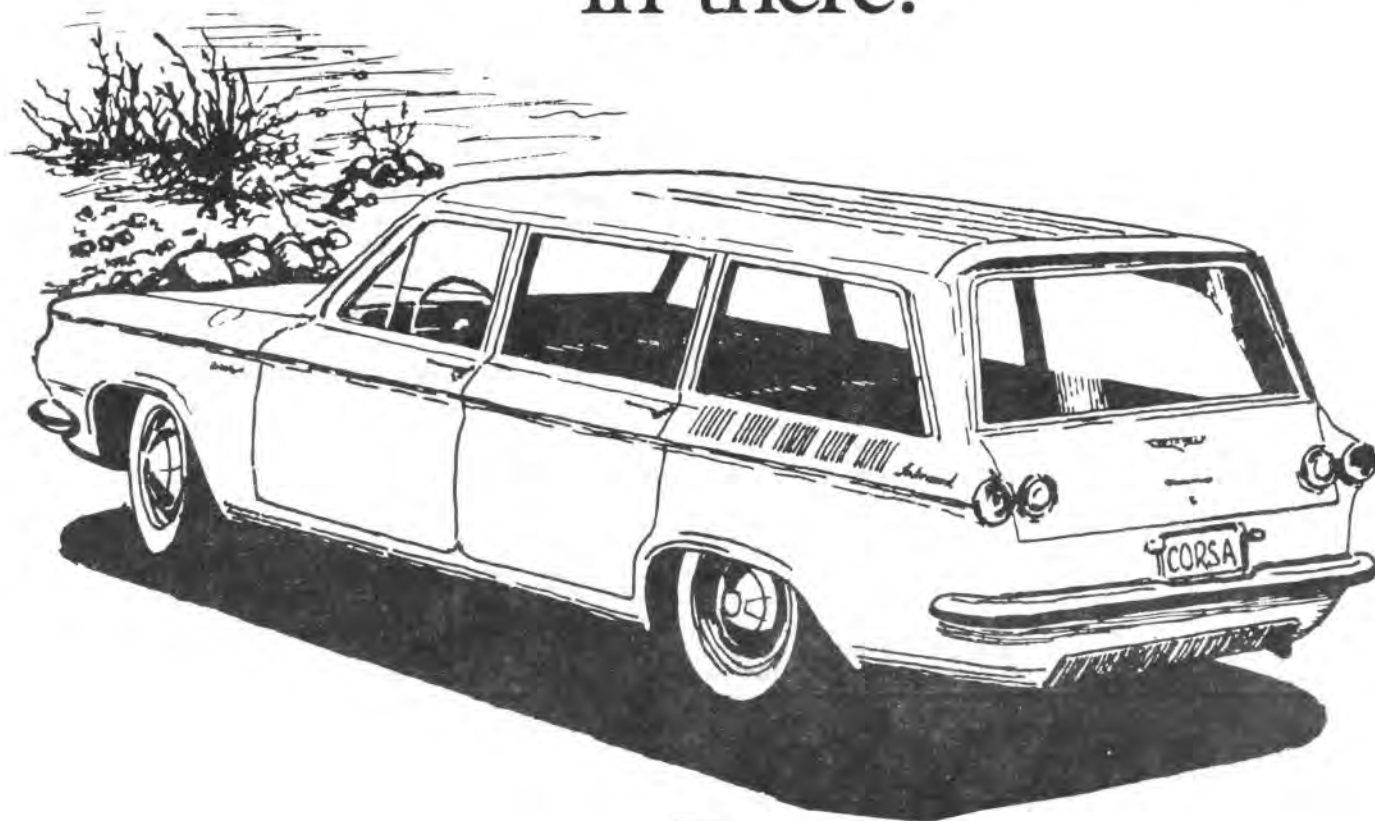


1969 MONZA CONVERTIBLE



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BIRMINGHAM AL 35243

A thing of beauty
is a joy forever.
Unless there are mole crickets
in there.





THE OIL DROP



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

JULY 1986

Published monthly by the Vulcan Corvair Enthusiast for its members and others interested in preserving the Corvair. President; Terry Wilkins. Secty; Ann Steadman, Treas; Louise Hartline. Membership; Curtis Hare. Activity; Owen Miller, Newsletter; Bob Donley.

THE DRIVERS SEAT:

Terry's column did not arrive in time for insertion in the newsletter.

Terry Wilkins, President

NEXT MEETING:

DATE: Sunday 20 July 1986

TIME: 1:00 PM

PLACE: Wald Park, Vestavia Hills.

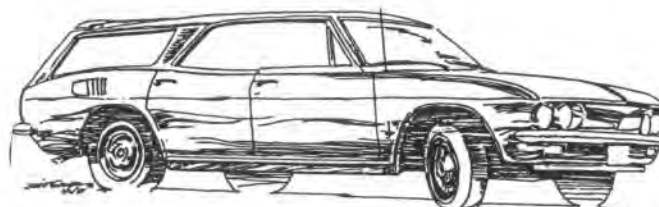
PROGRAM: Club Birthday Party and buisness meeting.

We've invited all the old members that we could contact. The club will furnish all the fixings except drinks, ice, and deserts. Pack up your car with your family, your ice and drinks and come on out for a good time in the park.

OUTINGS:

There appears to be a good bit of negative feedback concerning Cheaha 86. I find in discussing this subject that apparently interest in continuing this outing has waned considerably. Everyone is urged to attend the Birthday party/picnic in Wald Park on July 20th and be prepared to voice your opinion in an open discussion concerning the fate of Cheaha.

The Club has planned to participate in the "Festival In The Park" on 4 October in Montgomery's Oak Park. Festival officials have asked me for the number of vehicles we would like to exhibit. For those of you who wish to show your car we have been told we would not be allowed to remove them



until 5:00 PM when the festival closes. Please let either Bob Donley or I know in you would be coming to Montgomery and if you would show your car.

Owen Miller, Activities

WATCHES FOR SALE:

The watches came in with the Vulcan logo on the face. We sold several at the last meeting however I still have 5 mens and 6 womens. They will be sold on a first come first serve basis so please don't call me and ask me to save you one. They are \$13.50 for either the mens or the womens.

Bob Donley, Editor

Tech Topics



THE FC WITH "VAGUE STEERING"

The term vague steering is very general and can be many things, and different things to all people. I have some thoughts and maybe suggestions.

The FC from day #1 had a wander problem, especially on windy days. They don't improve with age. Way back then, the problem was studied by driving the vehicle past an anchored airplane engine to produce a controlled wind gust. Movies were shot from a helicopter to show path deviation. Cameras mounted beneath the vehicle showed what did or did not happen to the steering linkage. What it boiled down to was that lateral force (side push due to wind) caused deflections in the various suspension rubber parts that caused a steer effect, even though the steering wheel and steering linkage never moved. Tire construction was important also. Today, if you rebuild/restore with everything new, you can still have a wind wander problem. I never heard of anyone that made modifications that would cure it.

Now with time and mileage, you can get to where you can move the steering wheel back and forth and nothing gets through to the wheels. This is an entirely different problem. There are generally four places to look for trouble:

1. Tie rods worn out. The outer ones by the wheels. Inner ones are generally OK. You can buy new tie rods at auto parts stores.
2. Steering bell crank or boomerang bushings worn out. Stud wobbles in the boomerang arm at the relay rod. Stud, bushing etc. are not replaceable. A new boomerang costs an arm and a leg. I am working on a project to get someone into the rebuilding business. It can be done. The parts needed were last used in a Corvette assembly and can be made available.

3. Steering gear adjustment. There are two adjustments to the gear, and the on center or over center is the one that usually needs a touch-up. It's the one on the side of the gear and is the same type adjustment as on any Chevrolet car or truck manual gear. It's to take up any free play between the worm gear and the pitman shaft sector gear when the gear is in the middle of its total travel. There will be free play between the gears as you turn and move to the end of travel. That's as it's supposed to be. The second adjustment is at the big bottom end of the gear and controls adjustment of the worm shaft bearings. Generally this one stays good on FC's. If you have to have both readjusted, you have to do this end adjustment first. Looseness in either would effect both wheels.

4. Steering idler lever assembly bushing worn out. This is the single arm idler on right side of the vehicle. I believe these are still available, at least in auto parts stores.

A very, very, very remote possibility would be a broken "frame" member. I did see one in Michigan that was rusted and broken clear through on the left side, behind the suspension. Of course it caused all kinds of problems of car being lopsided, sag, doors wouldn't

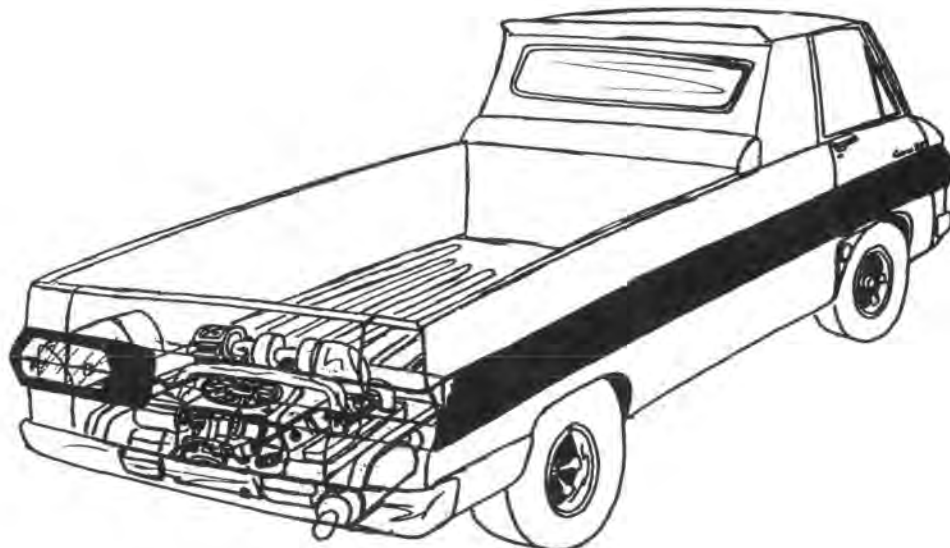
close, etc., besides steering and suspension problems.

Another remote possibility would be loose wheel bearings. I think it would result more in an odd tire wear pattern than vague steering.

With that, I'm out of suggestions.

A salute to the person that was really using his Greenbrier on Friday, September 14th. It appeared to be loaded inside and stuff was being carried on top as it passed on Missouri I-44 going West, about fifty miles from the Oklahoma border. If that vehicle belonged to a Corvantic member, I think you owe us a story and some pictures of your beautiful tan Greenbrier with a dark brown band in the cove area.

R.A. KIRKMAN, CORVANTICS



Filters...60-69...AC # GF-455...same as...
 Atlas...FF-18
 Fram...GG-13
 Gould...FG-13
 Hastings...GF-22
 Purolator...GF-21
 Delux...18
 Wix...33050
 STP...GF22
 Western Auto...74-5714-6



*Differential BRG...60-65...HYA159286 Cone
 HYA159286W Cup
 Same as: Buick Spec...61-63
 Chevy...57-64
 Chevy...65...Ex 8cyl or S.W.
 Chevy II...64
 Chevy II...65...8cyl or S.W.
 Chevy TR...late 63-65 1/2 T..Ex. G10
 Corvette...57-65
 GMC...62-63...MDL 10...
 Ex Spicer Axle
 Ford...57-65...Ex 6cyl & 8-260
 Olds...F85...61-63
 Tempest...61-63
 Edsel...58
 Mercury...59-63...Ex Montrey
 Mercury...64-65
 Olds...65...Ex J88
 Pontiac...65
 Rambler...65...Ex H.D.
 "T" Bird...57-65



*Front Pinion BRG...HYA200248 Cone } 63-65
 HYA2002482 Cup }

Same as: Buick...63-64
 Buick...65...Ex LeSabre
 Buick Special...61-63
 Chevy II...8cyl & SW
 Chevy...65...8cyl & SW
 Chevelle...65...8cyl & SW
 Corvette...63-65
 Chrysler...63-65...W/1-3/8" Shaft
 Imperial...61-65...W/1-3/8" Shaft
 Desoto...59...Firesweep
 Desoto...60...Firelite
 Desoto...61
 Dodge...58-65...W/1-3/8" Shaft
 Plymouth...58-65...W/1-3/8" Shaft
 Edsel...58-60
 Fairlane...62-65...8cyl
 Falcon...62-65...8cyl
 Ford...57-65
 Mercury...57-65
 Mustang...65...8cyl
 Olds F85...61-63
 Olds...65...Ex J88
 Pontiac...65
 Tempest...63...Std Trans
 "T" Bird...57-65
 Rambler...65...HD

SPARK PLUGS...AC-44FF...Similar to...
 Champion...L12Y
 Atlas...480
 Auto Lite...AE4
 Fram...AE4B
 Prestolite...14E4
 Nippondenso...W20FS
 AC-46FF similar to...
 Champion...L15Y
 Atlas...481
 Auto Lite...AE6
 Fram...AE6B
 Bosch...W45T1
 Prestolite...14E6
 Nippondenso...W14F

*Rear Wheel BRG...60-62...#HYAD110342-10...
 Same as: Tempest...61-62
 63-64...#HYAD110342-20
 Same as: Tempest...63





● TECH TIP ●

One problem we hear frequent complaints about, particularly during the summer months, is hard hot engine restarts.

Tighter clearances, increased blow-by, and soaring carburetor temperatures are all working against you when you've just shut off the engine to run in for a six-pack of Bud. When restarts get so difficult as to make you want to: A. Not turn off the motor, or B. Sin in the parking lot and drink most of the six-pack before trying to leave; one could certainly decide it's high time to correct the problem(s).

Hard restarts fall into two distinct categories: A. Slow engine cranking, and B. Prolonged normal cranking with no result.

Let's look at slow cranking first. Naturally we'll assume you've checked the obvious -- discharged battery, loose connections, battery ground cable connected to the motor (as opposed to the body--it happens!), or low voltage regulator setting.

If all those items seem to be good at a glance, try jumping the battery with another car next time you hot restart. Even tho a battery may kick a car off every morning, it might not have what it takes during the prolonged use of a hot start. If the motor cranks over normally when jumped, a stop at the battery store is the next step. Be sure to get the largest battery for your car, too. At most stores, the price is based on warranty time, not size. A group 27F battery, for example, has over 100 amps more cranking power than the standard size 22F, yet costs no more. Also, just because a battery is new, don't discount the possibility of it being inadequate. You could buy a dozen brand new "D" cells for your car but they, of course, won't get it going. Don't fail to jump test the car just because of a recent battery purchase.

But let's say that the engine shows little or no improvement with the help of another battery. Look closely at the battery cable ends. Any sign of corrosion on the cable itself or the starter solenoid terminals is a sure sign of extra resistance. Corrosion on the cable ends often extends into the cable itself, so replacement is the surest cure. Although somewhat more difficult to locate, 6 volt cables of the same (or close) length cost little more but the positive cable has a lock washer under the nut at the solenoid, and the ground cable has the same (or a star washer) where it bolts to the motor.

If the battery, cables, and connections check out, we're left with the starter. The only parts within the starter that we can easily check by visual inspection are the brushes. Just unbolt the end cover to see how close the brush holders are to the armature. The holders are designed to break contact when the brushes are severely worn. This shows up as a quick deterioration from a slow down to a complete starter failure. Brushes are cheap and easily replaced, and it will often fix you right up.

If the brushes don't look seriously worn, our problem is likely deeper into the starter--armature, windings, brushes, etc. In light of the difficulty and expense in obtaining separate parts, a rebuilt starter is usually the faster and cheaper fix. Several rebuilders also have high torque windings available for only a few bucks more, so where time permits, have them make one up for you.

I've left slow crank problems due to motor ailments last, since these are most likely to be apparent when running, too. Engines that literally seize up when hot are suffering from internal difficulties--don't waste your time trying to get one started when you should be taking it apart. Usually high engine temperatures also have a direct effect on cranking, so you'll have to adjust the thermostats, clean the fins, tighten the fan belt, or whatever it takes to get the motor at normal temperature.

Timing that is advanced too far for the octane of gasoline being used will slow things down a good deal. Pinging that is heard while cranking the motor is telling you to set your initial advance back some. Too much advance also always causes pinging during normal operation, also, but that's a whole different tech tip. Back the timing off 4 or 5 degrees and see if that doesn't get the starter whirring.

Now that we've got our motor to crank over, let's look at those times when we have to crank it over for an eternity before it fires. Prolonged normal cranking can be broken down to two areas--ignition and carburation.

To test the ignition circuit, pull back a spark plug wire boot to expose the metal terminal end. Position the wire to leave a 1/4" gap between its end and some metal part of the motor. Now, have someone crank the motor while you check for a nice sharp blue spark. A weak or orange spark would indicate things aren't up to par. Start with the obvious--points clean and gapped? Condenser and coil wires secure? Cap and rotor contacts clean? Next, get out the voltmeter and connect it to test the positive terminal of the coil. With the ignition on, the coil should be getting something around 9 volts due to the ballast resistor circuit built into the harness. (62-63 Spyders have a separate resistor block.) Now have someone crank the motor while you look at the voltmeter--it should be up at almost 12 volts. If the voltage does not rise while cranking, the resistor bypass circuit isn't doing its job. Check the yellow wire at the starter solenoid, and the various connector plugs in the engine compartment to see if its even hooked up. A faulty solenoid could be checked with a voltmeter to see if it's sending the power to begin with.

If the coil is getting all the volts it's supposed to, yet the spark is still weak, a coil change might be in order. Coils do tend to breakdown a bit when hot, but failure is really very rare. Just swap one off another car and try it a few days before you buy a new one. Several companies make high voltage models (the Accel coil Bosch's Blue Max, etc.) that will give you an extra spark over the entire operating range, so keep that in mind when you do go coil shopping.

Carburetion problems leading to hard hot starts are more common than the previously mentioned ignition troubles. Here we can have two different symptoms--not enough or too much gas. With the air cleaner off, look down the carb throat, then work the accelerator linkage. Two distinct strong squirts of fuel should be discharged within each carburetor. (One shot in the middle of a turbo.) If a weak or no discharge is seen, it's time to disassemble the carb to replace the accelerator pump, if not rebuild the whole carb. While it's apart, pay attention to the float level, as it too will affect restarts.

If the problem seems to be related to too much gas (big puff of black smoke when it finally starts), take a look down the carb. throat just after you shut off the motor. If gas is dripping off the venturi clusters, the needle valve and seat are worn, or the float level is wrong. Either will require some carb. disassembly.

When the restart becomes difficult only after sitting a while (like 15 minutes), you've encountered the most difficult trouble--hot soak.

Carburetors remain relatively cool when running because of the air and fuel passing through them. Shut the engine off, tho, and the engine heat rises right into the carbs. This is an especially bad problem on our Corvairs, since the head temperatures are often in the 400 degree neighborhood, and the carbs are literally bolted to the head. Spyders and turbo Corsas aren't in much better shape with the carb mounted directly over the fan opening, subjecting it to a blast of hot air every time the motor is shut off.

Temperature of the fuel inside the carb rises to where the gas starts to vaporize. The fuel vapors collect in the intake manifold, carb throat, and air cleaner. All those fuel vapors create a very rich condition (almost flooded), and yet you've never even touched the gas pedal. As you know, the fuel pump holds pressure in the lines for some time after the motor is shut off. When some of the fuel vaporizes out of the fuel bowls, here is the fuel pump, all ready and pressurized to put some more gas into the carbs. Just what we don't need--more gas to vaporize.

Solving hot soak is not quite as easy as some of our other carb troubles.

First, try to keep carb temperatures down. The carbs should have a 3/16 bakelite insulator between the carb and the head, instead of the thin paper gasket as supplied with some carb kits.

1964 and newer Corvair (except turbo) carbs have an idle vent that opens a passage between the carb body and the atmosphere to let some of the fuel vapors out, thus reducing fume build up inside.

Located on the carb base, the idle vent solves a good deal of hot soak troubles, so be sure it's adjusted properly (specs covered in rebuild kit instructions and shop manuals), and where possible, update your 61-63 carbs with the newer carb bore.

Before the 64 style carbs were around, Chevrolet recommended drilling a hole in the side of the carb body to give a vent for those excess vapors. This was a rather last ditch fix, and definitely not recommended for dusty roads. Again, better to dig up some newer carbs than make the old ones look like Swiss cheese.

When smog pumps became standard throughout the GM line in '68, all rebuilds were given a fuel return line to help cope with the higher engine temperatures. The return line bleeds off the excess fuel pressure left in the system after the engine is stopped. This helps prevent an excess of ready to vaporize fuel, as we covered earlier. In the case of the Corvair, all '68 and '69 models used a 4 way tee at the fuel pump, then a 3/16 line back up to the fuel tank. 64-66 turbo models used the same set up, but tapped fuel off an extra fitting at the fuel filter.

In any event, addition of a fuel return line (if not already there) would be most helpful to prevent hot soak. Clarks just started selling a kit with all the pieces you need to add such a system if you think it's too hard to scrounge the parts locally.

Again, we've left motor problems for last, since such difficulties will be obvious when running, too. With the engine hot and at an idle, the crankcase vent tube should not be like Mt. St. Helens. More than a slight drift of blow by (as opposed to a steady gush) would indicate the piston rings have taken a permanent vacation. Burned or misadjusted valves will also make hot starts a chore. A compression check will give you all the bad news you need to know if the engine is sacked. If a motor needs a rebuild, you just can't expect it to start well no matter how good the electrical and fuel systems are.

Larry Claypool
Chicago Land Corvair Enthusiasts

TECH TIME

What is Wheel Alignment?

Wheel alignment is normally considered the proper adjustment of the front wheels. (With independent rear suspension the Corvairs' rear wheels must also have proper alignment.) On most cars there are three adjustable settings: Toe, Camber and Caster. On some cars, only one or two of these are adjustable. The others are permanently set at the factory.

What is Toe?

Toe is the amount the front of the wheels are closer together than the rear of the wheels or viceversa. When the front of the wheels is closer together than the rear, this is called Toe-in (Fig. 1). When the rear of the wheels is closer together than the front, this is called Toe-out (Fig. 2). Wheels are Toed-in or Toes-out depending on the type of vehicle, so that in overcoming forces of forward motion, the tires are rolling straight ahead. Corvairs require Toe adjustment on both the front and rear wheels.

Fig. 1

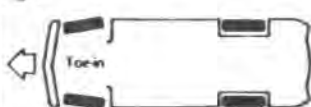
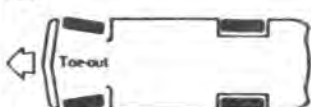


Fig. 2



What happens when Toe settings are incorrect?

When a vehicle with incorrect Toe setting is moving, the tires are being dragged sideways, causing premature tire wear. Tires Toed-in too much will wear starting from the outside edges. Tires Toed-out too much will wear starting from the inside edges. Tire wear caused by incorrect Toe is called feathering (Fig. 3).

Fig. 3



What is Camber?

Camber is the inward or outward tilt of the wheels from the top. If the top of the wheel tilts inward from the vertical, the wheel has Negative Camber (Fig. 4). If the top of the wheel tilts outward from the vertical, it has Positive Camber (Fig. 5). Positive Camber is more common. Corvairs require camber adjustment at the front and rear wheels.

Fig. 4



Fig. 5



What does Camber do?

Camber helps keep the wheels nearly perpendicular to the road under normal load conditions. This also helps distribute the load on the tires and wheels more evenly.

What happens when Camber settings are incorrect?

Premature tire wear (Fig. 6). Too much Positive Camber will wear the tires on the outside; too much Negative Camber will wear them on the inside. A great difference in the camber setting of the front wheels will cause them to pull sharply to one side.

Fig. 6



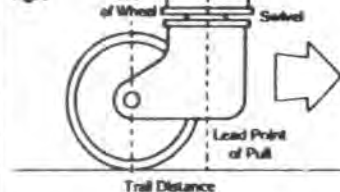
What is Caster?

Caster refers to the angle at which the front axles are attached to the vehicle. If the upper attachment is tilted back at the top behind the lower attachment, this is called Positive Caster. If the upper attachment is forward of the lower, this is Negative Caster.

What does Caster do?

Caster is set so that a vehicle will tend to go straight ahead. Positive Caster has the effect of making the wheels act as if the vehicle is being pulled from the front, so that they will line up behind the point of pull, much like the caster wheels on a shopping cart. A shopping cart tends to roll in a straight line (unless you get one like I cursed in the super market the other day) because the wheels line up or trail behind the point of pull. The greater the trail distance, the greater the tendency to roll straight ahead (Fig. 7).

Fig. 7



The caster setting on a vehicle is adjustable in order to increase or decrease the effective trail distance. Corvairs require caster adjustment at the front wheels only.

What happens if the Caster setting is incorrect?

Too little Caster will cause a car to "wander" and make it feel unstable at high speeds. Too much Caster causes hard steering and can also result in excessive road shock and shimmy.



Holland Michigan
Will Share In
A
Grand Affair
July 30
to
August 2, 1986
Grand Rapids, Michigan

A REAL WOOLY-BOOGER

Chuck Madsen, Fla., Temp Press Editor

Got to tell you about this van of mine. It's a '63 4 speed bare-bones six-door, worked for a living, Corvan. Engine sounded fairly healthy, bleeding copious oil from the bottom, but that's par for the course. Differential absolutely destroyed from lack of oil, nasty metal-crunching noises with any movement. Engine purported to have only about 30K since overhaul. (Remember that line.)

And away we go. Engine from code and shrouds was originally powerglide, no sweat. Has road draft tube and choke coils (must be '62?). Air cleaner canisters apparently '63, are fitted for PCV. Means one, at least, without PCV hoses, is putting unfiltered air to carbs. Openended canisters, no air cleaner element in either one. Tsk.

It gets better, or worse. Both heads have been off, one has upper studs sticking way out, can't be more than six or eight threads still into block. Head serial number does not tally with block. Number 4 spark plug is in so cattywampus boot won't seat in shroud. Figured it was cross threaded, no such luck. Somebody had been in there already, put in an insert about 30 degrees off center. One other spark plug is a real stranger, has about 1/2" more threads than anything that ought to be in a Corvair head.

Transmission apparently functional, but is '64-'65 (counted splines on input shaft) from a car, not a van. (Has BU light switch on bottom). Probably means 1st and 2nd gear not as low as they should be for a van/truck. No split ring seal retainer in differential nose, maybe no big thing. Flywheel/pressure plate are pre-'64, throwout bearing is '65 and later, Carbs are one '64, one '62-'63, don't ask about innards yet.

Distributor number says it's off a turbo but van advance is for non-turbo, and it runs, right? Heater hoses, top and bottom, non-op or long long gone. Lots of air that could have been cooling the poor old overworked beastie getting away for free. Oil cooler positively crummy.

INSIDE ADVICE

Wrinkles in Your Headliner

Wrinkles, in most cases, are caused simply because the cloth is not stretched tight enough from back to front and from side to side.

Look over the headliner after removing it from the box. If it is excessively wrinkled, try ironing it from the back. **Do not wet the cloth and do not use** excessive heat which will scorch or weaken the material.

In cars with wood top bows, starting with the rear most bow, align the center line of the headliner with the center of the bow and tack. Then stretch the headliner tightly sideways and tack at the outside ends and tack in areas between. Do this with each bow stretching tightly each time. Tack headliner at the windshield and over the rear window while stretching. Tack the sides. Stretching eliminates wrinkles.

In cars with metal bows, be sure bows are in correct order when installing them in the headliner and are properly centered. When installing the headliner, be sure the cloth is stretched sideways on the bows as far as possible at the time of setting each bow in position. Start with the rear bow and work forward. When all the bows are set in position, stretch the cloth at the rear and tack over the rear window.

Then tack over the windshield while constantly stretching. Try to maintain a straight line at the forward bow seam. At the outside ends of the bows, carefully snip the bow casings upwards while stretching the cloth downwards until the wrinkles are eliminated.

Be careful not to snip the headliner cloth itself. Snip the casing at each bow and finish installing the headliner over the doors and side windows. Remember that stretching

eliminates wrinkles. Never cut holes for dome lights, sun visors, etc., until headliner is completely finished.

REMEDIES:

If a few wrinkles persist, try lightly misting them with clean water or use a spray can of window cleaner. This causes the headliner to shrink. Test window cleaner first on a scrap piece of headliner to see if there is any discoloration of the cloth.

If many wrinkles persist, you might try setting an electric vaporizer (such as those used for treating colds) filled with clean water inside the car for an hour or so. Then blow dry with a hair blower. Do this before installing the rest of the interior. (The preceding tip is courtesy of Hampton Coach, manufacturers of Chevy interiors in Hampton, N.H.)

Old Cars Weekly, 1-9-86.

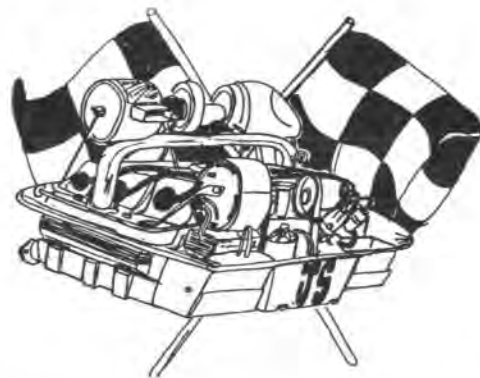
TECH TIP

TRUNK/ENGINE COMPARTMENT MOLDINGS

Use one from '70-'77 Chevy or GMAC van front doors. They are correct length for trunk, more than needed for engine compartment.

GM part numbers 36357 or 36358 for left and right front doors - new strips have 3/8" plastic snaps in the rubber about every 5". Snaps can be clipped off for gluing in place per stock. Don't drill holes to leak!

Dave Newell, SFBA Corvairs



YOU REALLY KNOW YOU'RE A CAR FANATIC IF . . .

Courtesy of THE AUTO WORKS
DISCOUNT AUTO PARTS

- . . you rate your girlfriend above fuzzy dice, but below dual quads.
- . . you go to a Halloween party dressed as an intake manifold.
- . . you spend restless nights wondering whether the air in your tires is getting dirty.
- . . you belong to a religious group that places *Car & Driver* in motel rooms.
- . . you think Lee Iacocca should be elected president for 5 years or 50,000 miles.
- . . you get all misty-eyed whenever you hear the song "My Little Deuce Coupe" by the Beach Boys.
- . . you like parking in Lover's Lane so you can be alone with your car.
- . . you think your car's radiator deserves Perrier water . . . with a twist of lime.
- . . demand the finest car parts and accessories at the lowest prices.
- . . you think Chilton's *Clutch Housing Repair Manual* has a great plot.

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

LADY LIBERTY



FRANK & EDNA THOMPSON
3418 SAGEBROOK LA
BIRMINGHAM AL 35243





THE OIL DROP



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

AUG 1986

Published monthly by the Vulcan Corvair Enthusiast for its members and others interested in preserving the Corvair. President; Terry Wilkins, Secty; Ann Steadman, Treas; Louise Hartline, Membership; Curtis Hare, Activity; Owen Miller, Newsletter; Bob Donley.

THE DRIVERS SEAT:



I didn't receive any input from our president nor from any of the members. Surely there was at least one member at the club birthday party that could write me a little article on what occurred, especially concerning the discussion about Cheaha. Come on folks help me out a little!

BOB DONLEY, Editor

NEXT MEETING:

DATE: Friday 15 July 1986

TIME: 7:30 PM

PLACE: Hoover Municipal Library

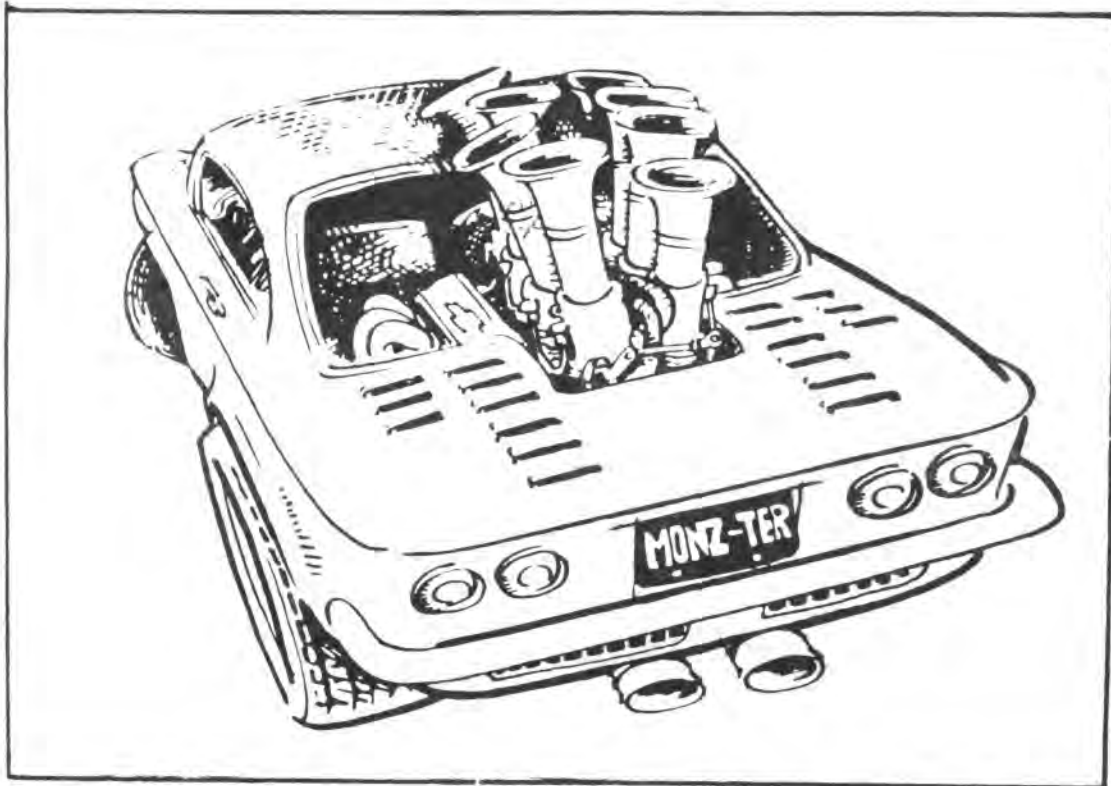
PROGRAM: The regular business meeting plus Norman Rogers owes us a tech session on auto body repair.

IN REMEMBRANCE OF JEAN VAIL HINKLE:

One of our most enthusiastic club members passed away 25 July 86. Jean Hinkle was laid to rest at Elmwood Cemetery, Birmingham, Al. Members of the Vulcan Corvair Club served as the pallbearers. They were Bob Donley, Bob Siemens, Norman Rogers, Charlie Drake, Owen Miller, and Harold Hartline. Other members gave her family solace and helped with arrangements. Jean is survived by husband Buck, sons James and Barry Vail and daughter Carol McDonald. If you did not get a chance to express sympathy to the family I'm sure that Buck could use some moral support at this time.

Jean and Buck have been very loyal club members since they joined in 1980. Jean was always in the center of all activity and would work at any project that she was asked to do. We're all going to miss that outgoing personality and a

hard worker for the club. Jean I hope that you continue to wear that club jacket with all the Corvair patches forever. Pass out those Corvair calling cards to all your new friends. "WE LOVE YOU AND WILL MISS YOU."



TECHNICAL QUESTIONS ANSWERED BY LOUIS GUION III

To replace the rubber hoses between the gas tank and the filler neck, the tank must be removed from the vehicle. Here is the procedure recommended by Chevrolet. 1. Remove the rubber seal from the filler neck just inside the access door on the fender. Lift the vehicle and support properly on stands. 3. Remove the stabilizer bar, if so equipped. 4. Drain the tank by removing the tank metering unit. 5. Remove the support strap nuts and attachments. 6. Lift up on the left hand side of the tank and carefully work the tank and filler neck down and spring the tank out of the cavity, freeing the right hand side first. 7. Replace the hoses with proper gas-resistant hoses (radiator hose is tempting, but gas rots it quickly) measured to match the old hoses. Tighten all clamps. 8. Replace the tank in reverse order.

Carburetor flooding is usually caused by a worn, damaged or dirty inlet needle and seat assembly. Other probable causes are incorrect float adjustment, bent or leaking float assembly, and damaged gaskets. Carburetors have even been found with cast-in defects that caused leaks of fuel.

Hard shifting of manual transmissions (hard to go into gear) is usually caused by clutch mis-adjustment, rather than transmission problems. Confirm this by attempting to shift into reverse (and low on 3-speeds) with the clutch fully depressed and the engine running. A "grinding" of the gears usually confirms clutch difficulty. First, adjust the clutch by properly supporting the car and removing the clutch pull-rod swivel from the clutch cross shaft lever. Pull on the pull-rod until slack is taken up at the clutch fork (bearing touching fingers of the clutch spring). With the pull-rod held in this position, hold rearward pressure on the clutch cross shaft lever and adjust the swivel so that it just enters the hole in the lever. Then, back off the swivel two complete turns and assemble. The clutch pedal should now move $\frac{3}{4}$ " before resistance is felt. If this doesn't cure the problem, check clutch linkage for broken pulleys, supports, etc. Defective clutch cover/pressure plate assemblies can also cause the hard shifting problem, especially one with a broken retracting spring. For a complete discussion see section 6B of the 1961 Corvair service manual.

SMOOTH CLUTCH ACTION

With a coarse silicon carbide sanding disc, sand off the shiny spots on the clutch pressure plate and fly-wheel. Sand just enough to remove the shine.

Fred Johnson

SPRINT by Fitch

JOHN FITCH AND CO., INC.
FALLS VILLAGE, CONN. 06031



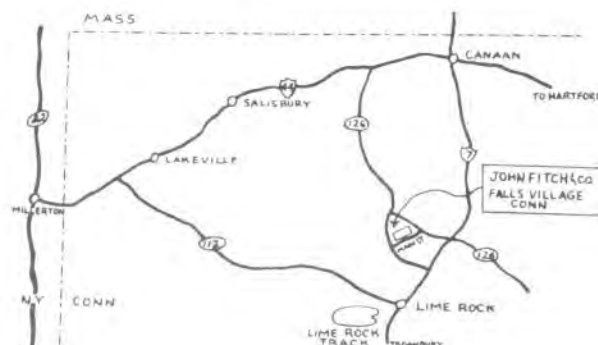
CORVAIR SPRINT

It's real grand touring on a shoestring, thanks to old pro, John Fitch

John Fitch has the sort of wispy gentleness more often associated with a high school English teacher than a great racing driver. He's tall and slightly round-shouldered, with a shock of thinning hair and the brand of articulate good manners that makes it difficult to accept his credentials as one of the finest road racing drivers ever produced in the United States.

Fitch produces the Sprint in a nondescript four-bay garage in the tiny community of Falls Village, a few miles from the Lime Rock race track. He's been in the business several years now, and the demand for both separate components and completely outfitted cars has reached a point where a small but active staff is being supplemented by a dozen special suppliers in both the United States and Great Britain.

Operating on the thesis that the already-impressive Corvair makes the basis for an outstanding American tourer, Fitch markets a line of nearly 40 special options designed to make the car run faster, corner better, stop more efficiently and look racier. These devices can be purchased individually for any Corvair, but they are specifically intended as the parts of a whole package that transforms a standard 140-hp Monza two-door coupe in a Corvair Sprint.



SUGGESTED NORMAL SPRINT EQUIPMENT

The Most Popular Components Usually Found On A Normal Sprint

STAGE I (4 Carburetor) SPRINT ENGINE raises the 140 HP factory engine to a free-revving 155 HP at minimum cost. Improves throttle response and torque throughout the range. Reduces 0 to 60 MPH elapsed time to only 9½ seconds. No special parts or skills needed to maintain this engine. The crankcase breather system functions normally and the spare remains in the rear. Four individual air cleaners with heavy chrome plating enhance the appearance. A real bargain in performance. **KIT** includes 4 air cleaners, crankcase breather adapter, spare bracket parts and tuning instructions (ignition timing to match your engine's new breathing characteristics). Installs in a matter of minutes.

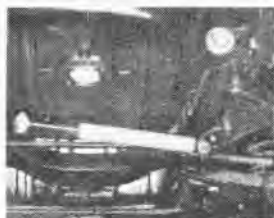


G.T. SUSPENSION provides the system of handling and road-holding that you, the discriminating driver, demand in a car. The SPRINT suspension utilizes four progressive-rate auxiliary rubber springs to control spring rates precisely and give added directional stability. These are the same type Aeon springs used on Lotus, Ferrari and other fine sport cars. Two specially calibrated SPRINT shock absorbers complete the exact spring rate control. The result: No bottoming, flat cornering and a high degree of directional stability (resisting windwander and "diving" on undulating roads). The ride is secure, pitch-free and remarkably Porsche-like. An enthusiast will be delighted and the most critical, non-sporting passenger will find the SPRINT more than comfortable. **KIT** contains four rubber Aeon springs, two SPRINT adjustable shock absorbers, complete fittings, geometry settings for best straight-line stability, cornering and tire wear. With "easy-on" instructions.

WITH KONI REAR SHOCK ABSORBERS SUBSTITUTED.

FAST RATIO STEERING GEAR. More important than ever with improved cornering ability — it allows your corrections to match the new capabilities of the Corvair. Reduces steering wheel turns from lock to lock by a whopping 37%! No reduction in turning circle, no interference with body or chassis, and steering effort remains low for parking and low speed maneuvers. Responsive and stable in fast action. **KIT.** Routine replacement of two steering arms with accompanying safety certificates.

STEERING DAMPER. Like the precisely calibrated shock absorber that it is, this damper eliminates road shock for vibration-free, dead-accurate steering on all road surfaces. As used on all the top G. T. cars — Porsche, Mercedes and Sting Ray (the only other American car having one). Highly recommended. **KIT** includes damper cylinder, brackets and simple instructions. (This is a sure cure for shimmy or any source of "wheel fight" due to worn front end elements, out-of-balance tires, etc., for all models and years, except Greenbrier.)



SPECIAL PRICE ON FAST STEERING AND DAMPER TOGETHER (because we think every Corvair should have both). **KITS.** Same as above.

COMPETITION SUSPENSION is a John Fitch concept for Rally and Gymkhana drivers. It is also ideal as a road suspension for the enthusiast driver. Four progressive-rate rubber bellow springs help the OEM coil springs for rate control and stable cornering. Two heavy duty double action front shock absorbers and two adjustable rear shock absorbers with suspension geometry to Fitch specifications provides superior handling. **KIT** as above with "easy-on" installation instructions and optimum geometry settings.

COMPETITION SUSPENSION with KONI SHOCK ABSORBERS.

STAGE II (2 CARBURETOR) ENGINE raises the 110 HP, 2 carb engine to 125 HP. This is the original "free-breathing" conversion which releases the full potential of the basic engine throughout a higher RPM range. Includes tuned dual mufflers -with chrome plated tails, calibrated carburetor main jets, two heavily chromed individual carburetor air cleaners and special tuning to take advantage of the engines improved induction and scavenging properties. Crankcase breather continues to function normally and the spare can still be carried in the rear. Does not void G.M. factory warranty. Raises the 95 HP, 2 carb factory engine to 110 HP. **KIT** as above with "easy-on" installation instructions.



INSTALLED	KIT
\$29.00	\$24.00
\$67.50	\$57.50
\$84.50	\$74.50
\$49.00	\$41.00
\$30.50	\$26.00
\$64.00	\$53.50
INSTALLED	KIT
\$114.50	\$84.50
\$165.00	\$123.50
\$67.00	\$55.50

STAGE III FOUR CARBURETOR 155 HP ENGINE for factory 2 carb. 110 HP engine as supplied on Monza and "500" models. This is the 4-carburetor installation we have been making in quantity for years prior to the availability of the factory 4 carburetor engine. Choke operation, crankcase breather and spare accommodation in rear remain normal. (Can be installed on 95 HP engine but is recommended for the 110 HP version with its higher compression ratio and high-lift camshaft.) **KIT** includes carburetor adapter blocks, 4 carb. linkage with fuel lines, the two extra carburetors, four individual air cleaners and detailed instructions. No thread tapping or precise measurements required. Normal chokes and fast idle mechanism remain in operation. Professional installation time 4½ hours. Complete. (Various parts of kit and carburetors available separately on request.)

\$160.00 \$99.50

HEEL and TOE BRACKET allows you to reach the accelerator while braking to "rev" the engine for smooth, coordinated down shifts. (This is not otherwise possible with the consistently high brake pedal inherent with self-adjusting brakes.) Long time sports car drivers appreciate this refinement which permits the exercise of their finesse. **KIT** — clamps on accelerator pedal in one minute.

\$5.50 \$4.95

REPLACEMENT SHOCK ABSORBERS for normal road use. Heavy Duty Sprint units, suitable for use with or without the G. T. or Competition Suspension. Each.....
Optional Koni units for road use (GT), Competition or Racing Suspension. (Each) Front \$24.50, Rear \$23.50.
KITS. Same as above.

\$14.00 \$12.00

HEADLIGHT FLASHER signals your approach before your horn can. At speeds over 50 mph your horn is almost useless. Flashing headlights is many times more effective. This thin lever puts the control of your headlights a finger away from the steering wheel, day or night. Black tip, chrome shaft. **KIT.** Complete with instructions.

\$7.00 \$4.95

RECOMMENDED OPTIONAL SPRINT EQUIPMENT

The Substitute Or Additional Components We Recommend

SEAT BRACKET FOR TALL DRIVERS lets you stretch your legs for that straight arm driving position. Also raises the front edge of the seat for high support and reclines the seat back, actually providing more headroom as well as length for tall people. A convenience for most, a boon to the lanky and a necessity for the tall driver. **KIT** complete with all fittings — requires no drilling.

INSTALLED	KIT
\$12.50	\$7.50

JUDSON ELECTRONIC MAGNETO doubles normal spark plug and point life. It provides long mileage between routine tuning, dependable high RPM spark and easy cold weather starting in the most severe conditions. Does not complicate ignition system and is guaranteed for three years. **KIT** includes all wiring, bracket and "easy-on" installation instructions.



\$53.00	\$49.50
---------	---------

ENGLEBERT RALLYE 220 Steel Belt Radial Tires. The best tires available.

In addition to high cornering power on wet or dry surfaces, these tires are an important economy due to their other outstanding qualities. Their snow and ice traction saves the expense of purchasing and mounting snow tires plus you have the pleasure of driving without snow tires on dry winter roads, i.e., most of your winter driving. And because they last from two to three times longer than conventional tires, they more than justify their higher first cost. Their tough natural rubber, their metal braced-tread design and their inherent safety factor are assets to any car. New car tire exchange (5 tires and tubes, black only). **KIT.** Tire and tube tax paid without exchange (each).

\$156.95	\$44.90
----------	---------

METALLIC BRAKE LININGS. If it goes and it handles, it ought to stop. Straight line stops in wet or dry, soft pedal hot or cold (your wife will thank you for that) — metallic brakes are the answer. We carry them for those exuberant drivers who require non-fade brake performance under repeated hard usage. Any kind of competitive driving demands their superior characteristics — they are actually more efficient the harder they are used. **KIT** includes all shoes lined and ready for routine installation (without special preparation of drums).



\$49.00	\$40.00
---------	---------

The equipment described is available for Corvairs of previous years including '64 and prior models, except where indicated, usually at the same prices. State year and model when ordering and we will refund or bill you for any differences in prices which may apply.

LEATHER STEERING WHEEL RIM COVER adds elegance to your SPRINT'S interior while providing for a non-slip grip. Fine grade leather with foam liner gives comfort and styling in summer or winter. Top racing and rally drivers prefer a leather grip and you will too. In black or saddle tan. Please specify, KIT complete with lacing instructions.

INSTALLED

KIT

\$10.00

\$8.95

LONG RANGE DRIVING LIGHT is essential for high speed night driving. It's a delight to have the extra margin of visibility at any speed. This famous Lucas "flame thrower" provides a valuable safety factor in all after-dark conditions. Replaces the standard left hand high beam unit saving the expense of an extra lamp and eliminating the vulnerability and vibration of a bumper mounting. Operates by dipswitch in "bright" position only; when three other standard lamps illuminate the shoulders, the long distance pencil beam reaches far down the center of the road. KIT contains lighting unit complete with all connectors, wire and "easy-on" instructions for installation without modification.



\$10.95

\$8.95

LUGGAGE DECK and BACK WALL CARPETING cover the back of folded down seat and exposed rear panel. Luxurious deep-pile carpeting holds objects against "skating" in turns and helps to insulate passenger compartment from engine noise. Lends a needed touch of elegance in this area. Trimmed in a neat matching bead and matches your SPRINT'S interior. KIT has two fitted and trimmed carpets with adhesive and "easy-on" installation instructions.

\$24.95

\$19.95

SPRINT 904 FASTBACK sets you apart as a discriminating motorist and the owner of one of the world's finest grand touring cars. In addition to the stunning new appearance which the long sweeping lines of the fastback create the rear passenger seat is shaded from the sun. The double roof thickness forms an insulated air layer to further cool the car interior. The conformation of the fastback closely resembles the championship road-racing cars — the Porsche 904 and Ferrari 275 LM. It also achieves the same efficient air flow and high speed stability that is the hallmark of the SPRINT. It creates a truly distinctive car for the individual.

- a) Fastback in Black Satin or Matching Color.
- b) Fastback and uncovered roof section in Black Satin or contrasting color.
- c) Fastback with roof and fenderline stripes in Black Satin or contrasting color.

\$164.00

\$139.00

\$194.00

\$224.00

KIT. Unpainted Fastback with hardware, adhesive and "easy-on" installation instructions complete.

\$119.00

SPRINT NAMEPLATES are of polished aluminum with recessed letters contrasted against black. The signature certifies that you are driving America's only true grand touring car. No charge with component orders totaling \$50.00 or more. Otherwise \$1.00 each. KIT as above.

N.C.

N.C.

*Chosen option for price in total.

TOTAL

\$479.40

\$331.85

INSTALLED

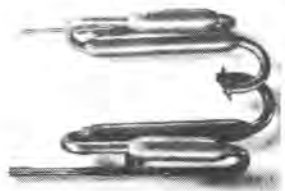
KIT

TACHOMETER. For Monza and "500" Corvair only (the Corsas have it). Lets you get the most out of the engine for maximum power or greatest economy. Custom made to fit center blank hole in Monza and "500" dash. Self contained and transistorized for no-lag reliability. Illuminated by rheostat control with other instruments. KIT — Complete with all wiring (of adequate length for Corvairs), custom made brackets to fit without drilling or modifications and instructions.

\$59.95

\$44.95

TUNED LENGTH DUAL MUFFLERS. For the utmost in engine efficiency, Fitch & Company provides mufflers in two distinctive tones. High Tone Mufflers and our Medium Tone Mufflers. Either set allows reduced back pressure and increases available power and torque throughout speed range at no cost in gasoline mileage or reliability. Chrome plated tail pipes. KIT is complete with all brackets, fittings and "easy-on" installation instructions. State year, original HP rating of engine and tone desired. (Not for turbo-charged engines).



\$50.00

\$44.95

OPTIONAL SPRINT EQUIPMENT

Broadens your **SPRINT'S** function and your pleasure.

HEAD RESTS not only add to the appearance of your **SPRINT**, but provide extra protection against possible whiplash injuries. New safety bar mountings reach to bottom of seat for firm bracing. Particularly useful on long trips. An attractive accessory in matching color. ('66 & prior only)

\$18.95

\$15.95

AMMETER AND OIL PRESSURE GAUGES permit accurate monitoring of electrical system and engine condition. Round black-faced instruments placed over radio or in a neat, chrome panel mounting below radio. KIT is complete with tailored wiring, illumination and "easy-on" installation instructions.

\$57.00

\$48.00

SOUND INSULATION is a double layer of foam padding under rear seats. It isolates engine noise from the passenger compartment. KIT as above.

\$6.50

\$5.50

ESSENTIAL LIGHT MONITOR is one of the more important new safety devices ever offered in an automobile. This precision instrument protects you by monitoring your running lights and advising if they cease to function properly. The two-part unit blends unobtrusively with your **SPRINT'S** interior while being a new dimension to automotive safety.

\$34.50

\$29.50

STRIPING ON HOOD and ENGINE LID EDGES in vinyl tape. These three-inch wide stripes identify your Sprint as the very special kind of private transport it is. In black, red, or white. KIT. High quality Vinyl tape and instructions.

\$7.00

\$4.00

Fenderline STRIPES in any color lacquer, as in cover photos. **NO KIT.**

\$40.00

TOP ONLY painted in any color lacquer, at John Fitch & Co.

\$40.00

HOOD ONLY painted in any color lacquer, at John Fitch & Co.

\$35.00

HOW TO ORDER A COMPLETE SPRINT

It has been our experience that you can often obtain a basic Corvair at a lower price through local Chevrolet Dealers than through us. However, should it be more convenient for you, you can order your Corvair directly from us and pick it up here in Falls Village with the Sprint Equipment installed.

There are also four other ways to help you make your Corvair a Sprint. They are: (1) Request that your car, when ordered from the factory, be "courtesy-dropped" at John Fitch & Co., Falls Village, Conn. We shall then make the conversion and notify you when the job has been completed. You can then pick-up the car at Falls Village. (2) Have your authorized Chevrolet Dealer order the car from the factory and the Sprint components from us and make the conversion at the local dealership. Authorized Chevrolet Dealers may order all Sprint components. (3) You may purchase the Corvair and drive to Falls Village to have the installation made while you wait. The complete installation can be made in one day by special appointment. *Phone for appointment before coming.* (203)824-5113. (4) Order the desired Sprint components from us in Kit Form and, following the "Easy-On" instructions, make the installation yourself.

All orders shipped prepaid when accompanied by check or money order in full, except for foreign shipments. — \$10 minimum order — 1/2 required on COD's.

NEW SPRINT COMPONENTS are being introduced frequently. Each item is painstakingly studied and tested to assure that they fit into the *Gran Turismo* concept of the Sprint without lessening of reliability. Because we take this elaborate care with all of the Sprint products, you can rest assured that they meet the highest engineering standards, and offer an important improvement in Corvair handling, performance and appearance. Should you have any difficulty with any Sprint product, please write to me personally.

John Fitch



Note: Your Chevrolet Dealer can drop ship your base Corvair to Fitch and Company direct from the factory. Fitch and Company's trained personnel will make the installations and you can visit Fitch and Company to pick up your new Sprint. Have your Chevy Dealer contact us for details.

Specify year, engine, and body style when ordering components.

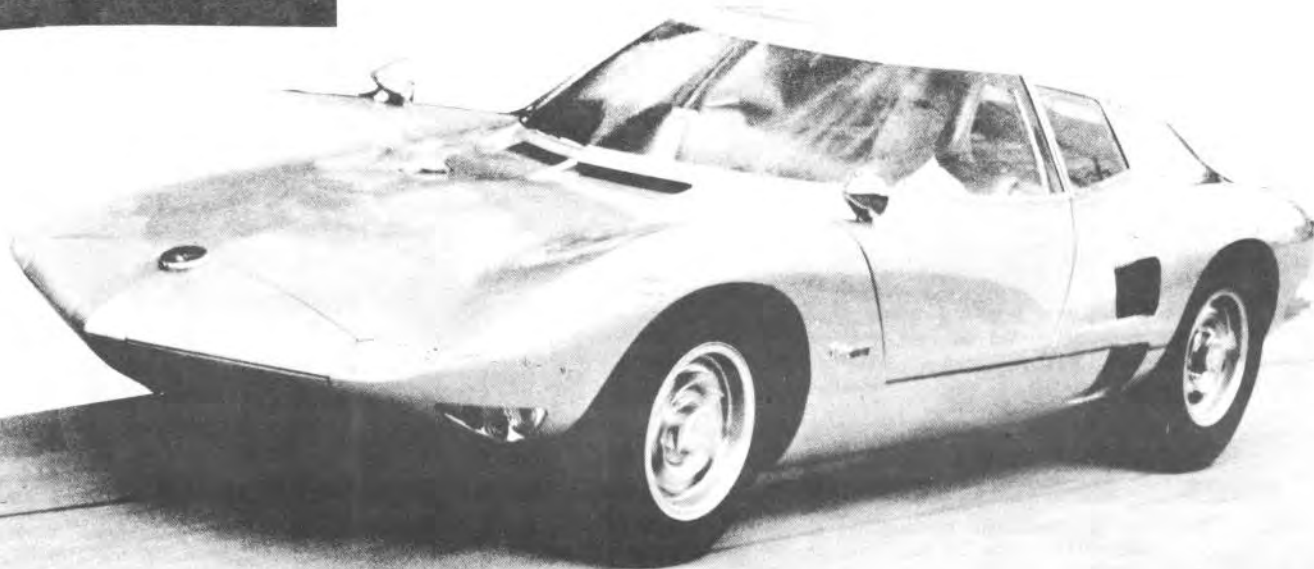
JOHN FITCH AND CO., INC.

VULCAN CORVAIR ENTHUSIASTS
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STYLE.



LS 70



THE OIL DROP



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

SEPT 1986

Published monthly by the Vulcan Corvair Enthusiast for its members and others interested in preserving the Corvair. President; Terry Wilkins, Secty; Ann Steadman, Treas; Louise Hartline, Membership; Curtis Hare, Activity; Owen Miller, Newsletter; Bob Donley.

THE DRIVERS SEAT:



Another month without an input from our driver so I'll try it from the backseat. The bar-b-que at the Hartlines was a great success last month. We had a great turnout that included the Hathaways, Donleys, Duttons, Drakes, Wilkins, Hare, Snead, Hartlines, Stolzmanns, Rannellis, Steadmans and new members John and Anna Laird. The covered dishes were just fabulous, the desserts fattening, and the ribs messy and finger licking good. I even saw one person licking his arms.

We want to welcome new members Johnny and Anna Laird of 1013 Delaney Dr, B'ham AL to our club. We hope you will enjoy our group and support it in Years to come. Johnny bought Curtis Hare's white coupe to start off his collection.

I'm sorry to report that Cybil Hare died of cancer this last month. We will all miss her. Please express your regrets to Curtis the next time you see him.

We still have several mens and womens watches with the club logo if anyone wants one. If anyone picked up a watch and forgot to pay Owen Miller at the Picnic in Vestavia Hills Park please do so as soon as possible.

Terry picked up the club jackets but the quality was not up to our standards so they are being redone. Maybe we will get them at the Sept meeting.

BOB DONLEY, Editor

NEXT MEETING:

DATE: Friday 19 Sept 1986

TIME: 7:30 PM

PLACE: Hoover Municipal Library

PROGRAM: The regular business meeting plus Harold Hartline will leads us through a tech session on rebuilding

those Rochester carburetors we have all come to know and hate.

IN REMEMBRANCE OF CYBIL HARE:

I am sorry to say that we have lost another enthaustic Vulcan Corvair Enthusiast. Cybil Hare passed on just a few days after Jean Hinkle. Cybil was a devoted Club member who always supported the Club in it's activities. The Hare's have been members since the early 80's. Our deepest sympathy goes out to Curtis and his family. We will all miss Cybil. May she rest in peace.



OUTINGS:

Sept 28 will be a covered dish dinner at the Siemens home in Guntersville. Everyone who will attend is asked to please bring their favorite covered dish plus some folding chairs. Because their home may be hard to find they will meet folks in the Guntersville Wal-Mart parking lot between 10 and 10:30 AM. If you get there late, cross the river bridge and phone 582-2175 from the Union 76 service station. Someone will come there and escort you to the affair. Bob and Wilma are looking forward to having a big turnout at their place.

Oct 4 is penciled into our activities schedule for exhibiting several cars at Oak Park in Montgomery as part of the "Festival In The Park". I have received the O.K. from the Parks Dept for enough space for 8 to 10 cars. They have asked that if the Club is not going to participate that we notify them so that someone else can use the space. I must remind you that festival rules prohibit anyone from removing their display until after 5:00 PM. If you wanted to come down for the festival but didn't want to show a car feel free to come on down. Those that came several years ago had a great time looking at all the craft items for sale.

Barb and Dick Witkos have informed me that Landmark Park will again host their annual antique car show on 4 5 Oct. They were hoping the Vulcan Club would come down and participate. I told him about the tentative plans for the "Festival In The Park" on the 4th and he suggested that maybe some might come to Dothan from Montgomery and stay over Saturday nite and put their cars in on Sunday.

I am personally committed to playing in the band that weekend but if the majority of the members would prefer going to the car show in Dothan I would not object. We must make a decision however.

Would everyone interested in doing one or the other or both please drop me a card or phone.

Owen Miller
601 Avondale Rd
Montgomery AL 36109
272-7085





CHEAHA 86:

It's final! There will NOT be a Cheaha Mountain outing this year. Too many of the members expressed a desire to not participate in the outing this year so we have cancelled our reservatoinis for the lodge. Most of the women expressed their view that it was just too hard too prepare food and entertainment for that many people and they didn't get to enjoy a wekend on the mountain. Maybe we can put together somthing for 87.

TO THE RESCUE:

The other day I had just gotton home from work when I received a call from Barbara Witkos from Dothan. She was stranded on Hwy 231 just south of Montgomery with a broken fanbelt. By the time I had gotten there another motorist had come to her rescue. He had the belt on properly but had it way too tight and was having problems tightning the bolts on the idler pulley because his wrench was too long. If your spouses are going to drive a Corvair I would recommend you show them how to replace the belt and insure a 9/16 wrench that is not too long is in the car along with that spare fanbelt. What do you mean, There is no spare belt in the car? Maybe we could do a tech topic for the spouses.



The Case of the Mysterious Metal Flakes Guy Saville- Chesapeake Corvair

Those bright metal specks deposited inside the distributor cap- Where did they come from? I could observe no metal erosion or wear inside the cap. Yet after clean-up and later inspection— there they were again. Oh well, our '63 Greenbrier Camper (my first Corvair experience) seemed to run well enough.

Headed home from Pennsylvania, we had just left Rt. 322 at Harrisburg when, from the rear: Blam! Don't panic; there's no smoke and she's still coasting. I pulled over, jumped out and gingerly opened the engine compartment door. The problem was clearly visible. Another mystery solved— the hard way.

The top of the distributor housing, having been cut through around its circumference just below the breaker plate, was dangling from the cap and plug wires. Because of a missing spring, one of the steel centrifugal advance weights had had its fling with centrifugal force and abrasion, maybe ever since factory assembly.

You can check yours quickly and easily by removing the distributor cap and rotor, removing the two breaker-plate-to-housing screws, the lifting the plate out of the way for a good look at the centrifugal advance mechanism. When you reinstall the plate, make certain you engage the vacuum advance unit, or you will quickly wonder what has happened to your gas mileage.



TECH TIP



We discovered this very comprehensive article by Larry Claypool and knew you'd enjoy reading his thorough analysis of the infamous Corvair oil leak. Larry's a

well-recognized Corvair master mechanic. (You might have read the AP wire story in The Houston Chronicle recently which featured Larry and his Corvair shop in Chicago.) And those of you going to the national convention can meet and talk with Larry in person. He'll be conducting many of the tech sessions.

OIL LEAKS

Now here's one of the Corvair's most (dis)cussed problem areas. Due to the design of our little waterless wonder, the Corvair is a prime candidate for an oil soaked rear bumper -- the high temperatures that air-cooled motors run at shorten gasket life, while the great number of individual seals and gaskets used obviously increase leak potential. Although leak-free motors are more often in books than on the road, it's not impossible to drive one of the exceptions to the norm yourself.

We'll take a look at leaks in their approximate order of frequency, with some suggestions on how to dry them up.



One common failure that lets go without warning is the oil pressure switch. This little plastic and metal gem was located on the right-hand side of the crankcase, roughly below #1 cylinder. It didn't take too long to find that temperatures inside the lower shroud weren't exactly contributing to the life of the switch, so in mid-1962, Chevy changed the location of the sending unit to the oil filter adapter plate. That was good for us since this move greatly improved accessibility and good for the switch since the lower ambient temperature greatly improved service life.

Switch leaks are easy to detect -- just start up the motor and look for oil on the switch top. If you have a '62 or older Vair, be sure to relocate the switch to the oil filter adapter plate. If you need a new switch, consider a Chrysler switch ... A special oil pressure switch socket, available at most parts and Sears stores, makes changes a snap.



Push rod tube seals, or O rings, if you will, are probably number two on the leak list. Most original engines I've had the pleasure of tampering with seem to need O rings on the muffler side at about 35,000 miles. On motors with single exhaust, the "other" side usually goes another 10,000 miles before leaking.

Engines that run hotter (like air conditioning, smog pump, trucks, etc.) will obviously cook their O rings faster in 50,000 miles than the little old lady who puts on her 50,000 with short-trip driving.

O-ring leaks can be easily detected by peering into the lower shroud and observing the exhaust manifold clamps. With everything in order, the clamps will be clean and dry, like the manifolds. When tube seals fail, however, the clamps will be blackened with oil residue.

While we won't go into the whole replacement procedure, a few words of advice are in order. First off, when removing the tubes from the motor, refrain from reaching for the channel lock pliers. K-D used to sell a tool just for this purpose. Although it's not likely your local parts store would still have one on the shelf these days, Clark's Corvair Parts has a near identical replacement. Much better to buy the tool than to try to straighten push rod tubes bent into oblivion by pliers.



As for the O-rings themselves, don't waste your time with anything but viton. Their high temperature capacity pretty much eliminates the need for replacement. Just oil them up before you tap the tube back into place and forget about leaks from those troublesome push rod tubes.

In order to get to those O rings, you'll have to remove the valve cover -- probably #3 on the most leaking list. Originally, the valve cover was retained by six phillips head screws. When that didn't work so well, the sealing edge of the cover was enlarged and four bolts used to retain it. When that worked as well as the first design, the sealing edge of the cover was again enlarged, retained this time by four bolts and four spring clips designed to better distribute the compression force. As introduced in 1964, this final method pretty much took care of oil soaked lower shrouds. Older models should be retrofitted with the latest style covers and spring clips.



Although not the worst offender, a lot of people go about replacing the oil pan gasket since oil leaks seem to sound like oil pan. Two styles of gaskets were used -- cork on early models, paper compound on late. Late models also used a bolt with an integral washer to help keep the oil pan straighter at bolt holes.

Oil pan leaks usually occur from bashing the pan on some harder object (curb, ditch, sewer cover, floor jack) or by several attempts to "fix" the leak by tightening the pan bolts until the sealing edge looks like a washboard.



When replacing the pan gasket, flatten out the sealing edge of the pan if necessary with a suitable hammer. Use either the cork or an aftermarket rubber gasket with a bit of silicone sealant on the pan. I also recommend flat washers the width of the sealing lip under all the bolts -- this will help prevent warpage. Check the bolts after a week or two -- the cork gasket especially tends to saturate and lose bolt torque.

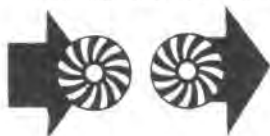
Oil cooler seals tend to harden up and leak about the same time as the tube seals, leaving their tell-tale drips from the skid plate at the very rear of the motor. Replacement of the two little seals is easy, so take a few extra minutes after that O ring job to do the cooler seals, too. As long as the oil

cooler is off, take the opportunity to thoroughly clean the fins, and if you have an 8 or 12 plate cooler, install some side shields, if not already there ... Leaks from the oil cooler itself are rare, but we'll cover those at the end of the article.



Now we start to get into the less common leakage points that take some real determination to fix.

Oil that seems to seep out of the upper shroud onto the side shrouds is usually the result of a loose crankcase cover. Unfortunately, it's a little more difficult to get at, since the carbs, alternator (generator), fuel lines, plug wires, upper shroud, and fan must be removed. Once all that's off, however, the fix is simple -- just tighten the bolts that hold the cover to the crankcase. I don't recommend removing the cover unless access to the rod bearings or other work is anticipated, since you'll end up spending more time scraping those four sides of gaskets than it took to remove the top of the motor. The gaskets themselves don't really go bad anyway -- the bolts just come loose. If you do have to replace the crankcase cover gaskets, however, use some silicone sealant on all the mating surfaces. With the upper shroud off, what an ideal time to clean out the crankcase vent tube(s).



Most motors have two -- the first tube bolts to the crankcase cover, followed by another that slips into the first one. These tubes become blocked with sludge, decreasing the volume of blow-by that can pass through. That means crankcase pressure and crankcase pressure means oil out the dipstick tube. Simply blowing compressed air through the tubes won't clean them -- they must be attacked with torches, solvents, wires, and other means of destruction.

When motor oil pours out of the bellhousing, it's pretty safe to assume that the bellhousing gasket or front main seal have seen better days. As with the crankcase cover, access to these two items is a bit difficult -- the engine must be removed, but actual replacement is easy. The bellhousing gasket itself gives very little trouble, but its fate is often the result of loose bolts. Bad flywheels have a marvelous way of shaking the bellhousing bolts to ruin, but unlike the crankcase cover, the gasket disappears with the bolt torque, so just tightening things up won't do. The front main seal is more apt to lead from careless installation than old age, so be sure not to pop its internal tensioning spring off when placing the bellhousing back onto the crankshaft hub. Keep the lip of the main seal from riding up onto the crank flange and you're home free. When slapping in all those bellhousing bolts, just remember the two longest ones go at the very bottom, and only the five top ones use flat washers under the heads.



Now for the real challenge -- rear housing leaks. The rear housing is a maze of oil passages and valves, so finding a leak here can be a bit tricky, since there is no less than 7 seals and gaskets all clumped together, just waiting to spew oil all over your new driveway. Leaks from the rear housing area, with the exception of oil filter troubles, are usually pretty slow movers -- a drop or two off the skid plate after you've parked.

Best way to track down troubles here is to first begin at the "do it yourself" carwash armed with a can of Gunk and a pocketful of quarters. Finding a leak back by the rear housing is hard enough without having to carve through several inches of accumulated goop. Spray down the rear housing area generously to remove all traces of former leakage and spills. Sometimes, after a good cleanup, the problem source makes itself apparent on the ride back from the carwash. But let's say it doesn't -- just the familiar two drops off the skid plate.



Put the back of the car up on jack stands, remove the rear grille and shield covering the motor mount nuts. Using a floor jack with a 2 x 4 on the jacking pad, jack up under the motor until tension on the motor mount is relieved. Now remove the skid plate bolt, all of the motor mount nuts, and motor mount plate nuts. The engine is now lowered slightly so the skid plate and motor mount plate can be removed. (You'll be surprised at all the swell things you'll find in the skid plate.)

Now that you can see the bottom of the rear housing, wipe off everything, then start up the motor and just watch. If you don't see any seepage after a few minutes, engage one of the carb fast idle links to speed up the motor. Might take two minutes, might take 20 -- but you'll see your leak start to trickle or spit out from somewhere.



If a car has ever suffered collision damage, don't overlook a cracked oil filter adapter or rear housing. Defective oil coolers and rear main seal (crank pulley seal) also show up well in the "look up from under" routine.

Once the leakage point is pinpointed, replace the appropriate gasket, seal, or part to correct the problem. As a final suggestion, when replacing items in the rear housing area, by all means use a silicone type gasket sealer to help hold and seal your repair -- but be very careful not to overdo it -- loose particles of gasket material in the oil passages are sure to cause big troubles.

So there you have it -- now GO DRY UP!



Courtesy of Larry Claypool, Chicagoland Corvair Enthusiasts via Show-me Corvair Club.

Man At His Best

AGENTLEMAN'S GUIDE TO QUALITY AND STYLE

MATERIAL VALUE

Recalling the Corvair



ILLUSTRATIONS • ARNOLD ROTH

Everyone knows how much Elvis Presley loved Cadillacs. He gave Caddys to his relatives—there was the famous pink one for his mother—he gave Caddys to the guys in his retinue, he even gave Caddys to total strangers, on impulse. But to Priscilla Presley, before they were married and when she was still in high school, Elvis gave a red Corvair.

That was the kind of car the Corvair was: a practical but fun car, a sporty car but not a sports car, a car with style and pep but nothing the girl could get in trouble with. After school, Priscilla would load her chums into the red Monza—the Corvair always looked best in red—and head off to the hamburger stand.

The Corvair was small but sleek, with lines as different from the lines of most American cars as a Beatle cut was from Elvis's D.A. They were fleet, subtle European lines, suggested by Porsche, Alfa Ro-

meo, and BMW. A long, flat, finless rear deck covered its rear-mounted, air-cooled, "pancake six" aluminum engine. The car's grill-less front hid the absence of a radiator behind a Cheshire grin; the double headlights in their drop-shaped enclosures and a button-nosed center ornament gave the Corvair a face that was feline, if not downright feminine.

The Corvair was launched in 1959 as General Motors' first compact, with the emphasis on economy, but what lent it the immediate affection of the public was its sportiness. The name was meant to echo the sporty, nautical tones of "Corvette" and the dashing, piratical ones of "corsair," and the shape carried out the theme.

It is the shape that in the last few years has won the Corvair a place in the hearts of car buffs and a happy niche in the world of collectible cars. The shape and, of course, the technical innovations: not only the rear-mounted engine, but the four-

wheel independent suspension, the unibody construction, the turbocharging—all now standard parts of Detroit's "Euro-style" sell, but then years ahead of their time.

"The Corvair was the last innovative car that Detroit turned out," says French Lewis, a mechanic from English-town, New Jersey, who has been repairing and restoring Corvairs for twenty-five years. Lewis's sentiments reflect a view of the "Cor" as "the poor man's Porsche," a proposition firmly accepted by the eight thousand-odd members of CORSA (the Corvair Society of America) and the many restorers who, since the early 1980s, have been driving up the prices of classic models by 100 percent a year for the most prized models, the Monzas and Corsas. One man recently advertised a "never titled" 1969 Monza with only eighteen miles on the odometer in the classifieds of the *Corsa Communique* for \$10,000. Cars in less fine shape still go for \$4,000 or \$5,000.

NADER'S RAID

That the Corvair should have become the darling of collectors is only one of the many ironies that have attended its fortunes. To the average consumer, of course, the Corvair name is most readily associated with Ralph Nader. For the Corvair's innovations were also the source of its bad reputation, an image created by scores of lawsuits and by Nader's singling out its handling problems in his 1965 book, *Unsafe at Any Speed*. As much as any car, the Corvair was the inspiration for the government regulations that followed Nader's book and the investigations of the Ribicoff Committee. The irony here is that the problem Nader cited—a tendency for the rear

wheels to "tuck under" in turns and for the car, with its weight to the rear, to fishtail out of control—had been fixed years before.

Still, the cover-up of the Corvair's problem and the paranoia that its revelation elicited from the top echelons of Detroit, the whole sordid story of the private detectives and the mysterious temptresses GM sent after Nader in an effort to discredit him, damaged the reputation of all Detroit. GM president James Roche was forced to issue a humiliating apology to Nader in front of a Senate subcommittee, and the huge monetary settlement of Nader's civil suit against the auto giant funded his subsequent crusading.

A BIT OFF-CENTER

The Corvair was an exception from the start. Only the personal charisma of Chevrolet chief Ed Cole, who had been nursing his pet idea of a small, rear-engine car since the 1940s, had made the Corvair possible at all. No energy crisis, no sudden surge in import buying, had driven Chevrolet to produce the Corvair. It is true that by 1959, when the car was introduced, there were definite suggestions that the huge cruisers of the 1950s had had their day. But in those days, it didn't take Detroit so long to move with trends. In the late 1950s the industry shaped the Corvair, as well as its compact brethren the Ford Falcon and Plymouth Valiant, to be the car of the 1960s.

The Corvair was the strangest of the three, a car of almost willful eccentricities. It felt odd, in 1960, to get into a car that lacked the huge pipe-like hump of a drive shaft. Odd cooling vents punctuated the rear deck, and there was a funny little overhang over the rear window, borrowed from BMWs and suggesting the

brim of a catcher's backward baseball cap. Some of the details were even stranger, like the shift control for the automatic transmission, a lever like the controls of a toaster oven projecting from the dashboard.

One of the eccentricities was a serious flaw. The European cars on which the Corvair was modeled had semi-independent suspensions. The Corvair, however, began with the fully independent suspension common to front-engine sports cars. With 60 percent of the Cor's weight aft of center, it tended to slide in a turn. A good driver could handle the slide—it even gave a kind of road-rally quality to turns—but the average American driver, used to the huge dreadnoughts he did not so much drive as aim, was unprepared.

GM executives quickly discovered the problem: test drivers rolled two of the first Corvairs on the test track. But the same stubbornness that enabled Ed Cole to get the Corvair built kept him from addressing the problem, despite the efforts of other GM executives. Not until Cole was promoted and Bunkie Knudsen became head of the Chevy division in 1961 was anything done. Knudsen had to threaten to resign, but he got his way; the rear wheels were linked with a tie bar.

But it was too late. In 1964 a certain Rose Pierini, who had lost an arm in a Corvair crash in Santa Barbara, successfully sued GM for damages. The list of Corvair crash victims and lawsuits grew—comedian Ernie Kovacs was killed in a Corvair. Chevrolet put together a team of top legal talent and technical witnesses, including racing driver Stirling Moss, to defend the car, but the record provided Ralph Nader with all the ammunition he needed.

CORVAIRS BY THE ACRE

The Corvair's low power, compared to other compacts, had probably doomed it before Nader. By the mid-1960s the compact market had split into the buyers of cars like the nonsense Chevy II and the more fun-loving patrons of Lee Iacocca's Ford Mustang. The

car continued in production through the 1969 model year. The last Cor, an Olympic Gold Monza, rolled off the production line at Chevy's Willow Run plant on May 14, 1969.

It took more than a decade for the car buffs to rehabilitate the Cor. An early fan, Fulton Floyd of Loris, South Carolina, owns fifty-two Corvairs, many of which he picked up in the early 1970s for a couple of hundred dollars apiece. For years, he has driven a Corvair every day, choosing each morning either a '65 sedan with air or a '66 turbo convertible or the latest Corvair he's restored. Floyd owns more Corvairs than anyone he knows of, and he's planning to hang on to all of them. When the Corsa folks get together for their annual conventions, however, stories circulate of some fellow in Ohio with more than a hundred "under cover," or the guy in Louisiana who totals his by the acre.

Floyd's Corvairs all date from 1965 or later. Beginning with the 1965 model year, the car was restyled. These "Series II" Corvairs, reflecting the influence of Italian Pininfarina and Ghia designs, are some of the loveliest of 1960s machines, with more rounded contours and a slim, graceful version of the rear "hips" that, in exaggerated form, were to dominate auto design in the late 1960s and early 1970s. The finest may be the 1966 Monza, although some argue for the turbocharged 1962 Monza Spyder with Kelsey-Hayes wire wheels (of which only four hundred sets were produced).

The waning of the energy crunch made collectors begin to look anew at all 1960s cars, and the Corvair's oddities would always have attracted interest. But the true boosters seem to have taken up the car's cause chiefly because they think it got a raw deal. In their telling, it always figures as one of the most important cars of all time, the abandoned model, the road not taken.

"You can't buy a new car today," swears French Lewis, "for anywhere near the money, that's as good as an old Corvair." —Phil Patton

Early passenger cars and forward control Corvairs both have shims between the upper control arm shaft and the front cross member. These are provided for doing wheel alignment adjustments. In the car, these are present for adjusting camber, the amount the wheels lean out at the top. The Shop Manual specifically warns that the front and rear shims on each side should be changed equally when adjusting camber so that the caster won't be inadvertently changed. Caster is the amount that a line drawn through the upper and lower ball joints leans backward from vertical. It is adjusted by turning the two nuts at the rear of the strut rod.

The forward control front suspension uses a lower control arm without a strut rod. Therefore, the caster and camber adjustments are both handled by changing the shims at the upper control arm. This is the method of caster adjustment that was not recommended for the passenger cars.

The late model cars use a third variation. It has no shims at the upper control arm. It employs an eccentric on the pivot for the lower control arm. This eccentric is used to adjust camber only. Caster is adjusted at the strut rod, just like on the early model cars. Toe-in is adjusted the same way on all three series, by turning an adjusting sleeve on the tie rods.

For more information on wheel alignment, buy a copy of "Corvair Wheel Alignment" by Fred Johnson, one of the many items available to members of NTCA.

Jim Becker

Taken from

The Dallas Transaxle Telegraph
Jan. 8/ p. 8



TO MY UTTER SURPRISE---

The three control arms were identical!! The only difference was that there were four holes in the '64 for the end hardware for the transverse leaf spring.

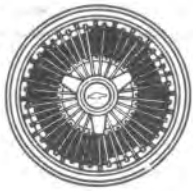
The physical dimensions, the weight, the stud spacing, the length of the studs, and the opening to receive the wheel bearing were the same. So, if you need a control arm, any year can be used.

They are of course right or left side, but the only other difference is the holes required for the '64, and a few minutes with a drill will fix that problem.

Technically I was surprised that the load from the bearing was transmitted only by shear in the studs, rather than by bearing from the outside of the bearing housing. Technocracy has struck again with one word that means two things. Don't worry about it--it really doesn't mean anything.

Bob Goodman

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WORK OR PLAY



Wilbur, I thought Buicks were your only love.





THE OIL DROP



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

OCT 1986

Published monthly by the Vulcan Corvair Enthusiast for its members and others interested in preserving the Corvair. President; Terry Wilkins, Secty; Ann Steadman, Treas; Louise Hartline, Membership; Curtis Hare, Activity; Owen Miller, Newsletter; Bob Donley.

THE BACKSEAT DRIVER:

Another month without an input from our driver so I'll try it from the backseat. I was unable to go to Bob and Wilma Siemens home for the cookout and no one told me about it so I could publish it in this newsletter. Did it occur? Since no one indicated that they were coming to the Festival In The Park Owen cancelled the space he had reserved. He played in the Dance band and the Concert band for about an hour each. On Sunday 5 Oct. Mike and I went to the Landmark Park car show in Dothan. There were only 4 Corvairs on display. Two late models, and an early model in the Corvair classes and a early model in the Under Restoration category. Fred Rhoney from Atlanta and Walter White from Pensacola were there as lookers as well as members of the "A" Corvair Club. Barb and Dick Witkos sure work hard to put on that show. I won "Best Of Class" for the third year in a row but I wish that there was a lot more Corvairs to make the competition tougher. The Vulcan club ought to go to that event and put some of their fine cars on display.

The Jackets still weren't in last month. Hope they come in this month as we'll soon be needing them.

It's time to select a slate of officers for next year. Buck Hinkle is heading up the nomination Committee and hopes to have a slate of officers to present at the Nov meeting. We would like to have an all volunteer slate this year so all you ambitious people let Buck know that you would like to serve. Some of you voice your complaints about how the club is run but never come forward to help or change things. Now is your opportunity.

BOB DONLEY, Editor

NEXT MEETING:

DATE: Friday 17 Oct 1986

TIME: 7:30 PM

PLACE: Hoover Municipal Library

PROGRAM: The regular business meeting.

*I couldn't
have said it
Better Bob Dandy*



EDITORIAL

EDITOR:.....1. A person who edits, 2. the head of a department of a newspaper, magazine, etc.
Comes from the latin word "editus" meaning to give out, publish.

EDIT:.....1. To prepare (an author's works, journals, letters, etc,) for publication, by selection, arrangement, and annotation 2.to revise and make ready (a manuscript) for publication 3. to supervise the publication of and set the policy for (a newspaper or periodical)

The above is what I understand the job of editor of the Air Cooled News to be. This however is not all it has been in the past 11 months. The job also has included; the complete search for, preparation of, and 90% of the typing necessary to print a quality news letter. It may interest you to know that there are also the many hours of cut and paste, printing, mailing list preparation, assembling, stapling, addressing, stamping and finally mailing, to get this publication in your homes.

All this brings me to the next few statements. I would like to have you all participate by submitting written material for inclusion in this news letter. I am the Editor. It's your ideas, and knowledge I'm responsible to select, arrange, and make ready for publication. This is not MY news letter, it's yours!... I want and need your help in order to continue to make it worth the effort and expense it takes to print it. The alternative is 7 blank pages.

I greatly appreciate the vote of confidence given me at the last monthly meeting. Thank you for giving me the Editors hat. I'm not sure how long I'll wear it, that is up to you.

Material is needed in all areas, Tech Topics, editorials, travel tips, advertisements, quick fixes to get you home, and on and on. The ladies have been the most unheard. We have a " 'Vair-ettes" page. I know I am not the only woman in the club with a little more than casual knowledge about the operational end of our beautiful little 'Vairs and expertise in the kitchen. How 'bout it one and all?

Fill my mail box so the next news letter will be truly yours.

Thanks again.

Barbara Robinson



TECH SESSION:

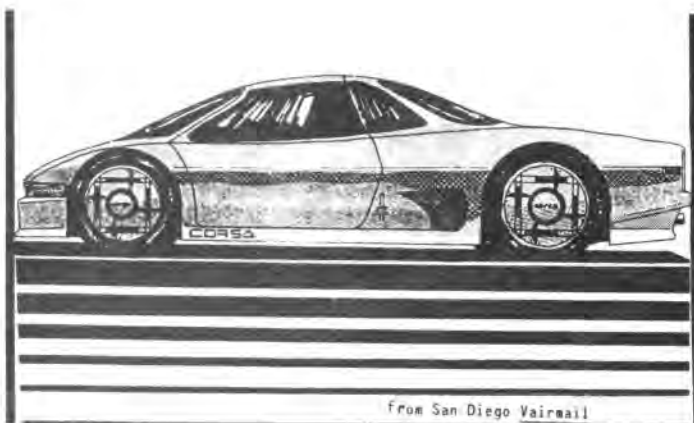
DECALS AND STICKERS: Be careful removing bumper stickers. If a sticker is at all old, its sticky edges will have picked up grit. If the scraper blade forces some onto the chrome surface, you'll have a scratched bumper. Clean the area first. Lacquer thinner works nice. So does paint remover. Just don't get it on the paint. It's better if you can avoid bumper stickers entirely. If you must remove a sticker from paint, good luck. Gently peel and pick off as much as you can. Bug & tar remover is safe for paint and will remove sticker adhesive, albeit very slowly. That's what you get for pasting political statements on your car! Make one exception: display your CORSA sticker.

ROTGUT GAS: Please read the (3/86) Popular Science article "BAD GAS" about gasoline quality. You'll find some answers to various kinds of poor operation that our Corvairs are suffering. Much of the problem is not our cars. We've been tinkering with carb and ignition or blaming filters when it's not our fault. Unfortunately, the author only gives passing mention to contamination due to carelessness in the delivery system: tankers, hoses, dealer tanks and nozzles dropped on the ground. Still, it's enough to know why there is poor gas and how refiners, lawmakers and car companies are evading solutions by blaming one another. There's no real answer here, short of a return to the "good old days" when Americans saw their present and future not as threats but as opportunities for improvement in goods and services. Activists (agitators?) continue helping lawmakers pass counterproductive laws. Companies and government are still robbing consumers in the name of protection. The present low gas prices are caused by the Saudis dumping oil on the market to chase out non-OPEC countries. Forget about all this. Take advantage of the temporary low prices. Go Corvairing!

BRAKE CABLES: As installed originally, these were about the thinnest parking brake cables to appear on a car. Some replacements are thicker. If you need to replace, get the thicker. It still works across the pulleys and will last longer. If the brake handle pull isn't perfectly smooth and even, check the cable for wear. Fortunately, the most likely places for frayed cables are the two easily seen pulleys beneath the dash. Lubricate them. Until you're sure your cable's ok, don't park on a slope without some sort of backstop or chock. In fact, you should always be aware that powerglide models depend entirely on that thin cable for parking and that, depending on the gear selected and the clutch condition, 3 and 4 speed cars can slip on steep slopes by actually turning the engine. Stay out of trouble; use a chock and preserve your Corvair..

SMOG CHECKS No more: I hope you post-'65 owners celebrate when your cars reach majority. A 21st birthday cake and a bottle of champagne is fitting. I'm cheap; I'll just send a card!

RUBBER MATS: Mats in 500's trap moisture. Any water collecting between mat and floor sheet metal will stay trapped in the jute. The rubber makes for extremely slow evaporation. Even if there are no leaks to wet the floor area, condensation over many years is enough to cause severe enough rust to eat entirely through the floor and erode the folded channel members below. Unless you need to keep a stock 500 for show purposes, change to carpet and save headaches. For the rest of you non-500's, water trapped under mats causes trunk rust, also; go look. Then clean, dry, prime, paint. Will this help you throw out



EASY OIL LEAK FIX

An inexpensive way to stop some small oil leaks in your engine, especially in the front and rear main seals, is to add one to two ounces of brake fluid. This will not reduce the lubricating qualities of your oil. There are additives in the brake fluid specifically designed to keep rubber parts soft and pliable. The front and rear main seals will become hardened and take a set, allowing seepage of oil through the seal. If this has not progressed too far, the brake fluid will soften the seals and allow them to reseal. If the seals have already become crystallized or cracked, it won't help - but at the price of brake fluid it's worth a try, since the alternative is to replace the seals. This will also work on some powerglide transmission leaks.

Thanks to Ed Corson, Island Empire Corvair Club

ATF

Very interesting stuff, that Dexron ATF. A use I hadn't thought of surfaced at the December meeting. When Blake from Otto Parts declared it ideal for preserving the pump and all of the interior workings of the carburetor.

My interest first came into being when I learned of its use in freeing up frozen engines by pouring liberal quantities into each spark plug hole, and then just letting it stand until the action of the detergents, lubricants and silicones did the job.

From there, I started using it in the engine compartment, as previously mentioned, where it does such a good job of keeping everything clean and bright and shiny.

Next was its use in removing oil spots from the back of my Greenbrier. (Waldo the Wonder Truck) Nothing, but nothing, will clean up the back end of a Greenbrier or Van as well as ATF. It lifts up the grime and holds it in suspension until you wipe it clean, leaving a bright silicone shine, then after a couple of applications, it may be wiped clean without additional ATF.

There is one problem, of course, the back looked so good I had to do the whole 'Brier, and it really looks great. I then did the same thing to another Greenbrier, and I'm firmly hooked. It is faster and easier and produces better results than anything tried up to now. Of course it is made for the seals and such, so it's also perfect for all the rubber parts surrounding the glass.

There is one other thing I neglected to mention, trying as much as possible to play up only the positive aspects, but here I must confess: 'It does NOT do windows!'

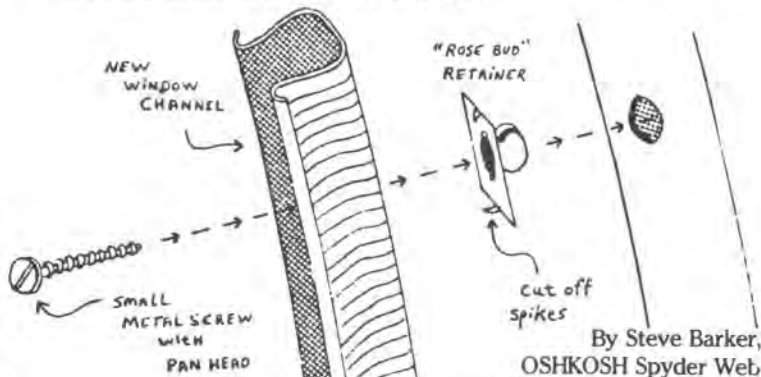
Les Huckins, CORSA West of Los Angeles

Watch this spot next month for the many uses of Preparation H.



WINDOW CHANNEL REPLACEMENT TIP

When replacing window channels with new stock, save all "Rosebud" retainers that are attached to the back of your old channel. To install new channels, put old and new ones back to back and mark the position of the retainer onto the new stock before removing them. Using a small drill bit, drill a hole through the channel where the center of the retainer split will be. Then put all retainers back into window opening. Line up new channel into the window opening matching drilled holes with Rosebud retainer. Screw will go through retainer's split and if you use a flat screw, you will have a smooth operating window which will not hit the glass.



PARTS INTERCHANGES

I recently acquired a few sources on parts interchanges. Here's a few interesting ones for your next brake job. Everybody knows that '62-3 Chevy II brake drums fit '60-3 'Vair (though on different ends) and also fit '64 'Vair rears, and the same is true for shoes. But did you know that '61-2 and '64-5 FC shoes are also '51-8 Chevy, '51-62 half-ton Chevy truck, '53-62 'Vette front shoes, '59-65 Chevy, '58-2 1/2 T Chevy truck, or '60-5 'Vette rear shoes? Or that '63 FC shoes, or '60-5 Chevy truck shoes (a different shoe, though the drum's the same for 60-4 FC's)? Of course you all knew that '65-9 'Vair front shoes also fit '64-5 Chevy II and Chevelle rears. The reverse is true, though you'll have to do some work to get the emergency brake to fit. For FC master front wheel cylinders, you can use '55-7 and '59 Chevy or '60-63 1/2 T Chevy truck parts. For '61-2 (early) FC master cylinders, check out a '55-'61 Chevy, and for the rest of those FC's and '62 and later cars check out '62-5 Chevies, '64-5 Chevelles, and '63-5 'Vettes. According to my source, nothing else is a direct interchange.

How about the suspension? Would you believe the '60-2 short tie rod is also found on '62 Chevy II's, and a '58-62 Chevy part will fit? For '63-4 short tie rods, '63-5 Chevy II's will do, and '65 FC tie rods are also on '65 Chevies. FC upper A-arms can be found on '58-64 Chevies and '63-5 Vettes.

Want wheels? For FC's try a '57-70 Chevy w/o disk brakes. For '63-4 cars try a '62-3 Chevy II. For FC hubs, go to a '61-5 Chevy or a '63-5 'Vette; for early cars try '62-3 Chevy II's, and for late cars try '64 Chevies and Chevelles of '64 and later years.

In transmissions, a '60-5 3spd countershaft can be stolen from a number of similar vintage GM 3spds, including '40-65 Chevies, though the 4spd version is only available in '62-3 Tempest 4 spds (another orphan!). A lot of those '62-3 Tempest 4spd parts fit '60-5 Vair 4spds, but the good news is that early 'Vair 3spds share parts with very plentiful GM versions.

Thanks to the unnamed author in SFBA's SPYDER WEB

CORVAIR PARTS AVAILABLE AT WESTERN AUTO

Part	Part No.	Price
Distributor Cap & Rotor	GM-E147	\$3.79
Points & Condenser	GM-E653	\$2.99
Fan Belt (a very good belt)	WA 13-563	\$3.79
Air Filter	CA 192	\$2.49
Air Filter	AC A178CW	\$3.49
Oil Filter	PF-4	\$2.99



TECH TIPS

"Valve Clatter" Circle City Corvairs May 86

GAS LEAKS

Fuel Pump Leaks - Vic Sullivan

After sitting overnight, I had problems getting my Monza to start. The problem was tracked down to leakage around the gaskets of the fuel pump body. After tightening the five screws with a screwdriver, the hard starting was eliminated.

Fuel Line Leaks - Mike Bremer

Do you have the problem of smelling gasoline while driving your Corvair, but you're unable to detect any leaks around the fuel pump or fuel lines? Is this accompanied with a decrease in your fuel mileage? If so, try checking the short section of rubber fuel line that joins the fuel lines from the engine compartment and the gas tank. This is located just in front of the fire wall, above the rear suspension, next to the starter. This hose is not only subject to the elements of the road, but also from flexing as a result of the engine's torque. I recently had this problem, and found that this hose had several cracks in it, resulting in the gas leaks. A 6" piece of 5/16 fuel hose did the trick.

TECH TIPS

"Valve Clatter" Circle City Corvairs June 86

SPARK PLUG SERVICING - Dave Palmer, Central Coast Corsa

When performing a tune-up on an aluminum engine, or providing any service or test that requires spark plug removal, DO NOT attempt to remove the spark plugs if the engine is hot. Wait until the engine cools down before proceeding with your service.

This advice comes from Prestolite, an Allied Corp. company and manufacturer of spark plugs. When the engine is in operation at normal temperature, the air coolant keeps the spark plugs and the cylinder heads, in the spark plug area, at about the same temperature. When the engine is shut down, the aluminum heads cool more rapidly than the steel shell of the plug and consequently, it shrinks around the threads of the plug and grips them more tightly.

Prestolite warns that if plug removal is attempted under this condition and sufficient force is applied to the wrench to break the plug loose, something has to give way. Since the threads in the aluminum heads are much softer than the threads of the steel shell of the plug, the threads in the head will likely be torn out.

FUEL PUMP LEAKS - Jim Craig, SDCC

Excessive fuel leaking from the fuel pump can collect in the lower rear skid plate housing and under proper conditions could be ignited by arcing of the generator brushes or some other source causing extensive damage or possible loss of the vehicle.

Due to an accumulation of dirt, oil, etc. inside the skid plate, fuel could collect one inch or deeper before draining out some joint in the shrouding.

REMEDY: Clean out all oil, dirt, bolts, washers, etc. from the skid plate. Then, from the lower side, drill one $\frac{1}{4}$ " hole at each forward lower left and right corners of the skid plate.

CORVAIR PRICES

The following Corvair prices have been extracted from "Classic Old Car Value Guide", Vol 1X No. 1, 1986, Copyright 1986 by Quentin Craft, 1462 Vanderbilt Drive, El Paso Texas 79935. Prices were Contained in the "Modern Classic and Special Interest Cars", dedicated to 1946 through 1968 cars.

The editor claims each price associated with a year/body/condition is an average value based on actual selling price at auctions throughout the U.S. Interpretation of the three categories of car condition is sketchy, but has been repeated at the bottom of the chart.

Several Corvair models have been recongnized as being "Acceptable as Authentic Classic"; according to notes in the Value Guide. None are noted as being a "Milestone Car". The Milestone Society of Indianapolis, Indiana recognizes the following Corvairs as milestone cars:

1960-1964 Monza
1962-1964 Monza Spyder
1965-1969 Monza Corsa

CORVAIR PRICE GUIDE - 1986

YEAR	MODEL	BODY	UNRES-3	UNRES-2	RES-1
1960	STD	4DR & 2DR	1115	1550	2070
	DELUX	4DR & 2DR	1220	1690	2255
	MONZA	2DR	1775	2470	3290 *
1961	STD	4DR & 2DR	1115	1550	2070
	STD	STA WGN	965	1340	1785
	DELUX	4DR	1270	1760	2350
	DELUX	2DR	1775	2470	3290
	DELUX	STA WGN	1115	1550	2070
	MONZA	4DR	1420	1975	2630
	MONZA	2DR	1830	2540	3385 *
1962	DELUX	4DR & 2DR	1270	1760	2350
	DELUX	STA WGN	1115	1550	2070
	MONZA	4DR	1015	1410	1880
	MONZA	2DR	1625	2255	3010 *
	MONZA	STA WGN	1220	1690	2255
	SPYDER	2DR	2130	2960	3950 *
	SPYDER	CONV	2500	3750	5200 *
	FC	GRNBR	2030	2820	3760
1963	500	2DR	1015	1410	1880
	700	4DR & 2DR	1420	1975	2630
	MONZA	4DR	1520	2115	2820
	MONZA	2DR	1775	2470	3290
	MONZA	CONV	2100	3400	4600
	SPYDER	2DR	2285	3170	4230
	SPYDER	CONV	2600	3800	5400
	LAKEWD	STA WGN	1775	2470	3290
	FC	6DR	1420	1975	2630

1964	500	2DR	1015	1410	3760
	DELUX	4DR	1520	2115	2820
	MONZA	4DR	1270	1760	2350
	MONZA	2DR	1775	2470	3240
	MONZA	CONV	2150	2800	4100 *
	SPYDER	2DR	2030	2820	3760 *
	SPYDER	CONV	2400	3800	5200 *
	FC	GRNBR	1775	2470	3290
1965	500	4DR	1270	1760	2350
	500	2DR	1420	1975	2630
	MONZA	4DR	1370	1905	2540
	MONZA	2DR	1830	2540	3385 *
	MONZA	CONV	2250	3200	4500 *
	CORSA	2DR	1980	2750	3665
	CORSA	CONV	2500	3700	5000
	FC	GRNBR 6DR	1520	2115	2820
1966	500	4DR	1320	1830	2445
	500	2DR	1520	2115	2820
	MONZA	4DR	1625	2255	3010
	MONZA	2DR	1930	2680	3570 *
	MONZA	CONV	2400	3400	4600 *
	CORSA	2DR	2130	2960	3950 *
	CORSA	CONV	2700	3900	5250 *
1967	500	4DR	1220	1900	2540
	500	2DR	1370	1900	2540
	MONZA	4DR	1625	2255	3010
	MONZA	2DR	1830	2540	3385
	MONZA	CONV	2600	3750	5200
1968	500	2DR	1775	2470	3290
	MONZA	2DR	2285	3175	4230
	MONZA	CONV	2750	3900	5200 *
1969	--	--	--	--	--

* Denotes acceptable as Authentic Classic by Classic Car Club of America

Unrestored-3 = Requires Complete restoration from ground up. If car is incomplete, deduct accordingly.

Unrestored-2 = Good, or older restoration, or a car that will require complete restoration to bring it up to desired standards.



A TALL TALE:

This article should beat any of Frank Ranelli's. A couple of months ago Joe was searching for the front clip to the Lincoln I totaled the day before the Cheaha meet last year. One of the guys in the junk yard recognized Joe as the guy who's wife was a familiar face in Jasper with the old model "Corvette" which is actually a 65 Corvair. He told Joe about them having a white 63 four door that a old lady had driven to the yard and sold to them for junk. Her husband had died and she wanted to get it off the carport. He offered to trade it to Joe for four quarts of paint to paint his car. The car had been sitting since 1978. The deal was on. He asked Joe where he wanted it towed and Joe told him to park it in front of the yard and he would handle it from there. Joe went back the next day with a set of points and condenser and a set of jumper cables and within 10 minutes he was on his way to the garage. He's been offered \$850 for it as is. He's moved it behind a fence because of the number of calls and offers. Now Frank if you can beat this story I'll tell you about my \$25 Toyota next month.

Ann Steadman

Technically Speaking

Larry Claypool

Stock is...is...is...almost impossible! At the recently held CORSA convention, I had the opportunity to classify all the cars entered in the concours. A lot of entrants desired "stock" class; less than a half dozen made it. Most of those who didn't would have if they had only read the assembly manuals that have been available for some time now.

In this first installment, let's look at a common trouble spot for "stock" class: tires. Deviation from stock can come in two forms - tire size and whitewall width. Let's talk about size first.

Early models (except wagons) came with a 6.50x13. Later day replacements for this size are B78, 175, 175x80, or 175x75. The 1965 Corvairs also used the 650 size for the majority of the run. In mid '65 (altho the exact date is not clear) tire companies re-defined tire sizes and the old 7.00x14, 750x14, 800x14, etc. were replaced by new sizes of 6.95, 7.35, 7.75, 8.15, etc. 13" remained status quo, but Corvairs were upgraded at this time to the larger 7.00x13 size.

It would be safe to say that if your '65 Corvair has a one piece shaft from the steering gear box to the steering wheel (thus identifying it as an earlier production car) it came with 6.50's. Should your car have the later two piece shaft and coupler (near the gas tank filler neck) it could have come with the 7.00 size.

All 1966 and newer Corvairs (plus the 1961-62 station wagons) used the 7.00x13 size. Later day replacements include Cx78, 185, 185x75, and 185x80.

All trucks came equipped with 700x14's. Since this size was eliminated in '65, an exact replacement is unavailable. Most folks tend to go with a slightly larger replacement, thus making E-78, 195, 195x75, or 195x80 modern day substitutes. Larger or optional sizes were never offered for any Corvair cars or trucks.

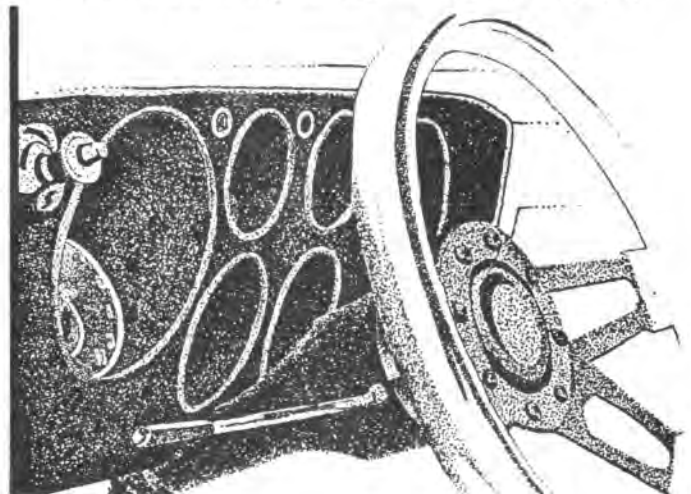
Okay, so now we've got the right size tire, what about the damn whitewall? Well, the surest method is to just buy five blackwall tires and sidestep the issue entirely. (No, turning the whitewall in does not count!)

Currently, the CORSA concours rules do not allow for deviation from original whitewall width. Many changes to this policy are proposed, and frankly, I think they're needed; something like + or - 1/16". But that hasn't happened yet, so good luck trying to match these: 1960 and '61 "500" and "700" models used "wide whites". These are just under 2" wide, and go all the way to the rim.

1960 and '61 Monzas used the new narrow band whitewall - 15/16" thick.

All Corvairs (and F.C.'s) adopted this size in '62, and used it up thru the switch to the 700x13 in late '65. The new 700's introduced a 5/8" whitewall. This was used thru the end of production in 1969.

One last note about tires - be sure your spare matches the rest of your tires for size and whitewall.



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THE OIL DROP



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NOV 1986

Published monthly by the Vulcan Corvair Enthusiast for its members and others interested in preserving the Corvair. President; Terry Wilkins, Secty; Ann Steadman, Treas; Louise Hartline, Membership; Curtis Hare, Activity; Owen Miller, Newsletter; Bob Donley.

THE DRIVERS SEAT:



I appologize for not having met my commitment for the last four months but thank goodness we have a conscientious editor; thank you Bob.

In October our meeting was short because we didn't have a technical session. We distributed the club jackets, talked about the outings at the Siemen's and the Hartline's, the upcoming Veterans Day parade in Jasper and the visit to the Steadmans' home for chili afterwards.

We had two visitors, Bob Yarborough and his son Chip who read about the club in the paper. We also had two past members rejoin, Alan Farr and Allen Crump. Welcome back!

Two of our members had loved ones pass away last month. Norman Roger's mother and Juanita Hathaway's sister. We are certainly sorry and express our deepest sympathy to both families.

This will be our last business session of the year. Harold Hartline will be giving a technical session on spark plugs. As usual, you can expect it to be interesting. Please make plans to join us.

Terry Wilkins, Pres.

NEXT MEETING:

DATE: Friday 21 NOV 1986

TIME: 7:30 PM

PLACE: Hoover Municipal Library

PROGRAM: The regular business meeting which includes election of 1987 officers plus Harold Hartline will lead us through a tech session on sparkplugs and ignitions.



CORVAIR TECHNICAL MANUALS:

Harold Hartline has informed me that the club has received the Corsa Technical manual that we ordered last month. He says they are really nice and well worth the \$18.65 cost. They are pre punched for insertion in a three ring binder and are about 3/4" thick. Members who stated that they wanted a copy will get first opportunity to lay their money on the line. Any unclaimed copies will be sold on a first come first serve basis. Those who said they wanted a copy were: Wilkins, Hartline, Donley, Lankford, Anderson, Hathaway, Hinkle, Steadman, Kellum, Snead, Miller, Seimens, Crump, Farr, Stolzmann. Come on out to the meeting and pick up your copy.

OUTINGS:

By the time you read this we will have already had a wonderful time at the Jasper Veterans Day parade and picnic at the Steadmans on the lake. Ann and Joe really know how to host a great feast of chili. The gang met at Adamsville and caravanned to Jasper. Those making the foray were Bob Donley, Owen Miller, the Hartlines, the Hathaways, the Lairds, Bill Kellum, Kelly Hyche, the Ranellis', and the Floyds'. Of course Ann and Joe Steadman met us in Jasper.

Those with convertibles all put our tops down in spite of the threatening weather. Halfway through the parade we all did a quick turn in under a gas station canopy, put up our tops and rejoined the parade. No one could believe how fast we all got those boot covers off and the tops up. It only rained enough to make water spots all over the cars.

STRUT ROD BUSHINGS:

Walter (Hugh) White of Pensacola showed me some strut rods that he had cast new rubber bushings into. They looked just like new bushings and seemed to be very hard. He had machined a jig to hold all the parts in alignment while the rubber was poured in and had a chance to harden. If he ever decides to sell some of them, he shouldn't have a very hard time getting them off his hands. That would be a good project for the club if we could get him to sell us a set of jigs.

BREAKER PLATE:

In last month's Communique there was a tech topic on a new breaker plate from GM that would replace the one in our 62-69 Corvairs. The part number was 1846456. I bought one and it cost \$11.00. It looks almost identical to the original except for a little hold down clip. I'll bring it

to the meeting this month along with a worn out one to show the difference between the two. If your having trouble keeping that !\$% tuned up it just might be that worn out breaker plate.

CHRISTMAS PARTY:

Shiela Ranelli didn't have all the details worked out for the Christmas party so she will be mailing out a separate flyer about it. Plan to attend this festive club gettogether. It is planned for the second Saturday in December if all goes well.

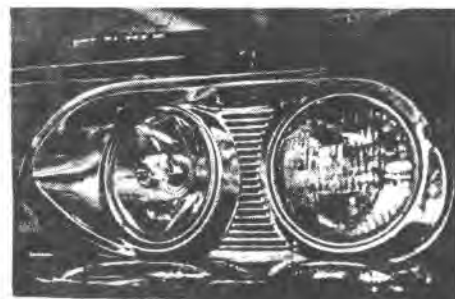
ELECTIONS:

The elections for the 1987 officers will be held at this months meeting. The nominating committee hasn't had much luck at getting people to volunteer to hold any of the offices. If we want to have this club to continue to grow we must get new people to take the various offices and committees. Without new blood constantly feeding the organization it will soon die. Come out to the meetings, volunteer your services to the club, and most of all vote for the person whom you feel will do the best job as our club officers. Maybe that person is YOU!

FOR YOUR GLOVE BOX

Do you know how many different brands of oil filters were made for the Corvair? More than you realized and here is what Marsh Hesler from San Diego has collected so far:

Make	Parts No.
1. Wards Riverside	#61-8723
2. GM's AC	#PF-4
3. Mopar	#L-65
4. Hasting	#215A
5. Coast to Coast	#AK1615
6. Lee	#LF-14
7. Atlas	#G-66
8. Purolator	#PER-14
9. WD140 DELUX	#10KL
10. WIX	#51038
11. Texaco	#T-10
12. Fram	#PH-4
13. NAPA	#1038
14. FedMart	#FM-4
15. Fisk	#FF-14
16. Power Flow	#664



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Basic conversion includes Fastback top, Special paint, Power kit, Mahogany steering wheel, fast steering with damper, Lucas Flame-thrower, G.T. springs and shocks for Top (Lime Rock Track) developed handling.

Basic kit installed adds only \$384 to new coupe prices. You can order kit parts individually, as required and you can install yourself and SAVE.

Reasonably priced special equipment for all year Corvairs and Volkswagens.

Tech Tip

TRANSMISSION/DIFFERENTIAL LUBE CHANGE

When I went to change the transmission and differential lube in the '66 convertible, I was reminded that both cast iron cases have no drain plug at the bottom of the respective sumps. So, remembering that I have a suction pump (like a grease gun, but with a pull handle and a long flexible tube), I got it out and put the hose as far down into the innards of both units as I could. It just wouldn't go to the bottom, so there was a lot of used fluid that wasn't going to be replaced unless some other trick could be worked.

To make a long story short, I got out the 1/8" pipe tap and tapped a hole in the bottom of both cases. After drilling the pilot hole a lot of fluid drained out, so the concept was confirmed. I tapped the hole in stages, removing the tap several times to clean off the chips. They were held together pretty well by the residual transmission fluid. But, for good measure, I inserted a small magnet to get all of the remaining chips when the hole was sufficiently tapped.

The reason for choosing the small 1/8" pipe plug was influenced by uncertainty of the case thickness where the hole was to be tapped. And, 1/8" pipe plug threads are rather fine, making them compatible with a thin wall, if it should be encountered.

Luckily, I stumbled on hole locations where the drill entered and didn't run into a hardened gear, or anything else, inside the case. I drilled carefully so as not to have the drill break through and jam into something. The two plug locations are shown in the accompanying sketch.

Now, the next time the fluid has to be changed, it'll be a snap.

Fred Johnson

CORVAIR TRIVIA

Did you know? . . . Corvair was *MOTOR TREND* magazine "CAR OF THE YEAR" in 1960.

Pontiac and Oldsmobile wanted their own version of the Corvair, but Ed Cole talked them out of it. Pontiac came close by using the Corvair transaxle in their Tempest, but it had a water cooled 4 cyl. engine (half of a 389 V8).

A 4-speed trans was available in the 1960 Corvair, but very few were produced.

The 1960 Corvair needed special tires and U.S. Rubber developed the first low profile 13 inch tire. This 6.50 x 13 tire was used until the end of the 1965 model run when the 7.00 x 13 came out as std. equipment.

The Corvair 95 series also had a special 7.00 x 14 tire to reduce problems in crosswinds.

An air conditioning option was planned for Greenbriers, but was cancelled when the prototype didn't work very well.

Corvair engine shrouds and other engine related parts weren't painted in the normal sense. They were dipped into black paint mixed with trichloroethylene heated to the boiling point. When the parts came out of the bath, the trichl. evaporated so fast the parts were dry immediately and were ready for packing in 10 minutes.

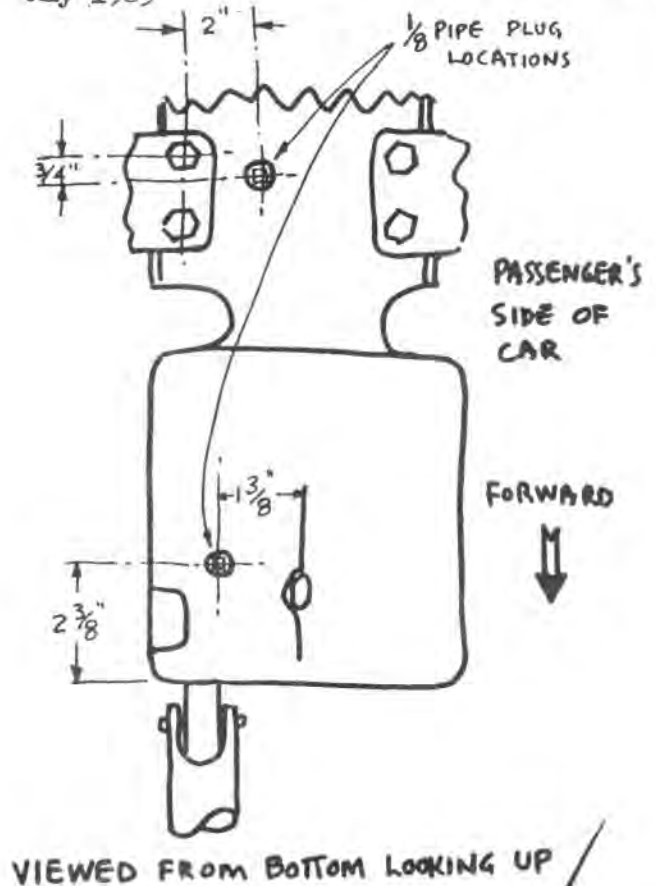
Some '65 Corvairs were built with SPYDER emblems but the name CORSA came out early in the '65 run.

If the car didn't die in 1969, V8 engines were being planned in the minds of some of the engineers.

The Willow Run Plant was so busy cranking out Chevy II's in 1969 that the Corvairs were hand assembled in an area that was formerly a cafeteria!

Clark Hartzel
Detroit Area Corvair Club

Transaxle Telegraph North Texas Corvair Assn
May 1985



Air Pollution

PHILLIPS PETROLEUM CAN SELL PROPRIETARY FUEL WITHOUT AIR ACT PROHIBITIONS WAIVER, EPA SAYS

Phillips Petroleum Co. can sell its tetraethyl lead fuel additive without a waiver of Clean Air Act prohibitions on marketing additives, the Environmental Protection Agency said Oct. 3.

Responding to a formal Section 211 waiver request from the company to sell the additive to end use consumers, the agency said the marketing conditions for the fuel are not covered by the Air Act prohibitions. The fuel would be sold for use in vehicles with older engines not designed for unleaded gasoline. The sales also would not be covered by EPA's lead phasedown rules (51 FR 35423).

The agency formally denied the waiver to Phillips because it would be "treated as granted" if the agency did not respond within 180 days, according to EPA.

Phillips plans to sell the additive in pint, quart, gallon, and 55-gallon drum sizes, EPA said. The agency suggested that the manufacturer use caution in selling the drum containers because of the potential for using them to abuse the lead phasedown rules.

The policy on consumer uses does not apply when marinas, farm cooperatives, or other organizations mix the additive with gasoline for sale to end users. EPA said those organizations would be acting as refiners and subject to lead phasedown rules.

For more information, contact Sylvia I. Correa, Attorney/Advisor, Field Operations and Support Division (EN-397F), EPA, 401 M St. S.W., Washington, D.C. 20460; telephone (202) 382-2635.

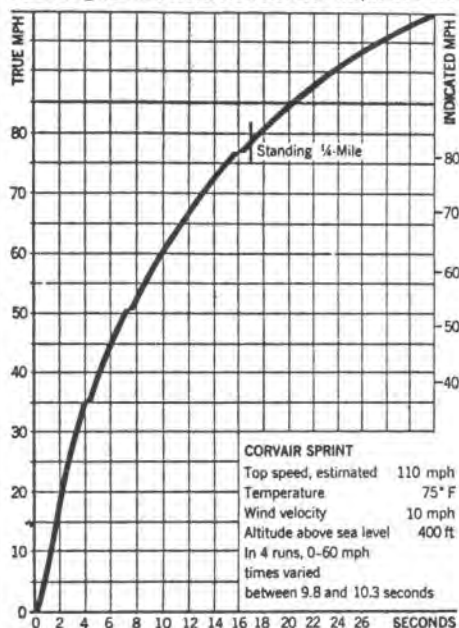
CORVAIR CORSA SPRINT

Manufacturer: John Fitch and Company
Falls Village
Connecticut

Price as tested: \$2983.15

ACCELERATION*

Zero to	Seconds
30 mph.....	3.2
40 mph.....	5.1
50 mph.....	7.2
60 mph.....	9.8
70 mph.....	13.0
80 mph.....	15.9
90 mph.....	23.3
Standing 1/4-mile.....	79 mph in 17.0



ENGINE

Air-cooled flat six-cylinder, aluminum block, 4 main bearings
Bore x stroke.....3.44 x 2.94 in, 87 x 75 mm
Displacement.....164 cu in, 2688 cc
Compression ratio.....9.25 to one
Carburetion.....Four single-barrel Rochester Hs
Valve gear. Pushrod-operated overhead valves, hydraulic lifters
Power (SAE).....155 bhp @ 5000 rpm
Torque.....202 lbs-ft @ 3600 rpm
Specific power output.....933 bhp per cu in, 59.5 bhp per liter
Usable range of engine speeds. 1000-5500 rpm
Electrical system.....12-volt, 44 amp-hr battery, 444W generator
Fuel recommended.....Premium
Mileage.....16-22 mpg
Range on 14-gallon tank.....224-308 miles

DRIVE TRAIN

Clutch.....9.12-inch single dry plate
Transmission.....4-speed, all synchromesh

Gear	Ratio	Over-all	mph/1000	Max
Rev	3.66	12.99	rpm	mph
1st	3.20	11.36	5.65	31
2nd	2.18	7.74	6.36	35
3rd	1.44	5.11	9.33	51
4th	1.00	3.55	14.14	77
Final drive ratio.....			20.36	110
				3.55 to one

CHASSIS

Wheelbase.....108 in
Track.....F 55.0, R 57.2 in
Length.....183.3 in
Width.....69.7 in
Height.....51.2 in
Ground clearance.....5.4 in
Dry weight.....2450 lbs
Curb weight.....2540 lbs
Test weight.....2925 lbs
Weight distribution front/rear.....40/60%
Pounds per bhp (test weight).....19.0
Suspension F: Ind., unequal-length wishbones and coil springs, anti-sway bar, telescopic shocks
R: Ind., articulated link-type, coil springs, telescopic shocks
Brakes.....9.5-in drums front and rear
268.6 sq in swept area
Steering.....Recirculating ball
Turns, lock to lock.....3.8
Turning circle.....38 ft
Tires and wheels.....6.40 x 13 on 5.0-in rim
Revs per mile.....830

CHECK LIST

ENGINE

Starting.....Good
Response.....Good
Noise.....Fair
Vibration.....Good

DRIVE TRAIN

Clutch action.....Good
Transmission linkage.....Very Good
Synchromesh action.....Good
Power-to-ground transmission.....Good

BRAKES

Response.....Fair
Pedal pressure.....Good
Fade resistance.....Good
Smoothness.....Good
Directional stability.....Good

STEERING

Response.....Excellent
Accuracy.....Excellent
Feedback.....Good
Road feel.....Good

SUSPENSION

Harshness control.....Fair
Roll stiffness.....Excellent
Tracking.....Good
Pitch control.....Fair
Shock damping.....Excellent

CONTROLS

Location.....Good
Relationship.....Good
Small controls.....Good

INTERIOR

Visibility.....Good
Instrumentation.....Good
Lighting.....Good
Entry/exit.....Good
Front seating comfort.....Excellent
Front seating room.....Good
Rear seating comfort.....Good
Rear seating room.....Fair
Storage space.....Fair
Wind noise.....Fair
Road noise.....Good

WEATHER PROTECTION

Heater.....Good
Defroster.....Good
Ventilation.....Good
Weather sealing.....Fair
Windshield wiper action.....Good

QUALITY CONTROL

Materials, exterior.....Fair
Materials, interior.....Fair
Exterior finish.....Good
Interior finish.....Good
Hardware and trim.....Poor

GENERAL

Service accessibility.....Good
Luggage space.....Fair
Bumper protection.....Fair
Exterior lighting.....Excellent
Resistance to crosswinds.....Good



Sprint—one of the nicest custom styling and performance packages available in today's growing automotive accessory market.

Fitch produces the Sprint in a nondescript four-bay garage in the tiny community of Falls Village, a few miles from the Lime Rock race track. He's been in the business several years now, and the demand for both separate components and completely outfitted cars has reached a point where a small but active staff is being supplemented by a dozen special suppliers in both the United States and Great Britain.

Operating on the thesis that the already-impressive Corvair makes the basis for an outstanding American tourer, Fitch markets a line of nearly 40 special options designed to make the car run faster, corner better, stop more efficiently and look racier. These devices can be purchased individually for any Corvair, but they are specifically intended as the parts of a whole package that transforms a standard 140-hp Corsa two-door coupe into a Corvair Sprint.

Eleven items make up the basic Sprint package. They range from a \$24.00 engine modification job, which adds 15 horsepower, to a free pair of spiffy polished aluminum nameplates. It all costs \$383.65 installed, \$306.40 if you want to do it yourself.

The engine modifications are simple and effective. Four small air cleaners and a slightly altered crankcase breather are the basic components, though the three degrees of ignition advance which Fitch & Co. add doubtlessly contributes to the increased poke.

The GT suspension—at \$56.00 installed—really works. Included for the front and rear suspension are four progressive-rate, auxiliary rubber springs similar to the aeon units used on some Ferraris, and a pair of adjustable Gabriel shock absorbers for the rear. The front suspension is set at four degrees positive caster and a quarter-degree positive camber. The rear camber is reset at one and a half degrees negative.

Special, shorter steering arms that have been heat-

treated and Magnafluxed come with the Sprint package for \$46.00. They cut the ratio to 15:1 (from 23:1) and, when utilized with the optional steering damper (\$29.50), turn the Corvair steering into a thing of beauty. The damper is the Delco unit employed on the Sting Ray, with special mounting brackets. Should you desire both the damper and the special steering arms, they can be purchased at a unit cost of \$59.00, installed.

Everybody knows that GT cars *have* to have wood-rim steering wheels, and John Fitch makes one available with holes in the tempered aluminum spokes and everything. It will cost you \$59.00 and, though it isn't going to make you a Jim Clark (he uses a leather-covered wheel—Fitch sells those too, for \$9.95) it will do wonders for the interior of your Corsa.

Another \$9.95 will get you a Lucas Flamethrower driving light installed in place of the regular left-hand high-beam unit. Our test car had a pair of Flamethrowers painted with Holt's "Fog Cote" yellow dye for continental driving and the tint added an extremely distinctive note to the front of the car.

When anybody starts to grump about the Corvair, they sooner or later get around to the rather shabby interior appointments, and Fitch has taken several steps to cure this deficiency. The wood-rim wheel, coupled with the fairly adequate Corsa instrument panel (entirely visible tachometer, but no oil pressure gauge or ammeter) takes care of the driver's seat quite nicely, but the back compartment remains a bit stark. He offers, for \$21.95 installed, deep-pile carpeting for the back of the folding rear seat and the exposed rear panel. In addition to adding a note of elegance, Fitch claims some sound damping is provided, while the rug's surface prevents objects from sliding around during heavy cornering.

A neighbor of Fitch's, and a fellow car nut, the famous and successful illustrator, Coby Whitmore, assisted in the design of the "Sprint Fastback 904 Ventop" which (Specifications overleaf; Text continued on page 76)



PHOTOGRAPHY: TOM BURNSIDE

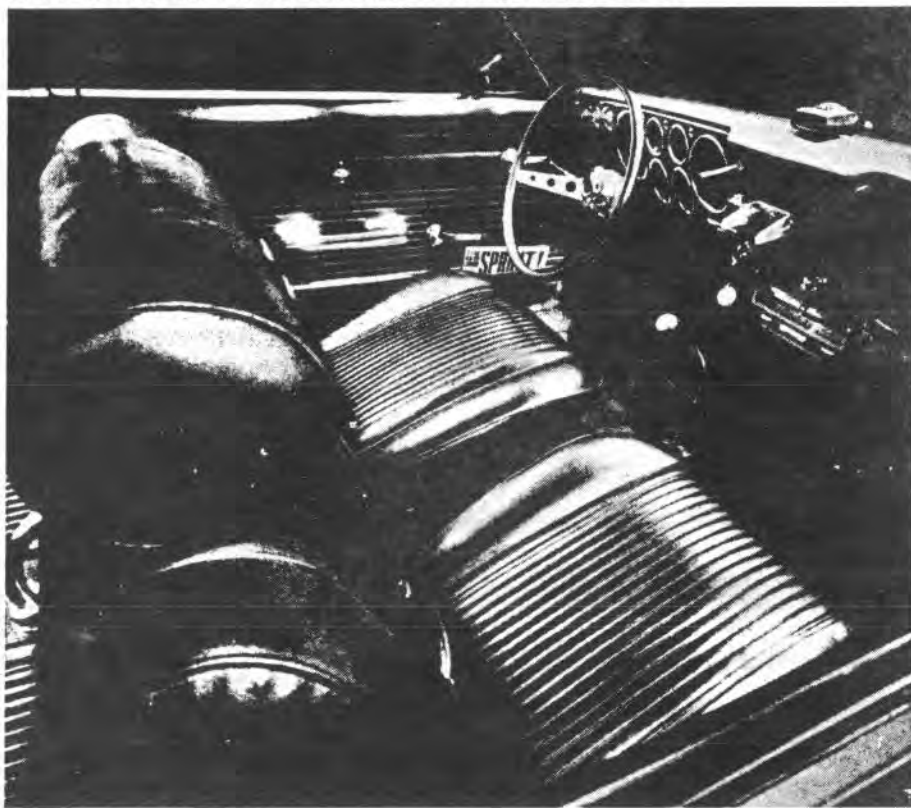
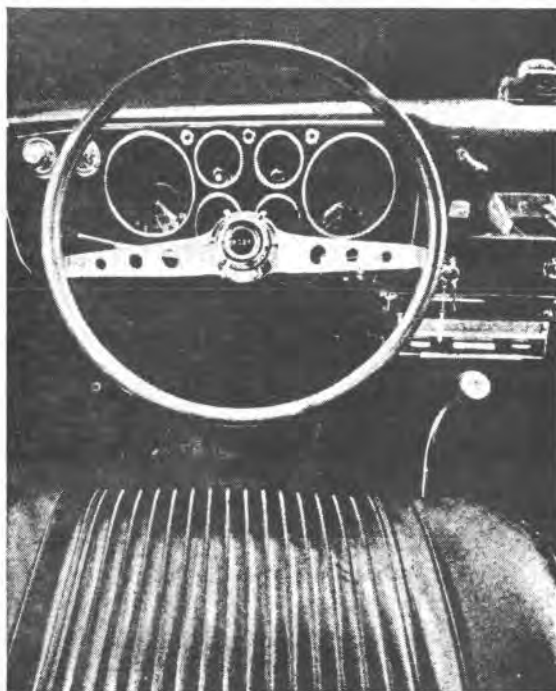


CORVAIR SPRINT

It's real grand touring
on a shoestring, thanks to the
old pro, John Fitch

John Fitch has the sort of wispy gentleness more often associated with a high school English teacher than a great racing driver. He's tall and slightly round-shouldered, with a shock of thinning hair and the brand of articulate good manners that makes it difficult to accept his credentials as one of the finest road racing drivers ever produced in the United States.

The passing years and the press of business have ended Fitch's racing, but nevertheless he still drives superbly, with the same effortless, almost casual style that made him so successful with the Cunningham and Mercedes-Benz teams. Should you ever be driving through the rolling country of northeastern Connecticut, with its monotonously picturesque white clapboard colonial houses, you might be overtaken by a nasty-sounding Corvair with a flat black deck-lid and a rakish roof line. Don't bother trying to keep up, because it may be John Fitch out running in a Corvair



VULCAN CORVAIR ENTHUSIASTS
P. O. BOX 59071
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THE OIL DROP



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

DEC 1986

Published monthly by the Vulcan Corvaair Enthusiast for its members and others interested in preserving the Corvaair. President: Terry Wilkins, Secty: Ann Steadman, Treas: Louise Hartline, Membership: Curtis Hare, Activity: Owen Miller, Newsletter: Bob Donley.

THE DRIVERS SEAT:

I wish each and every one of you a Merry Christmas and a Happy New Year. This has been a very exciting year for me as your club president. I hope I did the job as you expected me to do when you elected me as your president. It is not an easy job but it was rewarding.

I want to wish Bob Donley all the best in the coming year as your new president. Other officers elected to assist Bob were: 1st VP (Activity) - Bobby Floyd; 2nd VP (Membership) - Louise Hartline; Secretary - Richard Stoizman; Treasurer - John Lankford; Newsletter - Harold Hartline. All the best in 1987.

There will not be a December meeting as the Banquet on 13 Dec at Niki's on Findley Ave will be in lieu of the meeting. Come on out, bring a gag gift and eat till you can't walk home.

Terry Wilkins, Pres.

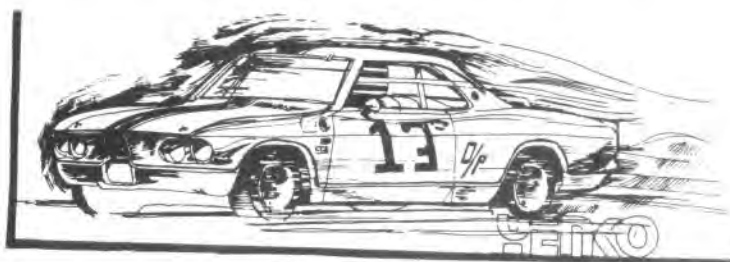
NEXT MEETING:

DATE: Sat 13 DEC 1986

TIME: 7:00-8:00 Happy Hour and gift exchange
8:00 till? Eating

PLACE: Niki's on Findley Ave

PROGRAM: Gift exchange \$5.00 limit. Men bring mens gift and ladies bring ladies gift. Mark them as either ladies or mans. Meals will be either a seafood platter at \$10.95 or a strip steak at \$11.95. Order when you arrive. Setup's will be included and BYOB.



HAPPY HOLIDAYS!



One of the most useful instruments for working on your Corvair is a volttohmmeter (VOM). This instrument is useful for troubleshooting the majority of vehicle electrical problems.

First, a few words about electricity. The major electrical characteristics we wish to measure are electrical "pressure", "flow", and "resistance to flow". Electrical "pressure" is called voltage and is measured in volts. Electrical "flow" is called amperage and is measured in amps. "Resistance to flow" is called resistance and is measured in ohms.

VOM's are available in two styles; meter type "analog" and display type "digital" instruments. Either type will work fine for electrical troubleshooting. Prices typically run from \$10.00 to \$80.00 for an analog meter and \$40.00 to \$200.00 for a digital meter.

Now for some uses:

1. CHARGING SYSTEM CHECK--The voltage across the car battery terminals should measure between 12 and 13 volts without the engine running. The voltage will measure 13.5 to 15 volts for a working charging system with the engine running. Lower voltages (less than 13 volts) indicate a charging system failure. Voltages greater than 15 volts indicate overcharging and will damage electrical system components.

2. IGNITION WIRE CHECK--Standard "carbon rope" type ignition wires will measure about 8000 ohms per foot length. Higher resistances indicate a failing wire. Note: "Magwire" type wires will read about 1000 ohms per foot and "solid" type wires will read less than 3 ohms per foot.

3. LIGHT BULBS AND FUSES CHECK--Good fuses and light bulbs will show virtually no resistance when checked (fuses should be less than 3 ohms, light bulbs less than 50 ohms). Blown fuses or light bulbs will show extremely high resistances (typically greater than 50,000 ohms).

4. BROKEN WIRE CHECK--If you suspect a broken wire you can typically locate the break using the VOM. First make sure there is no power on the circuit being measured (you will possibly "smoke" the meter if power is present). A broken wire will show a high resistance; typically greater than 100 ohms. Flex the wire while watching the meter. Meter movement while flexing the wire will show the break location.

Your volttohmmeter can be used for a number of other vehicle tasks including location and troubleshooting of short circuits, bad ground connections, and starting troubles. If you have any questions give me a call. One last note: Read the instructions that come with your VOM. If you don't, "up in smoke" may take on a whole new meaning.

-Stephen Lubliner, San Diego Corvair Club

Ed note- I got one of these at Radio Shack a couple of years ago for about ten bucks. It doesn't measure amps and isn't accurate down in the 1-100 Ohms range, but it does very well at everything else mentioned. I'd be lost without it.

AIN'T NUTHIN NEVER SIMPLE DEPT: Our black cat, who insists on her right to proofread every issue is shedding onto my deathless prose. The gluestick has mildewed. Now my fancy oriental typewriter has developed a mind of its own on line spacing. Watch out for next issue, may be in Japanese. You waku?

VULCAN



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DAN & NANCY BROCK
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TUSCALOOSA AL 35405
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JASPER AL 35501
387-1248/000-0000

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412 WINDSOR DR
BIRMINGHAM AL 35209
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GARDENDALE AL 35071
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118 NORWOOD DR
GASDEN AL 35901
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BIRMINGHAM AL 35222
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HAROLD & LOUISE HARTLINE
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BILL KELLUM
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JOHN LANKFORD
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MONTGOMERY AL 36109
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Technically Speaking

Larry Claypool

Stock Is....almost impossible!

So here you are in the Concours Classification line and the big bad classifier takes one look at the front of your low mileage, all original, never been wrecked Corvair and mutters the worst word in the world: Modified. What did the classifier see to condemn you to such a fate? Here's what to look for:

Headlight bezels - here's an item that is often replaced, yet few people realize 5 different bezels were used on Corvairs. '60 models and trucks take a "flat" bezel that is the same left and right. '61 cars used a re-designed bezel to match the new front end styling, thus necessitating both left and right versions. '62 carried over from '61. A minor change for '63 cars found black paint applied in the ribbed area between the bulbs, altho the stamping was the same as previous years. '64 cars carried over from '63.

The all new '65's brought all new bezels, too. Again, left and right versions, and black paint in the ribbed area, altho the paint is much less pronounced than on the '63 and '64's.

After a year's worth of "road time" it was found that the small water drain slot at the base of the bezel became easily clogged, causing water to accumulate in the headlight bucket. The bezel was then revised to provide a larger drain hole less likely to plug. This new bezel is shown as entering production for 1966, altho most early '66 models still used the '65 part, apparently to use up existing stock. The '65 bezel is flat around it's perimeter, with a drain slot about 1/2" wide, barely visible at the outside edge below the low beam. The '66 bezel has its drain in the same place, but protruding out 1/4" from the rest of the perimeter and also widened to about 1". This style bezel was used thru the end of production.

Replacement parts sold by GM were usually the latest production pieces, thus you'd have gotten '66 style bezels for your '65 if you bought them sometime after 1966. Likewise for the earlies where you'd get the painted '63 style bezels for your '62. After-market suppliers also made Corvair bezels, further confusing the issue.

Parking Lamp Lenses - yes, we look for the word GUIDE - which indicates it was made by GM's Delco-Guide Division. An after-market lens might say "Glo-Brite", "Do-Ray", or whomever else made them. All '60 - '62 models used a clear lens (with a clear bulb). '63 and later uses an amber lens. The parking lights illuminate with the headlamps only on '68 and '69 models.

Headlamps - Original issue was Guide Divisions' T-3 headlights, altho original bulbs are not currently required for "stock" class. Any brand will do, as long as they're ordinary replacements (i.e., no halogens).

Side Lights - '68 and '69 models have side marker lights. The fender is recessed slightly around the lamp itself. '68 uses a clear lens with an amber bulb; and '69 an amber lens. The side light does not flash with the turn signal.

Front Ornaments - '60 to '66 model cars all use different front end emblems, and I'll assume you can identify the basic differences. More subtle details include an additional Corvair script with a Chevy bow-tie in a triangle on the upper left corner of '63 models; CORVAIR block letters on the trunk lid edge of '64's; a written Corvair script on the left front corner of the trunk lid on '65's; then repositioning of that script to the right of the left headlamp bezel on '66 - '69 models. That script, by the way, altho appearing identical to the '65 trunk and '65-'69 deck emblem, is peculiar as it has 3 mounting studs rather than two.

Horns - 500 models and trucks use only 1 horn with a medium note. All other models use dual horns with one low and one high note. '60-'63 cars mount the horn behind the low beam side of the headlamp bucket. A

splash shield covers the horn on the inside of the wheel well. '64 models relocated the horn just ahead of the steering box and (all models except 500) idler arm. '65 and later cars have the horn (s) in the headlight bucket. Again, 500's use one in only the left bucket, all others use one in each.

Valance Panel - '66-'69 cars use a plastic spoiler at the very bottom of the front end panel. The spoiler wraps around about 3" on each side, and is about 3-1/2" tall overall. It is not painted, but is the black color of the plastic. It is held on by hex head screws with large washers.

Paint - bumper brackets are always black, as is the license plate bracket (when installed) on late models. The license bracket, by the way, is held on by two 1/4 x 20 hex head bolts with a 7/16" head. License plate screws are single flat blade style.

There is often some body color over-spray on the front edge and bottom of the trunk floor, altho most people remove it during restorations. It's okay if there, tho.

Accessory items, such as bumper guards, will be covered in a later column.

Next month I'll continue our walk around as I examine the sides of our favorite car.



STEERING WHEELING AND DEALING

The following restoration tip, submitted by Paul Steinberg of Corvair Atlanta, is a very economical way to redo the paint on a steering wheel, or change colors which was the case here.

Once off, clean the wheel with soap, water, and lots of steel wool. Fire the electric oven up to 425°. (A precise temperature is not critical since the oven door will remain open, but a fair amount of heat should be radiated.) Place the wheel on the oven door rotating it periodically to the point of being quite warm. (It would seem some type of lazy susan to rotate the wheel on would be ideal here.ED.) While warm, take the wheel and spray with a pre-packaged spray paint that matches the color of the interior. Once painted place it again on the oven door for more baking--about 15 minutes worth. After cooling apply paste wax and admire the equivalent of a factory paint job! You may want to experiment first on some salvage yard wheel.

As an added quip Paul mentions, "A good source for the paint is your local discount department store... they never have the new colors."

Providing you have a quantity of surplus paint left over from your car's paint job, this can be used in an aerosol canister/ bottle arrangement sold at any reputable auto paint supply store.

P. O. BOX 59071
BIRMINGHAM, AL. 35259-9071



FRANK & EDNA THOMPSON
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CORVAIR

BY CHEVROLET

driving to brighten Christmas

