



THE OIL DROP



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

JANUARY 1987

May I extend to you best wishes for the new year. This is our chance to start afresh to attack that long overdue restoration project with new vigor, to present a tech session or plan an outing. Napoleon said "For everything there must be a plan". That's what New Years Resolutions are, plans for making the new year better, to put more into it and thereby get more out of it. It is my understanding that New Year's Resolutions made any time during the month of January are legal so there's still time. Let's be honest, haven't you daydreamed about how good you would look in your favorite Corvair when it is returned to new condition and detailed for show? Well a journey of a thousand miles begins with a single step so let's get stepping. One step in the right direction is to attend next meeting, you're sure to get a new charge of enthusiasm. This is going to be our best year ever.

OFFICERS- 1987

President:	Bob Donley	277-4308	Montgomery
1st Vice President-Activities:			
2nd Vice President-Membership:	Louise Hartline	491-5253	Hueytown
Secretary:	Richard Stolzmann	467-6444	Springville
Treasurer:	John Lankford	979-9553	Birmingham
Newsletter:	Harold Hartline	491-5253	Hueytown
Refreshments:	Charles & Marie Drake	681-7143	Morris

NEXT MEETING

Date: January 16, 1987
Time: 7:30 P.M.
Place: Hoover Municipal Library
Program: Business meeting and outline years activity

DRIVERS-SEAT - Bob Donley

The Christmas Party was a great success. The gift exchange kept everyone busy trying to get the best gift. One pair of ladies slippers must have changed hands a dozen times.

I want to thank Sheila Ranelli for organizing the dinner. Everyone had more than enough to eat. I was very pleased to receive the Alice Godfrey Award for 1986. Thanks to Jim and Bobbi Floyd for doing a great job on the awards. I'm sorry that more members didn't attend.

That brings us to the problem facing our club. A club is first and foremost an organization whose purpose is to support a particular automobile. Ours of course is the Corvair. Without that purpose always in our minds the club will die from loss of interest. I believe that may be what is happening to our club. I have seen the club drop from 75 members to about 35 in just five years. More important is the fact that not all of those 35 members are active as they never come to meetings or activities. My goal for 1987 will be to try and make the Corvair the primary reason for the club. I feel that if we can make the car the central reason for meeting and outings then some of our old members might return to the club.

We've had numerous complaints that there were just too many club activities and that people were "burnt out" on trying to attend so many. I am going to ask our activity Chairman to work up a calendar that we as a club can support. That will not prohibit you

as an individual from going to other events on your own as interest and funds will allow.

I am also going to ask our membership Chairman, Louise Hartline, to start contacting old members to see if we can get some of them back. We also know of other Corvair owners who are not members. Talk to them or give their name and phone number to Louise and maybe we can pick up some new blood.

We will need volunteers to help Charles and Marie Drake with the Refreshments. Juanita and John Hathaway did an outstanding job and we all appreciate it. I want to ask you to give the same support to Marie and Charles and make your contribution to the refreshment table.

For the Corvair Enthusiast the Tech sessions are the meat of the club. Do any of you have a project that needs done. Rebuild an engine, a clutch, rebuild brakes? If you volunteer some refreshments and the parts I bet we could have a good turnout to help you with the work. Let's hear your ideas.

Well I've talked enough for this letter. Please come out to the January meeting and help us get 1987 off to a good start.

MEMBERSHIP - Louise Hartline

If you will, let me ask you to reflect back to the time when you came to your first club meeting. What were you looking for, how were you treated, how long did it take you to really feel as if you were part of the group? For me it was a pleasant experience and I intend to do my best to make it that for our visitors and new members this year and I want to ask you to help to make new people feel welcome.

We have had two contacts this month that I know about, both families seem interested. They are:

The Charles Roubdioux 424-2856
The Ed Kellers 823-5424

I will send them a newsletter and give them a followup call to encourage them.

As you contact prospective members during the year please get their names and phone numbers and let me have them and I'll see that they are contacted.

There are many Corvairs in our area and many people who are interested in them so our potential for new members is very good. Usually all you have to do is invite them in and make them feel welcome when they visit. Being a member of Vulcan Corvair Enthusiasts is great fun and most people will want to be a part of it when they are made aware of our activities.

ACTIVITIES

NAVARRE BEACH - Hugh White of West Florida Corvair Club, asked that we mention an informal gathering of Corvair people at Navarre. Just so no one is mislead there will be no scheduled activities, nothing planned, its just a good time to go to Navarre, rates are down, you get a lot for your money and if other corvair members show up you'll have someone with a common interest to talk to. The indoor pool will be inviting to the swimmers, some may even brave the gulf waters, all will enjoy walking the beach and watching the waves. An added feature is the two-for-one meals in good restaurants down the beach from Navarre.

FUNTIME 15 January 11 - February 1, 1987

Our most affordable wintertime package! Stay as long as you like, during this time, with a 4-night minimum. These are our lowest rates of the year...just \$15 per night per ROOM! Holidome rooms are \$25 per night, Gulf-front rooms \$30 per night. Reservations must be made at least 7 days in advance by calling (904)939-2321. Full payment must be received within 5 days after calling.

Hugh said Corvair people will be there Wednesday, January 28th through February 1st. He thinks this might work into an annual gathering.

EDITORS COMMENTS - Harold Hartline

Putting the newsletter together is not a new job for me, I've done it before, but looking over the material Bob passed along made me realize how much time and effort he put into making it informative, attractive and readable. It is evident that I will have to improve if the standard is to be maintained. One feature that will be missed is Mike's original art work, it always added a touch of class.

Coming up with worthwhile technical articles will take a bit of doing so I want to ask you to help. Whenever you do a maintenance job, solve some problem, or need help with a problem give me a phone call or tell me about it at the meeting and I'll write it up and put it in the newsletter.

Something that would be helpful to all of us would be a list of parts numbers of common items that are still available. It is so much more simple to ask a parts clerk for a specific part by number instead of depending on him or her to look it up. A simple way to build the list would be simply to tear the part number off the box and make a note of what it is and bring it to the meeting. I will accumulate the listing and publish it from time to time. Many Corvair items are still available at local parts stores but they may as well not be there if you can't find the numbers, so when we get our hands on a good number let's hold on to it. Plans have been discussed for scheduling tech sessions at members houses to take on projects that need to be completed. If there is something you would like to get help with bring it up at the meeting. I want to get on the schedule to swap an air conditioner from a junker to our '66 convertible. This is a major undertaking, I am told, so help from other members will be appreciated. One advantage of a club as old as ours is that over the years many skilled mechanics have been developed. As a club we can have more good cars if we work together.

TECH TIPS

SWAYBARS-EARLY MODELS

If you have read your January 87 Communique you couldn't have missed the article about early model suspensions. Most of the bad press has long since been discounted but it appears that there will always be questions in the minds of some. I have driven early Corvairs in excess of 100,000 miles and have never noticed even a hint of a problem.

Now to the point, there are sway bars available for the rear suspension of early Corvairs. I understand that the bar does not alter the ride of the car under normal conditions but in steep turns it limits the "tuck-in" of the wheels and thereby keeps the car much more flat in turns.

Norman Rogers has a sway bar on his '60 coupe and from what I hear, feels that it really helps the handling of the car. Frank Ranelli has driven the car and says that he was really impressed. He has convinced me to try it if I get hold of another early model. If you are interested I think Frank knows where to get the bars. Maybe we can get Norman to do a tech session on this sometime soon.

BRAKES

If you own a Corvair or an old car of any kind for that matter sooner or later the brake system will demand attention. You really don't have to be a mechanic to rework the brake system. It is straight forward and uncomplicated but here is a tip or two you might keep in mind.

ASBESTOS-This stuff is bad news so precautions should be taken to avoid breathing the fibers. Use a dust mask as an absolute minimum. Another good practice is to hose down the complete mechanism with water before you start to take it apart. Standard brake fluid is water soluable so a blast with the hose will quickly clean everything like new. Don't forget to hose the fibers off the drive way.

CYLINDER HONE-You can make a hone which works as well or better than what you can buy. You

will need a 3/8" wooden dowell pin, emery paper and a hand drill. Cut the dowell to about 8" long then saw a slot in one end. Tear a 1" strip of emery paper, put one end in the slot and wrap the remainder around the pin. Chuck the dowell in the drill and you are in business. Work the cylinder in a circular motion back and fourth so that it cuts evenly. When the emery wears just tear the end off to expose a new section.

FILLING AND FLUSHING THE SYSTEM-When the entire system has been drained it should be flushed before refilling. It takes forever to do that by pumping fluid through the master cylinder. An easier way is to use a plastic squeeze bottle such as is used to dispense catsup. Just fill the plastic bottle with brake fluid, put the nozzle in the brake line that screws into the master cylinder and squeeze. You can easily flush out the old fluid and honing debris trapped in the cylinder openings (needless to say this works better if you remove the catsup from the bottle first-don't know about mustard bottles-never tried to use one).

SILICONE BRAKE FLUID-This is the fluid for our Corvairs. It's great advantage is that it does not absorb water and consequently the brake cylinder and liner stay rust free for much longer - claims are made that you will never have to open the system again. You can order it from Clarks or you can get it at CECO in Birmingham for \$22.00 a quart.

ARM REST REPAIR

If you are looking for a quick and dirty arm rest repair that looks good you might try this. You will need two pieces of bass wood about 2" x 12" x 3/4", two scraps of vinyl 5" x 15", a spray bomb of chrome paint and one of vinyl spray paint. You should be able to pick up the bass wood at any cabinet shop from their scraps. I found the vinyl at Hancock's Fabrics. The paint is available at any auto paint store.

Remove the arm rest from the door and take the old vinyl pad off. Use the base to trace a pattern on the bass wood then carve the wood into the proper shape. Bass wood is soft and easy to work but you will need a wood file. Work it down until it fits easily into the base with clearance all around for the vinyl. Next stretch the vinyl over the new wood base and staple it on the bottom - this is much easier than trying to glue it. Take time to stretch the vinyl smooth and wrinkle free. Now you are ready to spray the new pad to match your interior and give the base a face lift with new chrome paint. Before painting the vinyl or the base clean them with laquer thinner. Careful work and attention to detail will make a finished product that looks great.

TRAFFICKING and TRADING

The '63 spyder convertible formerly owned by the Hartlines now belongs to the Drakes. A deal was struck in which Charlie got the spyder convertible in exchange for a '64 coupe, a paint job for a pickup and some cash.

FOR SALE:

1965 convertible. Engine rebuilt but never started, automatic trans. has low miles. Body all intact. Slight damage to RR fender at trim. Upholstery all complete. Floorboards rusted. No mats. Struts replaced.

Ready to towbar for \$500.00. I'll ready-to-drive for \$1,000.00. Call me at 833-5972 to see it. John Hathaway.

FUTURE ACTIVITIES

MALL CAR SHOWS-Bobbie Floyd has indicated that she would be willing to schedule one or two mall car shows through her contacts with Wall Mart. This is good club activity, it gives us a reason to clean and detail our cars and we get a lot of publicity. This is brought up at this time so you can have plenty of time to get a car ready. The first one probably will be in the Spring or early summer when the weather is nice.

Harold Hartline
Editor



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FEBRUARY 1987

Could you believe it, just like a military man our new president started the meeting exactly on time ~ 7:30 on the dot. I was four minutes late and had already been counted AWOL. Also, last month's meeting was the only one I can remember where those four minutes late and later had to stand because all seats were taken. It was nice to see the turn out, maybe that portends good things for this club year. The meeting was interesting. There seems to be considerable interest in getting more cars in show condition. A good number of help-each-other technical sessions and restoration projects were discussed and some tentative plans made so if you want to get in on a good thing, better come on to the meetings.

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Refreshments:	Charles & Marie Drake	681-7143	Morris
Telephone Chairman:	Juanita Hathaway	833-5972	Birmingham

NEXT MEETING

Date: February 20, 1987
Time: 7:30 P.M.
Place: Hoover Municipal Library
Program: Business Meeting. Selection of Slides from past "Dates With Helen".

DRIVERS-SEAT - Bob Donley

Well the new year got started with a bang as we had a good turnout at the Jan. meeting. There wasn't an empty seat in the house. We welcomed new member Ed Keller and his wife Carroll.

The annual dues were raised to \$15.00 per family because of the cost of printing the newsletter. Please pay John Lankford before March or your newsletter will not be mailed.

At the meeting John Hathaway offered to sell the club a restorable Corvair for \$150.00. Juanita was urging him to get rid of some of his projects. The membership didn't seem to want to undertake such a task so the Hathaways were thanked and the subject was dropped. Juanita must have been desperate to get some of those cars out of the yard because they have now donated the car to the club with a stipulation that \$150.00 go into a Christmas Party for the membership. Any additional money raised can go into the general fund. The car will be stored at Charlie & Marie Drake's until we can get it restored. I'm sure that they don't want it to just sit there so we need to get started on the planning for its restoration. Thank you John & Juanita for your generous gift.

Bill Andrews has asked the membership to help him switch a 110 engine for

a 140 one. We're waiting for him to set a date and time.

Juanita Hathaway has again volunteered to take charge of clubs "Information committee". She wants anyone knowing of births, illness, deaths or other news of interest to other club members to please call her at 833-5972.

Hope to see all of you at the February meeting.

SECRETARY'S REPORT - Richard Stolzmann

January 16, 1987. We had twenty-five members at our last meeting plus two visitors, Ed and Carol Keller. The first years' meeting was enthusiastic and had a positive outlook for the new year.

The bank balance was discussed and a motion was made by Terry Wilkins to write off the error of \$84.43 that had been on the bank balance for the past two years. The motion was seconded by Jim Floyd and the motion carried.

Cheaha was then brought up and a motion was made by John Hathaway to make the event for one night only. The motion was seconded by Bob Siemens and the motion was carried.

John Hathaway made a motion to raise dues from ten to fifteen dollars. The motion was seconded by Grant Snead and the motion carried. Dues were collected from the members at the meeting. Also, car and mall shows were discussed as a way to raise money. Various members said that they would check out shows with the malls.

Tech sessions were the next item of business. Bill Andrews said that he would like to have a tech session at his house to rebuild carburetors and install an engine in his car. The meeting was then adjourned and refreshments were enjoyed.

GENERAL

NEW MEMBERS:	Ed and Carol Keller 2461 Jannebo Rd. Birmingham, Al 35216 823-5424	Phil and Caroll Martline 4619-B 6th Ave. Birmingham, Al 35224 780-0309
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RECIPE - Sandra Stolzmann sent in the following recipe she wishes to share with you.

SPICED TEA

2/3 cup instant tea	1/4 oz. tang
2 1/2 cups sugar	2 tsp. cloves
2 small pkgs lemonade mix	1 tsp. cinnamon

Mix dry ingredients and store in airtight container. Add 2 heaping tsps. to 1 cup boiling water whenever you want a nice hot drink during the cold winter months. Makes 36 cups.

DUES - Just a friendly reminder that club dues are due. They are \$15 per family, raised last meeting to cover cost of copying and mailing the newsletter. The club normally does not send out statements so you'll just have to remember to get them to the treasurer, John Lankford.

NAVARRA BEACH - Last month's newsletter had a notice of an informal meeting at Navarre which was the idea of Hugh White, West Florida Corvairs. The Millers, Hathaways and Hartlines made the trip and there were some from other clubs there. I think Hugh has plans to schedule it again next year some time around Valentine's day. Personally I think it's a great idea, the only car activity was spontaneous bull sessions. If you like Florida beaches you can't beat this trip.

MALL CAR SHOW - Jim Floyd reports that he has scheduled a mall car show, inside, for the month of July. The Mall managers will pay \$300.00 for the show but Jim says he needs 17 cars. July is a good ways off but it should give us all an opportunity to get cars ready - more details at next meeting.

COLLECTIBLE AUTOMOBILE - If you attended last meeting you may have gotten a copy of an article which Owen Miller brought to the meeting. The February issue of this journal has some beautiful color pictures of Corvairs including a beautiful red convertible on the front cover. Jim Floyd suggests that if you can't find one at your news stand you might call Jefferson News and ask them to deliver a copy to wherever you normally buy magazines. This is certainly one you will want to add to your collection.

CHEAHA - Jim Floyd has changed our reservation from two nights to one night as he was asked to do last meeting. Jim suggests that if we do not get a sufficient showing to rent all rooms in the lodge by some set date ahead of time, we may want to have another look to see if we really have the interest to hold this outing.

ACTIVITIES

Corvair-Atlanta has announced the "SIXTH DATE WITH HELEN" for April 24 thru 26. They have every kind of activity you can imagine planned so everybody should find this to be a great Corvair outing as all past "DATES WITH HELEN" have been.

Bernie Weddle has sent details of the event to the club and they will be reviewed at next meeting.

Let me urge you to send in your registration form. The Atlanta folks would like to know, as close as possible, how many people are coming. An application form is attached.

Speaking as one who has attended all previous "Dates with Helen", let me say - do yourself a favor and make this one, it's just an ideal place for this type event and its always well organized and well attended.

TRAFFICKING and TRADING

Dick Witkos now owns the '65 convertible advertised by John Hathaway in last month's news letter.

Charles Roubdioux has a 1963 convertible - don't know who he bought it from.

Ed Kellers now owns a 1964 convertible - made a deal with Frank Thompson. Also I understand Ed has recently acquired a '65 convertible.

Vulcan Corvair Enthusiasts are now the proud owners of a 1965 Monza Coupe donated by the Hathaways as a project car. Buck Hinkle was kind enough to tow it to Charles Drake's house where restoration will begin. Don't get me wrong, Charlie didn't agree to restore the car, just provide a place to park it and help when work meetings are called.

1975 Classifieds - The following ad appeared in the Birmingham News some twelve years ago. One of our members has the car and it still has low mileage and is in perfect condition.

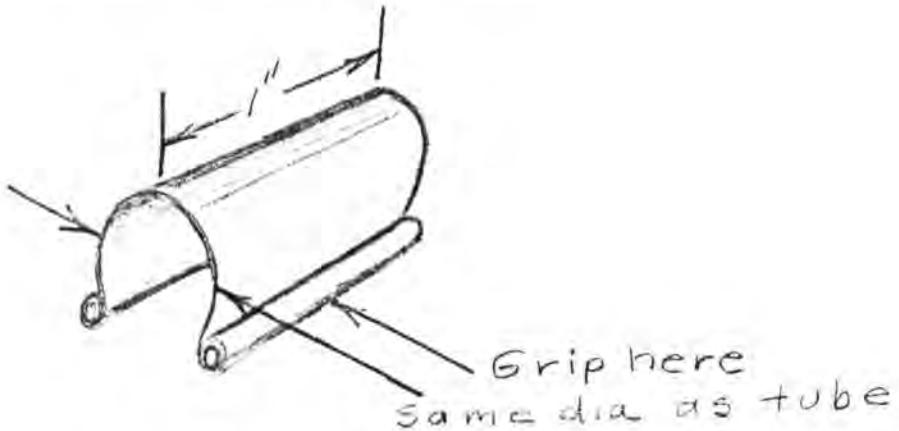
'69 Monza Conv., 12,000 mi., yellow w/black top & int., all original, A-1 cond., reduced to \$3,500. Probably best standard original Monza. Never shown. W. M. Dowling, 979D Valley Ave., Birmingham, Al. (205) 871-3461.

TECH TIPS

PUSHROD TUBE REMOVAL TOOL - Harold Hartline

Removing pushrod tubs to replace "O" rings or for any reason requires some kind of tool other than vise grips or pliers if you want to get them out unscarred. Some fast and dirty "mechanics" just clamp a vise grip on and jerk leaving dented and bent tubes. There is a simple tool that you can fabricate in just a few minutes that will work perfectly and never put as much as a scratch on the tubes.

You will need a small strip of sheet metal about 1" x 3 1/4" - 18 or 22 gage galvanized works best for me. It is essentially a sleeve that you can slip over the tube then grip reinforced edges for removal. Hope you can figure it out from the sketch below. To use it just slip it over the tube use a vise grip to squeeze the sleeve tight to create enough friction to move the tube.



REFINISHING TRUNK - Harold Hartline

The most original truck refinishing job I have seen was done with the original G.M. trunk paint sprayed on at high pressure to level out the surface finish. That, I think, is still the best method if you can find the paint; but, as far as I can determine it is no longer available. A respectable job can be done with spray bombs which are available in the right colors. However, the proper technique is important and it is easy to make a mess if you are not careful.

First, it is important to know that the "spatter" is water base paint. That means that if you paint over bare metal or rust your new paint job will be showing rust, sometimes over night. Another point of caution is that spray bomb spatter paint does not cover well and if additional coats are applied the surface texture just gets rougher and rougher and looks worse and worse.

here is a procedure which will produce very good results. First remove everything from the trunk, master cylinder, wiper motor, wiring harness, washer bottle and anything else that is not supposed to be painted. Next scrub the trunk compartment down with a good detergent - Tide works good. When it is clean and free of all grease and oil, apply a rust killer to any visible rust and give it time to work-usually overnight if you use OSPHO. If it has been done before you may have to do some heavy sanding; but, remember this as with any other paint work requires good surface preparation if you expect a good finish.

Now, everything is out of the trunk, the surface is clean and smooth and all rust has been killed. Mask off the underside of the deck lid and everything else you don't want painted. Start your refinishing by spray painting the entire surface with a good rust inhibitor enamel selected to match the

gray background color as close as possible. I have found that Rust-Oleum spray bombs work well. This is enamel, not primer, and it's purpose is two fold, one is to provide a barrier so the waterbase trunk paint can't re-rust, the trunk and the other is to provide the proper background color.

After the enamel has thoroughly dried you are ready for the spatter paint. Since you already have the background color all you need from the spatter paint is just enough to give the proper appearance- the less the better - just fog it on very lightly, one can should do two trunks easy.

OIL LIGHT WON'T GO OUT - After starting the engine of a 1964 coupe that had been in storage for a long time, about 10 years, I noticed that the oil warning light was not acting normally. It stayed on all of the time when the engine was idling and would flicker on and off when the rpm's were up. The engine did not sound as if it was running dry.

Gary Knecht, West Florida Corvairs offered these comments: "When this happens the trouble usually will be found in one of two places. First is the oil sending unit. It should be removed and the pressure checked with a gage or if a gage is not available substitute another sending unit you know is good.

If the light still acts the same way check the oil pressure regulator. This is the small piston with a spring behind it that is mounted on the rear housing of the engine on the same side as the oil filter. It can be reached without removing the engine but rear sheet metal will have to come off. If for some reason the piston cannot move freely it may allow too much flow and keep the pressure from building to proper levels.

If both of these are working properly and you still do not have oil pressure looks like bad news."

Back to the '64 coupe. It had the wrong sending unit and the correct unit straightened out the problem.

SWAYBARS-EARLY MODELS-SILICONE BRAKE FLUID - If you read the January newsletter and have an interest in either of the above, John Lankford pointed out at last months meeting that both are available from J. C. Whitney at reasonable prices.

PARTS NUMBERS - Richard Stolzmann

Oil sending unit - Western Auto, general part # 2324 price \$2.39

FAN BELTS

GATES 8561 11 x 1445mm
Substitute Belts
GATES 7560-8562
ROCKHILL 15-564
DAYCO 15560
56013
GOODYEAR 13561-15565
NAPA 29-13560

AIR CLEANER FILTERS 65-69

FRAM	CA192
AC	A178CW
LEE	A3336
MOPAR	AFL-178
MOTORCRAFT	L-189
PUROLATOR	FA-31
K-MART	AFR-67
	KA-23

This is a list of substitute fanbelts and air cleaner filters for the Corvair. I know that there are more substitute belts and filters for the Corvair, so any additions and corrections would be appreciated.

Harold Hartline
Editor

"SIXTH DATE WITH HELEN"
REGISTRATION FORM

Reg. No.

Note: Membership in CORSA is recommended but not required to be an active participant at this Affair. CORSA insurance will be in effect but will only protect CORSA members of record as of April 24, 1987.

Please complete the following form so that we may have your packet complete when you arrive. Please show the names of all in your party.

ENTRANT'S NAME _____ SPOUSE/GUEST(S) _____
(Vendor's)

ADDRESS: _____ CITY _____ STATE _____ ZIP _____

TELE. NO. _____ CORSA MEMBER _____ CHAPTER _____

REGISTRATION FEE:---\$10.00/Couple, \$6.00 Single-----\$

GUESTS (16 Yrs. or Older):---\$4.00 per person-----\$

VENDOR REGISTRATION:-----\$5.00 per person-----\$

EVENT REGISTRATION FEES:

"CORVAIR TRIATHLON" CONCOURS, RALLY & FUNKANA
(All Three)---\$12.00/Car-----\$

OR: CONCOURS ONLY-----\$5.00/Car-----\$

" RALLY ONLY-----\$5.00/Car-----\$

" FUNKANA ONLY-----\$5.00/Car-----\$

TOTAL ENCLOSED-----\$

Make Checks Payable To: CORVAIR-ATLANTA

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

-----Please do not separate these two forms-----

Note: If you are entering the CAR SHOW, RALLY OR FUNKANA, please complete the following: (Please read the rules of each event that is enclosed in this packet.)

NAME: _____

Do Not
Fill In
Reg. No.

VEHICLE DESCRIPTION:

YEAR _____ MODEL _____ OPEN _____ CLOSED _____ COLOR _____

EVENTS ENTERED:

CONCOURS: DAILY-DRIVEN _____ SHOW _____ SENIOR _____

RALLY: _____

FUNKANA: _____

Entrant's Signature

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

69



FRANK & EDNA THOMPSON
3418 SAGEBROOK LA
BIRMINGHAM AL 35243



THE OIL DROP



P.O. Box 59071 - Birmingham, AL 35259-9071
MARCH, 1987

Surely the first day of spring can't be far away. All manner of shrubs and trees are beginning to bloom and flowers seem to be popping out of the ground everywhere; but, that is only one way to tell. Another sure sign is renewed interest in getting those old Corvair projects going again. At least five of our members, that's just the ones I've heard of, are in the final stages of finishing projects. Frank Thompson has just about got all the trim back on his '69 convertible after a new yellow paint job, Charlie Drake has just repainted his red Spyder convertible, Owen Miller has his '66 convertible in the paint shop, Grant Snead has set the meeting in Helen Georgia as a dead-line for having his '69 convertible repainted, and I feel confident that John Hathaway is seriously considering putting the final touches on his '64 Monza convertible. Is there anyone working on coupes, sedans or trucks?

Just to give you a recap of last months meeting, attendance was excellent, there was a slide presentation of scenes from past events in Helen, Georgia, Bob Donley gave a tech session on rebuilding starters and Richard Stolzmann demonstrated how to build and use a jig to balance fly wheels. You can always judge how well members enjoy a meeting by how long they linger around the parkin lot after it has concluded. This one continued informally until at least 10:30 P.M.

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Telephone Chairman:	Juanita Hathaway	833-5972	Birmingham

NEXT MEETING

NOTE: CHANGE OF DATE

Date: March 27, 1987
Time: 7:30 P.M.
Place: Hoover Municipal Library

DRIVERS-SEAT-Bob Donley

NOTICE! NOTICE! If you don't read anything else note that the March Meeting will be on 27 March instead of 20 March. The Hoover Municipal building was not available on the third Friday because of another function. See you on the 27th.

Frank Ranelli was heading a committee to put a price on the restoration of the Hathaway's donated car. He'll give us a report this month. Hope it's not too steep a price as the treasury is not exactly flush with money. Most members

have paid their 1987 dues but if you haven't, remember that this is the last month to receive the newsletter if they aren't paid.

Speaking of money, it was a real shock to hear from Louise Hartline that the newsletters were costing us 73 cents each. Thats 10 cents per page, 22 cent postage and 1 cent for mailing label. For the last three years it has been about 41 cents. Frank Ranelli is looking into using his office copier and just having us pay for the paper.

On 10 & 11 July we will be putting on a show in the Western Hills Mall. We need lots of pretty cars and maybe an engine to display. Start working on these cars now so we can get the \$300 they will pay us for the display. We also hope to raffle off the car we are going to restore so we'll need lots of help on it.

Harold needs an "Atta Boy" for the great newsletter last month. Lots of interesting articles.

Since we are having such a good turnout of folks at the meetings, it gets pretty difficult to talk and hear if everyone talks at the same time. I want to give everyone a chance to express his/her opinion. If someone else has the floor please let him/her speak and then ask to be recognized by the chair. That way everyone can contribute to the organization. This is just good parliamentary procedure that helps us conduct a better meeting. Your consideration is requested.

We need new members. Beat the bushes for those Corvair lovers.

Have you seen the early convertible on "Hard Copy"? I wonder if it belongs to a member of CORSA. I've only seen it on two shows.

GENERAL-Frank Ranelli

For a good corvair story here's the one about the free Greenbrier. It seems a friend of mine once bought a 1963 greenbrier from me several years ago to use in his business. I had known him since grade school and he could tear up an anvil so I had reservations about him owning a corvair. After a lot of begging I relented and sold him the truck. After three rearends, two transmissions, several clutches he gave up. The thing sat for a number of years and every time I ran in to him he wanted to sell it to me. It seems he had an electrical fire in the engine compartment and after splicing all the wires the generator would not charge. He did not want to spend any more money on it and just parked it. I told him time and time again I did not want the truck.

One day he called me at my office and said he was moving and he had to get rid of the thing and he would sell it cheap. Again I said "not interested". He said just give me \$50.00 and I said no. Two days later he called and said I could have it if I would just come and get it. I said okay and towed it to my mother's house which was close by. My brother Rick was out of town and when he came back I told him he owned a Greenbrier. He was tickled and asked if it would run and I told him about the electrical problem. A week or so later he bought a battery and we went to try and start it up. Seems the starter must have gotten ruined also so we had to give it a push. The thing started right up and after a new voltage regulator and a used starter the thing was back on the road.

Now a word about clutches. It seems that all the rebuilders are discontinuing corvair units. I gave Westwood Auto Parts several cores and asked them to have them reworked. After about 7 months they received 3 discs back and no pressure plates. The biggest distributor in Alabama, Automotive Headquarters no longer can get them. My last repair I had to go to Clutch and Specialist and have them rebuild it. They can only do pressure plates with ring gears though. Price for both units is about \$50.00.

PART NUMBERS/SERVICES-Frank Ranelli

I have a new place to recommend for rear alignments, it's Ray's Tires in 5 Points West. They know how to do it because I showed them. If you are bringin

an early model try to round up some of the special shims before going. Price was \$13.95.

Remember Westwood still has 44ffs AC plugs, Standard plug wires with right boots, Blue Streak points, AC oil filters and a lot of Corvair parts in stock. Support them so they will keep them in stock.

DUES

If you haven't taken care of this detail, pleas do. Just send \$15.00 to our treasurer:

John Lankford
2924 Monte Deste Dr.
Birmingham, Al 35216

EVENTS

"SIXTH DATE WITH HELEN" April 24th thru 26th. Registration forms- see February Newsletter - extras will be available at the meeting.

MALL CAR SHOW - Western Hills Mall, Midfield, Alabama, July 10 & 11.

TECH TIPS

SWAYBARS EARLY MODELS- A WORD OF CAUTION - I received a letter from Mike McGowan, Editor of the CORSA COMMUNIQUE, in response to an article in our January newsletter. His view is that such suspension alterations may result in less stable handling characteristics.

Mike indicated, in a phone conversation, that he just wanted to express a word of caution. The following is the body of his letter:

I'm writing to you because I want to differ with a tech tip you published in your January 1987 Oil Drop. Because the article is misleading and may make Corvairs so modified dangerous instead of safer, I hope you will show this letter to the author and print a retraction or explanation.

Regarding your tech tip, "Swaybars - Early Models": Wrong, Wrong, Wrong! Never modify the handling or safety systems of a car unless you understand what you are doing and how it works. It is true that the handling of early Corvairs can be oversteering and skittish at the limit, but Chevrolet engineered several good parts to fix that. Adding a rear swaybar as your tech tip suggests is exactly the wrong thing to do, and makes the problem worse!

The Corvair oversteers (loses traction at the rear first) because its mass exceeds available steering traction at the rear. The early models lose control at the limits of cornering because the rear suspension geometry has a high roll center and the swing axles exhibit what is called "weight jacking" wherein the body appears to climb over the outside rear wheel as both wheels "tuck under". To minimize these effects, cornering traction should be increased at the rear (or decreased at the front, a less desirable solution), and the downward swing of the rear axles should be resisted or restricted.

A swaybar, or anti-roll bar, has two effects on handling. It resists body roll, which improves suspension geometry (keeps the tires flatter on the road, instead of tipping the car and tires up on edge) and thus improves the overall cornering traction. But it does this by increasing traction at the other end of the car, while compromising traction of the axle on which it is installed. A swaybar greatly affects the front/rear handling balance of a car: a front bar increases understeer or decreases oversteer; a rear bar decreases understeer or increases oversteer. Chevrolet considered a front bar for the 1960 models, and offered a front bar as an option (1962) and later as standard (1964-69). They never considered a rear bar, and for good reason.

The opposite of a swaybar is a Z-bar or a cross-bar; this resists up-and-down motion without restricting body roll. The EMPI Camber Compensator and the transverse leaf spring used on 1964 Corvairs function as Z-bars.

If your goal is to reduce oversteer in your car, apply some combination of the following solutions:

- Increase rear tire pressure (compared to front)
- Increase rear tire width, wheel width, or traction (compared to front)
- Increase front roll stiffness (compared to rear) by adding a front swaybar or using a larger one, or adding a leaf spring or two at the rear.
- Transfer weight from rear to front: spare tire, battery, etc.

There are other solutions involving springs, shocks, ride height, suspension geometry, etc., but these are too complicated to explain here.

Of course, if you want to increase oversteer, do the opposite of the above. On early models, I don't recommend this. On late models, I have found that although they oversteer terminally (at the limit, at speed), they are tuned to understeer like pigs at low speeds. This is probably a result of paranoia about lawsuits and Nader's claims. Adding an Addco rear swaybar to the 1965-69 models makes them a dream to drive.

For more information on the theory and practice of suspension tuning, read How to Make Your Car Handle by Fred Puhn, in paperback from H.P.Books.

Write if you have any questions.

Michael McGowan
OS 173 Route 53
Lombard, IL 60148
(312) 629-4392

BOLTS, SCREWS and ZIP-LOCK BAGS - Frank Thompson

Whether you are disassembling a car or removing trim for a paint job the first step should be to purchase a good supply of zip lock plastic bags and 3x5 cards. The great temptation is to just throw bolts and screws in a can then sort them out when you need them. That may work if you are going to reassemble the next day or so; but, needless to say, too often these projects drag on for years and if you can even find the can you are lucky. Do yourself a favor and take a little extra time during disassembly to identify small pieces by stating what they are and where they go. Put the identifying card in the plastic bag with the parts. Needless to say it is much easier to read the card through the plastic than sort through the can.

OIL PRESSURE BEFORE STARTING - Phil Hartline

Wear that an engine undergoes during start, according to technical articles is much greater than it is under normal running conditions. Some think that a major contributor is cranking the engine in essentially dry condition. Hot oil drains back to the crank case when the engine is shut down leaving certain areas to a degree at least, exposed until the oil pressure comes up again. The worst wear evidently occurs during cranking and initial fire-up before the oil pressure has time to build.

A system is now available that reportedly will correct the problem and in so doing extend engine life a claimed three fold. It is an external electrical operated pump that will pressurize the oil system before cranking. You simply switch it on before cranking and give a few seconds for the pressure to come up idiot light goes out - before you crank the engine.

It does not appear to be complicated. The oil drain plug is replaced by a special plug with a connector for the section side of the pump. The pressure side of the pump is connected to a "T" inserted at the oil sending unit.

Evidently research has been done by S.A.E. that gives credence to the concept. A side benefit is that oil changes are no longer messy - you can pump it out by switching a valve.

NEWS RELEASE - Jack Allison, Corvair Atlanta

HELEN'S SIX YEARS OLD

But she's not too young to make a date with. From infancy, in 1981, great Corvair people have been making a date with Helen and watching her grow, and enjoying every minute of it. Naturally we're talking about Corvair Atlanta's springtime Meet in Helen, Georgia.

ANYTHING NEW?

You bet. Last year we programmed "Something for Everyone" by creating a Triathlon ... Concours, Rally and Funkanna competition. Participants enjoyed it, but we've ironed out some of the kinks this year that haunted us.

A "static" Concours, as Chairman Burnie Weddle puts it, will be on Saturday April 25th, in an accommodating area at Alpenhof South Motel. Included will be a special division for Senior vehicles only. No penalty for trailering. There will be a Show Concours class and a Daily Driven class as well. Special non-participating judges from the Chrysler Club of Atlanta will point judge Senior and Show Concours cars. Daily Driven will be point judged by selected people not entered in that division. 1st, 2nd, and 3rd place trophies will be awarded in all divisions as well as Best of Show in Concours and Daily Driven.

The Rally and Funkanna will be held on Sunday morning for 1st, 2nd and 3rd place trophies in each event. Total point accumulation in all events will determine the winner of the prestigious Chauffeur de Excellance trophy. It could be you.

THERE'S MORE

On Friday, April 24th, enjoy the evening hospitality get-together with tasty snacks and drinks. On Saturday there's a "Ladies Only" party. Enjoy the FREE (no \$12.95 a plate) Awards Buffet that evening. Parts swap ... vendor's will be out in strength. Win from dozens of raffle prizes ... a VCR ... plus CASH give-a-ways!

If Helen sounds like the date you'd like to have April 24-26, make reservations NOW by calling Alpenhof North Motel, 404-878-2268, and writing Burnie Weddle, 500 Shadowood Ct., Roswell, GA 30075 for your registration packet ... 'cause Helen loves ya.

Harold Hartline
Editor



THE OIL DROP



P.O. Box 59071 - Birmingham, AL 35259-9071
APRIL, 1987

By next meeting everyone should be in really good spirits, April 15th will have come and gone again, surely the snow will be over for the season and spring is unquestionably here. You can tell because we are on day light saving time. Well after you get over loosing an hours sleep in the morning it's kind of nice to have an extra hour to work in the evening light. Let me encourage you to resist the urge to use that extra hour cutting grass or such other never ending activities and take advantage of it to get some licks in on that project that's been under way too long - you did get it started didn't you? You may not believe this but there are some of our members who start new projects before the old one is finished. Come to think of it I have about four going. Oh well, that's life. It might be a good idea if we adapt a new club rule that each member can only own one Corvair - wouldn't work though, we could never choose between such a variety of models. Maybe a better approach would be to limit each member to one Corvair per model year, that would put considerable limits on some of us. Well, think of it this way, things could be worse, some people spend their time playing golf or fishing, at least when you finish a project you have something tangible to show for your efforts.

NEXT MEETING

Date: April 17, 1987

Time: 7:30 P.M.

Place: Hoover Municipal Library

Program: Tech session - Fuzzies
Report by Owen Miller on Car Show in Locust, Georgia

DRIVERS SEAT - Bob Donley

What a great meeting we had last month. Great tech session on distributors, oil distribution system and transmission input shaft oil seal failure, the Corvair project car and membership. Everyone was just great about not speaking out of turn. That helped the business meeting flow so much better and let everyone express their views without interruption. Thank you all!

Don't forget that this is the month for a "Date with Helen", 24-26 April. There are several members going but I jest can't seem to get a caravan organized out of Birmingham. If interested in caravanning on Thursday call Harold Hartline and on Friday call Charlie Drake. I wish I didn't have to work that weekend and could be there.

By the time you read this we will have had one workday on the project car at the Drakes. We will have another at 1:00 P.M. on 9 May. Bring a cooler and bag lunch and come on out and help on the body work. See the map elsewhere in the newsletter. I want to thank Frank Ranelli and his committee for working up the cost estimate to rework the car. Since we

don't have enough ready cash to fund all the parts at this time we'll just do a little at a time. Our last treasurers report showed \$748 in the kitty.

Harold and Louise reported that the cost of each newsletter is now down to about 25¢ for stamps, paper and mailing labels. This is because Frank Ranelli is letting us use his copy machine. That price is sure a lot better than the 73¢ reported per copy for Jan. and Feb. Great Work!

I need to get some input from you members on activities and tech sessions you want us to have. We are your club so let us know what you desire. Our only items on the agenda are the Alabama Jubilee Auto Show in Decatur's Point Mallard Park, 23 May; The Chattanooga Choo Choo Corvair Meet, 26-28 June and our Mall Car Show at Western Hills, 10 & 11 June.

Where are members Bill Kellum, Curtis Hare and Joe and Ann Steadman? We've missed you at several meetings. Come on back.

See you all the 17th.

COMING EVENTS

HELEN, GEORGIA, APRIL 24 thru 26.

Don't have an exact count but I understand there is a good group of Vulcan people planning to make the trip to Helen. There was some discussion at last meeting about forming a convoy but we didn't really settle on anything since almost everyone at the meeting had planned a different time to leave. If you feel uncomfortable about driving without a back-up, surely something can be worked out next meeting. Charlie Drake had indicated he would lead a group but has since run into a conflict and can't go.

NORTH ALABAMA CORVAIR SHOW, MAY 23.

The show will be at Point Mallard in Decatur and will have three classes for Corvairs. Our members who have attended this event in the past say that it is very good. There are many other special interest cars in the show so you will have plenty of walking, looking, admiring to keep you occupied. This will be discussed further at the meeting.

WESTERN HILLS MALL CAR SHOW, JUNE 10 & 11

Just mention this to be sure that you have it on your calendar. We need a good turn out of cars so stay with that project and get it ready.

CHATTANOOGA CHOO CHOO CORVAIR CLASSIC, JUNE 26, 27, 28.

Peoples Choice Concours, Swap Meet, Hospitality, Banquet & Awards, Scenic Tour, Complementary Sunday Breakfast, Big Raffle, Door Prizes and space for 20 parts vendors. Keep this one in mind, there will probably be some Vulcan members going. I have not attended this event in the past but others who have attended were very complementary.

FOR CONSIDERATION OF MEMBERSHIP - John Laird

Consumers Foods in Jasper, owned by Food World has some interest in a car show and has asked what the cost would be and what else is involved. They are talking about the second week in May. I told them I would bring this to the attention of our membership and then let them know if it looks like something can be worked out. If you have any thoughts on this bring them up at next meeting or call John at 798-6172.

CLUB PROJECT CAR

Magnitude of Project - Frank Ranelli

I went out to Charlie Drake's house Sunday along with Jim Floyd and John Hathaway to survey the project car. After some careful observation I have come up with a rough estimate for the restoration. First let me say that the biggest problem I found was in the motor in that it was a 61 model and the car happens to be a 65. We would have to find another motor or at least a core to rebuild and we were looking at somewhere around \$300.00 for parts and machine work. This has been taken care of thanks to the generosity of Buck Hinkle who has a 65 110 engine complete that he is willing to donate to the club in the event we decide to go ahead with the project.

Charlie has agreed to do the paint and body work and we will need some willing sanders etc. He estimates the materials will run about \$100.

This is a list of parts and outside repairs.

1. Hood and trunk weatherstrips	\$ 25.00
2. Carpets	75.00
3. Fuzzies	55.00
4. Seat Covers	210.00
5. Hat Rack	20.00
6. Tires	100.00
7. Battery	30.00
8. Pitman Arm Bushing	5.00
9. Heater Hose	15.00
10. Spatter Paint Trunk	10.00
11. Glue on Wheel Well Moulding	20.00
12. Rear Cove Moulding (new)	120.00
13. Window Weatherstrips	35.00
14. Rechrome Bumpers	120.00
15. Headliner and Install. Seatcovers	125.00
16. Undercoating Spray Cans	25.00
17. Misc.	25.00
18. Parts to Swap Engine	25.00
19. Paint Supplies	<u>100.00</u>
Total	\$1040.00

I am sure we will find a few things I have missed as we didn't look at the suspension. John says he thinks the brakes are good. If you vote to go ahead with this project the first thing I will do is take it to my house to swap the engine and do any other mechanical work. Then Charlie will start on the paint etc. Thanks, Frank.

PROJECT REVIEW - LAST MEETING

Frank's report was reviewed at last meeting and a number of members indicated that they had various items they would be willing to donate to the project. If everyone searches their parts supply we may be able to come up with most of the needed items. I'm not sure we actually voted to continue the project but from the tone of the comments and interest I take it there was a consensus to go ahead with the project.

NEXT WORK DAY - SAT. MAY 9

At Charlie Drake's place. This has been confirmed by Charlie so put this on your calendar and let's get this project under way.

CLASSIFIED

Grant Snead takes great pleasure in announcing his 4th annual clearance sale - Hurry inventory getting low. Call Tuscaloosa 553-4210.

1965 Corsa

1962 8-Door Green Briar

Bob Donley has spotted two corvairs in Montgomery and will give details if you call. 277-4308.

1962 Coupe

1961 Lakewood

1964 Monza Coupe - 47,000 actual miles. No rust no time no where - This is the car our former member Jerry Fevitt got from his dad who bought it new here in B'ham. I would like to keep it but just don't have room. This would be a good one to put in show condition. Hope to drive it to next meeting. Harold Hartline 491-5253.

TRAFFICKING & TRADING

Ed Keller has purchased a show condition 1966 turbo corsa convertible. How about driving it to the meeting Ed, we can spend much parking lot time looking that over.

Hanen't heard of any other deals - keep me informed.

TECH TIPS

Speaking from experience, one of the most difficult lessons to learn about trouble shooting is that the simple things should be checked first. A couple of cases in point - a member who shall remain anonymous after putting the finishing touches on a project that had been underway some time found that nothing happened when he turned the ignition key to the start position. Well, no question about it, starter must be bad, maybe its the ignition switch, or could be the wires - after a couple of hours of wasted time trying to search down the culprit a light bulb came on in his head - the shift selector was in drive.

One more that I can take credit for. I couldn't get the oil pressure light to go out on the '64 coupe listed above under classified. I have talked to everyone I ran into, checked everything, changed the sending unit, removed and checked the pressure regulator - that's a good trick with engine in the car, and was just about to remove the oil pan to check the pick-up tube when I decided to run the pump one more time with a drill to see if I could get pressure. Well someone noticed that the minute the drill started the Gen-Fan indicator light went out - Oil-temp light still on. After that revelation I checked the voltage regulator - actually the points made the Oil-Temp indicator go out. That one took some hours to find, the problem was regulator points, evidently the indicator bulbs had been switched.

May I say again - check the simple things first.

GETTING THE PING OUT - Buck Hinkle

The March and April issues of Hot Rod Magazine both have excellent articles about the problems caused by low octane gas. I had intended to summarize the articles and put them in the news but they are just too extensive. One thing that is recommended is to lower compression ratios. With Corvairs a great way to do that would be with heads from 95 engines, turbo engines or 1969 smog engines. You might just keep an eye out, these heads may get in demand.

OIL, FILTER, BATTERIES - Richard Stolzmann

Richard has pointed out some interesting material from Consumer Report on these items. After reading this material it is obvious that we don't always get what we pay for. Here again these are extensive studies and I didn't see any way to summarize. Richard, how about a program on this material some time soon? See CONSUMER REPORTS FEB. 1987.

COOLING SYSTEM - Harold Hartline

Don't know if you have ever given it any thought but tree leaves can be a real hazard for a Corvair engine. This was pointed out to me very graphically when I removed the engine cover from the '64 coupe I got from Charlie. Very small leaves had been pulled into the fan and dispersed around the cooling areas of the engine - They were everywhere blocking air passages in the heads, jugs and the oil cooler. There was no evidence of this until the engine sheet metal was removed. I believe it would have caused major problems had the engine been run in this condition - especially in the heat of an Alabama Summer. The problem may be worse on early models because of the air intake location. The moral of this story is remove the sheet metal every now and then to be sure cooling air can get to where it needs to be.

Here's what GM had to say about Corvair cooling problems.

Symptom and Probable Cause	Probable Remedy
a. Oil cooler dirty	a. Clean oil cooler
b. Blower belt loose	b. Adjust or replace
c. Blower belt worn or oil soaked	c. Replace belt
d. Thermostat sticking closed	d. Replace thermostat
e. Incorrect cooling air exhaust damper valve opening	e. Adjust thermostat
f. Engine cooling fins plugged	f. Clean engine
g. Incorrect ignition or valve timing	g. Retime engine
h. Brakes dragging	h. Adjust brakes
i. Improper grade and viscosity oil being used	i. Change to correct oil
j. Fuel mixture too lean	j. Overhaul or adjust carburetor
k. Valves improperly adjusted	k. Adjust valves
l. Defective ignition system	l. See "Engine Tune-Up"
m. Exhaust system partly restricted	m. Clean or replace
n. Loose shield seals	n. Tighten or replace
p. Spark plug boots loose	p. Install properly
r. Sheet metal loose	r. Tighten

Harold Hartline - Editor



THE OIL DROP



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

MAY, 1987

Don't know exactly how many Vulcan members made the trip to Helen, Georgia but I know that we did have a good turnout. The flowers were especially beautiful this year. I thought the meeting date had been changed, but Bernie said this was the same weekend as last year, nature must have timed spring differently. Whatever the reason, the dogwoods and azaleas were simply lovely. The folks from Atlanta did a great job with the meeting, lots of fine corvairs, really good selection of parts by a lot full of vendors and a lot of walking, talking, visiting and discussing. Everyone I talked with said they would be back next year.

After all the trophies had been awarded and it was too dark to look at cars it was time to visit the Pavilion, a large open structure set up like a German beer garden complete with authentic music, well authentic enough to fool me anyway. Many of the people in the pavilion were in Helen to participate in the Alpine Volksmarch which, the best I could gather, was a hike timed to catch the spring flowers. Anyway the place was full of merry-makers and was just a pleasant place to be.

If you like to walk you might want to work the Volksmarch into your schedule next year.

NEXT MEETING

Date: May 15, 1987
Time: 7:30 P.M.
Place: Hoover Municipal Library

DRIVERS SEAT - Bob Donley

By the time you read this we will have had our second workday on the car the club is to restore. I hope we had a better turnout than we did 11 April. This is a good opportunity for the Club to make some money for the coffers but it won't happen unless we make it happen. I wasn't there on 9 May because I was at "Summer Camp" at Myrtle Beach, South Carolina. "War is Hell" isn't it? I will still be there on meeting night (15 May) so Richard Stolzmann will be running the show.

The Club apparently had a good turnout at Helen, Georgia but I understand that only three Corvairs were there out of 11 families attending. What's the matter folks, don't we have any faith in our cars? If we don't we need to think about switching to some other marque like late model Corvetts or Fiero's.

There was some concern about the legal responsibility of our Club where we work on a car and sell it. What happens if the brakes fail and it is proven that we did or did not do something that caused the failure? Owen Miller will check into these matters for us. I hope he gives a report at the May meeting.

It was suggested that we contact Clark's Corvair to see about showing their slide presentation about Clark's at some future meeting. I have sent them a letter but have received no reply yet.

COMING EVENTS

NORTH ALABAMA CORVAIR SHOW, MAY 23.

The show will be at Point Mallard in Decatur and will have three classes for Corvairs. Our members who have attended this event in the past say that it is very good. There are many other special interest cars in the show so you will have plenty of walking, looking, admiring to keep you occupied. This will be discussed further at the meeting.

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Peoples Choice Concours, Swap Meet, Hospitality, Banquet & Awards, Scenic Tour, Complementary Sunday Breakfast, Big Raffle, Door Prizes and space for 20 parts vendors. Keep this one in mind, there will probably be some Vulcan members going. I have not attended this event in the past but others who have attended were very complementary.

CLUB PROJECT CAR

Well, some progress was made at the work meeting scheduled last Saturday. John Hathaway, Bob Seimens, Buck Hinkle, Curtis Hare and Harold Hartline met at Buck's house and loaded the engine which Buck had donated to the project. From there the crew went to Charlie Drake's, picked up the car and towed it to Frank Ranelli's for installation of the engine. Don't know exactly how much help Frank wants to get the engine in and running - Frank just remember the Good Book says "ask and ye shall receive". Once the car is running, plans are to move it back to Charlie Drake's for the remainder of the project.

If you have been reading your Communique you are aware of the debate by Corsa members about what constitutes "Restoration". Certainly it is more than just catching up the maintenance and doing the cosmetics. It is my personal opinion that a true restoration means to put the car back in new condition. That doesn't mean that every part has to be changed, but, surely it means that everything subject to wear should be carefully checked and in many cases replaced.

Again, it is my opinion that most of the cars we see are not "restored" but instead have been worked to the point to make them reasonably road-worthy and given a cosmetic face lift. In all honesty if you are going to drive the car that is not a bad option. One thing for sure, if you spend the money and time to do a true restoration the only way to keep the car in good enough condition to maintain your investment is keep it off the road.

Back to the project car. There is some legal risk in doing a project like this and in my opinion, it is not possible to avoid all of this risk under any circumstances. It can be minimized by being careful what we lead prospective new owners of the car to believe. If we say "restored" it had better be "restored". This is certainly not an attempt to throw cold water on the project, far from it, it is just a reminder that there are risks.

As an alternative to a raffle the membership might consider re-working the car just as planned, make it road worthy, mechanically reliable, and make it look as good as we can by body work, painting and replacement of dented or otherwise damaged trim with the best items we can come up with from our accumulated parts cash.

Once this is done we could at least make an attempt to sell the car outright to an individual who would know exactly what he was getting. If that doesn't work we could still do the raffle. Give it some thought and let your opinion be known at the meeting.

COST OF DRIVING

The May 8, 1987 Kiplinger letter had an interesting comment about the average cost of driving a new car. The letter said that it cost about 27 cents per mile to drive a full-sized car. That includes gas & oil, maintenance, repairs, depreciation, insurance, taxes and tags for a car driven 15,000 miles a year and sold after four years. If I hit the correct calculator button that figures to be \$16,200 total cost. Compare that to the cost of driving a good Corvair and I'll bet the savings will be remarkable. If any of you want to work up some comparison figures, let me have them and I'll put them in the news letter.

CLASSIFIED

Project Car Sale - Dave Holder wants to make someone a package deal on the following:

'68 Monza 110 slush-o-matic, guaranteed to not run, need battery and cables, needs carbs cleaned, minor rust, faded gold paint, fair interior, fair tires, leaks some oil, "o" rings included.

'65 Monza 110 shush-o-matic, sold new by Woods Chevrolet in Birmingham, never wrecked, very minor wrinkle in RR fender, some windshield and rear window rust, interior shot, some engine sheet metal missing, tires may pop, excellent for restoration.

'71 Mazda RX 2, 4 speed with air, super engine, faded white paint, vinyl top peeled off, 4 flats, no brakes, 2nd rotary engine sold in U.S.A., can document.

Package deal - 2 Monzas \$1,000.00, or all 3 \$900.00. Phone 933-8688.

Grant Snead takes great pleasure in announcing (second time) his 4th annual clearance sale - Hurry inventory getting low. Call Tuscaloosa 553-4210

1965 Corsa

1962 8-Door Green Briar

1964 Monza Coupe - 47,000 actual miles. No rust no time no where - This is the car our former member Jerry Fevitt got from his dad who bought it new here in B'ham. I would like to keep it but just don't have room. This would be a good one to put in show condition. Give-away price. Harold Hartline 491-5253.

Harold Hartline - Editor



THE OIL DROP



P.O. Box 59071 - Birmingham, AL 35259-9071
JUNE, 1987

It has been a long time since our group has staged a mall car show and it may be that we have been overlooking an activity that is really good for the club and great fun for those showing cars. The object is just to show the cars. Since there is no judging, more people seem to take part. It gives us a reason to clean up a car and make it look its best even though it might not stand the fine pen of a concours judge. Most of the time it turns out to be a family event with everyone taking part in getting the car ready and setting up the display. I guess its the child in all of us saying "look at my shinny new toy". Well, so what, we know that children have more fun than adults. So come on children, get ready, we are going to have a mall show.

NEXT MEETING

Date: June 19, 1987
Time: 7:30 P.M.
Place: Hoover Municipal Library

COMING EVENTS

CHOO CHOO CORVAIR CLASSIC, JUNE 26, 27, 28.

This is the next event on the Corsa Calendar which is easily reachable from Birmingham. People I have spoken with, who have attended this meet in the past, tell me that it is a great weekend.

WESTERN HILLS MALL CAR SHOW, JULY 10 & 11.

This will be our last newsletter before the show so Jim Floyd asked that some details be published.

Move in will be 9:00 P.M. July 9th. Assemble cars in front of J.C. Penny on the Weible Drive side.

Jim says that he has enough commitments to meet the minimum requirements for the show but would like to have a few more cars to cover if someone backs out. Also, we need to fill the mall, the money will be good for the Club treasury and the publicity will be good for our Club and Corsa.

Jim and Bobbie live close to Western Hills Mall and will be glad to store your car if you need to bring it early or park it overnight after the meeting.

Jim really needs an accurate count so be sure to call him. 923-7968.

Some members are showing two cars and will need help getting them ready and setting them up so, even if you are not showing a car, you are still needed.

Our Club does not have enough stantions to protect all of the cars in this show. At one time we had enough to protect six cars but I'm not sure they are available now. Your best bet is to bring your own. If you don't have a set and can't get them in time for the show maybe you can borrow a set

This will be discussed at next meeting - don't let stantions hold you out of the show, they are not that hard to fabricate. If you have a good and simple design, bring it to the meeting.

Rope for stantions can be purchased at flea markets at very reasonable prices. The Bessemer Flea Market has a good supply.

Some other things you might want to consider ahead of time are: DO NOT TOUCH signs, posters or signs to identify the car and owner, before and after photographs if you have them and any other corvair related display material.

Remember, this is a show for the public so do whatever you can to make your display interesting.

You will need to bring or borrow tape to tape your gas cap and tools to remove one battery terminal.

Be sure to check your car for gas leaks, and correct anything suspicious. Also, you will need to bring a drip pad or pan to placr under your enging - do it even if you have never seen a drop of oil from the engine.

Since this meeting will be our last before the show, be sure to attend, so you will be in on final details.

OTHER CAR SHOWS

John Laird brought a stack of brochures all advertising car shows of one kind or another around the state - too many to list but I will bring brochures to the meeting.

GADGETS

PARK BRAKE LOCK - Every now and then horror stories recur about power glide corvairs snapping parking brake cables and doing all manner of mischief. Jamar markets a park brake bock which evidently works off the hydraulic system. As I understand it you break the line between the master cylinder and wheel cylinders and insert the gadget. It has to be mounted within reach since you set it by pressing a button while the system is under pressure. If you know anything about such a gadget please let me know and I'll publish it in the newsletter.

PING CONTROL - Everyone, I know, is painfully familiar with the damage that "pinging" can cause. In the old days it was controlled by adding tetra-ethyl lead as needed. Now, it appears that the time is fast approaching when leaded gas simply will not be available. Since corvairs were designed and sold during the time of unlimited use of lead this means something to those of us who want to continue to drive these cars. I know that much has been written about this subject - wedge shaped combustion chambers, de-compression, and water injection being the solutions most commonly seen. Here is another one to consider. MSD markets a gadget that allows the driver to advance or retard the timing to suit the situation. You simply re-set a dial on a dash mounted unit. Again, if anyone has tried such a unit please let me know of your experience.

THREAD REPAIR - When threads are stripped a heli-coil repair is I guess the preferred fix but it takes a bit of doing. Lock-tite has a thread re-pair product which sounds to me as if it might do the trick. Their propaganda says it will hold 128 foot-pounds of torque and will stand 300° F. Is that temperature high enough for valve cover bolts?

TECH TIPS

The July issue of Kit Car has a good reminder about ignition systems

which I think we can all agree can be responsible for some irritating characteristics. The author states that the majority of these problems are minor and suggests that the inside of the distributor be kept dry and watched for chalking of the terminals, especially inside the cap. Be careful not to stretch or bend noise-supression plug wires and keep points set properly. I'm sure you are aware that there is a vega point plate available at GM that works on corvair distributors. If you still can't stabalize the dwell after you have checked all of the simple stuff you might try this plate.

Frank Ranelli has just finished rebuilding a 140 engine which included new pistons, jugs bored, crank shaft worked, new cam shaft lifters, valves, etc. When the bills were added up for parts, machining, cleaning, and gaskets before assembly labor it exceeded \$800.00. This will give you a figure to use if you are working a rebuild into your budget.

RESTORATION and MAINTENANCE HELP

In a club the size of ours the skills of individual members vary widely. Some choose to purchase concours ready cars and on the other end of the spectrum some want to do every step of the restoration. Most of us fall somewhere in between. Taken as a group we probable know about as much as can be known outside of GM. Taken individually most at one time or another need a little help. Most old members know who to call for any particular problem but some of our newer people may not. So I have taken it upon myself to drop a few names. There are others, of course, but if you have a question or problem you might start with these.

BODY & PAINT - Norman Rogers painted Curtis Hare's Palamar Red '63 Coupe which has consistently been a high point scorer in concours and has taken first place on more than one occasion. I don't know if Norman is taking any paint work but he knows how.

BODY & PAINT - Charlie Drake rebuilds wrecks for resale and does body and paint work for the public. Charlie has a well equipped shop and has gotten quiet good. He has also done some engine work on cars for other people. If you need paint work you might give Charlie a call.

MECHANICAL - Frank Ranelli has seen the inner workings of too many corvairs to count. He is a knowledgable, careful, good mechanic. His work is always good and prices more than reasonable. If you want work done on a corvair give him a call. I'm not sure how much outside work he is willing to take and have not asked; but, I know he does some.

REAR END SET UP - Chris Rothe is the expert on this subject. The only problem is that he now lives in Atlanta and we don't see him except on an occasional weekend.

Richard Stolzmann - To my knowledge Richard does not do any work except on his own cars. I mention his name here because anyone who drives one car for 350 k miles has to gain some knowledge. Richard is very knowledgable about corvairs and what it takes to keep them on the road. If you have had concerns about reliability take a lesson from Richard. Both he and Sandra as well as their daughter in college drive corvairs daily. I'm not suggesting that he would take on outside work but , if you run into a problem and need some advice he is a good one to call.



THE OIL DROP



P.O. Box 59071 - Birmingham, AL 35259-9071
JULY 1987

Overheard an exchange the other day between two workers involved in an outside project in the mid-day sun. The subject was humidity - one said he knew for a fact that the humidity was way over 100%; the other was arguing that that was impossible. The first, to back up his argument said that he had been in weather where the humidity was close to 100% and, to make his case said "today is much worse!" The foreman came by and ended the argument by saying "it's just dog-days, happens every year, and every year is worse than the one before." May be that he was right, it certainly seems to me that it gets worse each year. Well what does that have to do with a corvair newsletter, not much to be sure, but; writing a newsletter is one of the few corvair activities that can be done inside in the cool, shielded from the mean dog-day heat. There is one other activity that could be suggested - installing convertible tops - the heat will relax the material and make it fit much better, but; on second thought maybe it shouldn't be suggested - doing that job in this heat will make you have thoughts about less demanding hobbies.

NEXT MEETING

Date: July 17, 1987
Time: 7:30 P.M.
Place: Hoover Municipal Library

DRIVERS SEAT

Well I spent another two weeks away from home. Two weeks in Dayton, Ohio learning to do my job better, compliments of the Air National Guard. Dayton was hot but nothing like the heat I felt as I stepped off the plane. The heat makes working on our Corvairs almost a pain.

I got out in the drive and cleaned mine up for the Mall Show and within a half hour I didn't have a dry stitch of clothes on me.

We had a great bunch of cars in the Mall last weekend. Everyone did an excellent job of getting their cars cleaned up and presentable. Thanks to Jim and Bobbie Floyd for all their efforts.

Bobbie tells me that we have a pavillion at Tannehill Park on 30 August. Put that date on your calendar.

The project car is not moving very well. For those of you who weren't at the last meeting we voted to just do some minor fix-up and sell as is instead of doing a complete restoration. Frank Ranelli says that the engine is really a sweet running one.

Come on out to the meetings preferably in your Corvair. Driving our cars is half the fun of owning them.

WESTERN HILLS MALL CAR SHOW

Did you get by to see the cars? They looked great on display. I understand that we had 14 cars. They were all good cars and were spaced so that they could be seen from all angles and seemed to be drawing a lot of attention. This is another good dog-days activity, it was cool in the mall. Jim and Bobbie Floyd organized the show and they deserve an atta-boy for their efforts. Also, we need to express our appreciation for those members who displayed their cars, they went to considerable effort to get the cars ready and get them there.

Members displaying cars were:

Bob Donley	White '66 Monza Convertible
Charlie & Marie Drake	Red '63 Spyder Convertible
Jim & Bobbie Floyd	Maroon '63 Rampside
Buck Hinkle	Marina Blue '66 Monza Convertible
Bill & Edith Kellum	Silver & Black '67 Monza Coupe
John & Anna Laird	Dark Blue '64 Spyder Convertible
Frank & Sheila Ranelli	Yellow '66 Corsa Convertible
Terry & Mignon Wilkins	Light Blue '65 Monza Coupe
Richard & Sandra Stolzmann	Aqua '66 Monza Coupe
	Black '66 Corsa Convertible
	Silver '63 Spyder Convertible
	Black '66 Monza Coupe
	Red '64 Spyder Convertible
	Light Blue '67 Monza Coupe

The staging of this show was an encouragement to many of us to finish projects or at least make some head-way. In addition to the cars in the show a considerable number were almost ready but didn't quite make it. Any way the over all state of readiness of the club has been raised and that is good.

COMING EVENTS

Our next scheduled event will be our annual picnic. Jim and Bobbie Floyd have reserved a pavillion at Tannehill the last Sunday in August. Dog-days are supposed to end in mid-August so this should be a good time for an outing. I have talked with Jim briefly about this outing and he said they are planning this as a traditional picnic. That means each family should pack a basket with food and drink just for themselves. He also said he would suggest that those who wish bring a desert to share with the group. There will be another newsletter and two regular meetings before this outing but Jim wanted to mention it so you could mark your calendar.

If you haven't been to Tannehill I think you'll be pleasantly surprised at the varied activity offered. It is one of three State Historical Parks. The feature attraction is the restored Civil War furnaces where cannons and other war materials were cast. The furnaces have been authentically restored and have been operated. There is enough going on to keep young and not so young occupied all day - museum, train, working grist mill, blacksmith, quilting, candle making, weaving, swimming, fishing in a stocked trout stream and others. If you choose not to pack a basket there is a restaurant and store available. Details will be covered at next meeting.

REFRESTMENTS AT MONTHLY MEETINGS

Marie and Charlie Drake are responsible for the refreshment table this year and this is to say thanks, everyone has enjoyed it very much. Marie reminds me that many of you have volunteered to help by bringing your favorite desert and she wants you to know she appreciated it. Charlie, we know that Marie does the "fixin" and you do the "toten" but totens important too.

FOR THE COOKS

MOUND SQUARES - Alice Donley
(These are the desert squares everyone liked at Aprils Meeting).

2 1/2 cup crushed Graham Crackers
1/3 cup Sugar
3/4 cup melted margarine
3 cups Angle Flake Coconut
1 can sweetened condensed milk
1 - 12 oz. pkg. chocolate chips
1/2 cup light corn syrup

Mix crackers, sugar and margarine; press into 9 X 13" pan; Bake 5 - 10 minutes at 350°. Cover baked layer with mixed coconut and milk. Bake 5 minutes at 350°; Melt chocolate with syrup and frost top. Refrigerate, then cut. Yeild 36 - 48 squares.

TECH TIPS

Oil pressure - I have to tell this tale one more time. The oil pressure on the '64 coupe I got from Charlie Drake was very low. When the engine was revved it would go up to 20 pounds but at idle it was zero. I changed the oil pump, the by-pass spring, cleaned the oil pick-up screen but nothing helped. The pressure it was producing was too low to oil the rocker arms and valves so that created another problem. The engine would start to miss as it warmed up and the compression would go way down on some cylinders. I called a good mechanic and asked if the lifters could be pumping up and holding the valves open. He said it was possible but not likely and that the problem was probable a valve sticking for lack of lubrication. Well to shorten the story, the only things left that could cause that kind of oil pressure drop was a terribly worn engine or plugs missing from the bell housing end of the oil ways that feed the lifters. You can't see these plugs with the engine in the car so finding out if they were there or not took some doing. You can almost see them by using a hand morror and flash light (this is with the pan off of course). But, you can be sure by using a piece of wire with a 90° bend on one end. There is just enough room to work the wire in the threaded plug hole behind the cam gear. When I was finally convinced that the plugs had been left out (by someone else - not me) it was panic time. The thought occurred that the engine would have to be completely dissembled - cam shaft removed - to get the plugs in. Its not quite that bad, all you have to do is remove the bell housing. G.M. had conveniently located two holes in the cam gear that align perfectly with the holes so the plugs can be installed through the cam gear. After the

engine was back in and cranked the pressure immediately went to 40 pounds, the valves received oil, and the engine quietened down to normal and sounded really good. Oh, I forgot to mention that during the search I did a valve job on both heads because of the low compression - needless to say that too was wasted effort. Once the pressure was right the low compression problem was cured along with the rest. But, would you believe that after all this after the car was driven about 700 miles the pilot bushing started to scream!

RELIABILITY

If you are a bit uneasy about how mechanically dependable your Corvair is you might take a lesson from those who run The Great American Race. I'm sure you couldn't have missed that they came through Birmingham. The stop here was the Winfrey, at the Galleria. The newest model eligible was 1937 but when I was there there wasn't a car that new. The oldest was a 1905 something. Can you imagine driving a 1905 roadster (no top) from California to Florida? Those old cars and their drivers is another story, but; the point I want to make is that new or old an automobile is just a combination of mechanical systems. Its reliability is completely determined by how well those systems are maintained.

LEADED - UNLEADED

A recent issue of Hot Rod Magazine had a comment about gasoline you might find interesting.....

Leaded gas is not without its drawbacks. It has been known to cause valve corrosion, weakening the metal and eventually forming a channel or gutter in the valve surface. The channel is rapidly enlarged by exhaust gases funneling through it, eventually resulting in valve failure. Flaking or crumbling of lead valve seat deposits also creates a gas path channel past the valve seat, once again resulting in erosion and rapid valve failure. Steeper valve seat angles, valve rotators, and high spring pressures minimize these tendencies but, as noted above, worsen unleaded fuel-induced valve seat recession.

More significantly, lead additives and their associated scavengers adversely affect engine wear, causing additional rust and corrosion. Engine oil life and effectiveness is reduced, while sludge formation and viscosity is increased. Unleaded gas virtually eliminates engine rusting while greatly reducing corrosive wear of bearings, cylinder bores, and piston rings. Taxi fleet tests have shown a 70 to 150-percent reduction in piston ring and cylinder bore wear when unleaded gas replaced leaded fuel.

During low-speed operation, lead deposits form on spark plugs. Under high temperature/high-acceleration conditions, the lead deposits become conductive, causing plug fouling. The deposits also corrode the electrode. Fleet tests show 35-percent fewer plug changes were required with unleaded fuel.

Lead scavengers cause severe exhaust system corrosion. With unleaded fuel, warm climate exhaust system replacement is virtually nonexistent. Even in colder environments, exhaust system replacement frequency with unleaded is significantly reduced.

Such unleaded benefits greatly reduce vehicle maintenance costs, and overwhelmingly outweigh any possible (though as we've seen, mainly theoretical) added costs imposed by shortened valve and valve seat life. If premature valve seat problems do occur, a future recurrence can be prevented by a head swap or modification of the existing heads.



THE OIL DROP



P.O. Box 59071 - Birmingham, AL 35259-9071
AUGUST, 1987

Have you heard all the talk in the news about the Harmonic Convergence of the Planets? Evidently many people think this event marks "The dawn of a new day" where things all around will be better. To be sure they are at least partially right - dog days end in mid August and that should signal coming relief from this mean heat. At this time of year many of us, who drive Corvairs daily, make our annual pledge "I ain't gonna let summer catch me again without an air conditioner". Putting up with the heat is bad enough but there is another consideration which may even be more critical. In this day and time if you drive an unairconditioned car people look at you with arched eyebrow. Some even suggest that it is a sure sign that we are not prosperous. Well my answer to that is that just as soon as I get my '64 paid for I'm gonna air condition it. But; until then it ain't too bad with all windows down and vents open. And come to think of it, I've never had to add freon. Now, you can see that there is good in every situation if you look hard enough. Honestly though I've enjoyed about all of these un-air-conditioned summers I can stand. I ain't gonna let summer catch me again without an air conditioner in my Corvair.

NEXT MEETING

Date: August 21, 1987
Time: 7:30 PM
Place: Hoover Municipal Library
Program: Video tape presentation from National Convention - narrated by Frank Ranelli and Norman Rodgers.

Note: I understand that Norman has some excellent footage he shot at the National Convention earlier this month. I have not talked to Norman so this announcement may be premature.

DRIVERS SEAT - Bob Donley

Well summer is almost over and I haven't done anything to write home to mother about. We hope to top this month off with our picnic at Tannehill State Park on August 30th. Read more about it elsewhere in this newsletter. I think Jim and Bobbie Floyd have done an excellent job this year of putting together a great activity calendar. Another activity that I am looking forward to is the trek to Tuscaloosa on 20 September to Grant and Mary Snead's. It will be an economy run and covered dish dinner. Tune up your car and be set for the big test. Grant and Mary always put on a great outing.

Haven't the tech topics by Larry Claypool of Chicago been great in the Comminique: I don't see how he comes up with so many original articles every month. I intend to write a letter to CORSA telling them what a great job he is doing.

I saw an article about Clutch Pilot Bushings in Popular Hot Rodding that said GM is selling a roller bearing to replace the bronze bushing. The article said it wouldn't fit a Corvair but I thought GM used the same bushing as Corvair in lots of other cars. I haven't had time to check it out but the part # is GM 14061685.

I have been trying to come up with new and different tech topics but haven't had a good thought. Please tell me what you want to know more about and I'll do my best to find someone who can enlighten us on the subject.

I put a set of 195x60x14 Firestone radials and Keystone wheels on my '67 convertible. That one thing has gotten me more compliments than I get in my prettier '66 convertible that looks almost original. I should put them on it and really get lots of complements.

See you at the meeting.

COMING EVENTS

Annual Picnic - August 30th - Tannehill State Park - Jim & Bobbie Floyd

The pavillion across the creek from the store has been reserved (No. 32 I think). To reach it you must cross the footbridge just to the West of the store.

Parking will not be reserved, this is a park rule, so the earlier you get there the better your chances of being able to park close. This outing has been planned as a traditional picnic which means that each family should pack a basket with food and drink just for themselves. Jim suggests that we bring desert to share with the group.

If you have not been to Tannehill lately I think you may be surprised at the activity it offers. Just to mention some there is a museum, miniature train and grist mill, as well as all manner of crafts, trout fishing and hiking. If you choose not tp pack a basket there is a resturant and store available. Jim gave me a long list of other activities, too many to mention, so we'll finish filling in the details at the meeting. We will aim for 1:00 PM for lunch.

Economy Run - Sunday September 20th - Grant & Mary Snead

It has been a good while since we have had an economy run so Grant and Mary have volunteered. We will review more datails at next meeting and again at our September meeting which will be the 18th just before the run.

Tentative plans are to assemble at the upper parking lot at the Hoover Municipal Center (where we meet monthly) and leave there promptly at 11:00 AM. First stop will be the nearest service station, yet to be determined, to top off all tanks. From there we will take 459 around to the Tuscaloosa exit and then take I 20/59. Grant has sent more details which will be available at the meeting. There will be classes and awards for winners. Grant needs a count just as soon as he can get one - he may be able to arrange some news coverage. Plan on bringing a dish for lunch at Grant's and Mary's home.

Grant asked that everyone be encouraged to participate and he reminds us that this is not a car show and that all you need is a car that runs.

From personal experience I can assure you that you will enjoy visiting the Snead's home.

APOLOGY

We had a mis-print in our last mailing list. Some members did not get their news letters so we ask that you please excuse us folks, I think we have made all of the corrections.

RECIPE - From the kitchen of Joyce Miller

SHERRY CAKE

1 pkg Duncan Hines Cake Mix	1/4 c. sugar (opt.)
1 pkg (3 oz) vanilla pudding mix	1/2 tsp. vanilla
4 eggs	1/2 tsp. butter flavoring
3/4 c. wesson oil	1 c. chopped nuts
3/4 c. sherry	

Combine and place in greased tube pan. Bake at 350° for 1 hr.

SAFETY - SPRAY BOMBS

Richard Stolzmann said that while painting the inside of a fender - he was kneeling by the wheel well holding the spray can inside - as he painted the area where the trim holes are he sprayed a shaft of paint through the hole and you can guess where it hit; yes, you are correct, right in the eye.

Bob Donley had a different spray bomb experience. The nozzle would not work, paint wouldn't come out, so he removed the plastic nozzle and proceeded to push a nail into the top of the can where the nozzle came out. Bob got a blast of paint he was not expecting and said he doesn't recommend this procedure.

TECH TOPICS

Last meeting someone handed me the contents of the Club's post office box. Included was a number of newsletters from other clubs around the country. I couldn't help but reflect that most of these are really good newsletters and I was reminded of a phrase I heard from a friend in college - "Plagiarize Plagiarize, let no man's work escape my eyes". This is all to confess that all of this months tech tips are Plagiarized and to say "thanks" to the authors.

REPLACING THE HEADLINER - Barry Taylor, A Corvair Club

Replacing the headliner in a late model can be simplified by placing heatshrink on the metal support rods before the liner is installed. The rods are very often rusty and the rust aids in the deterioration of the liner support cloth. Once the heatshrink (3/8" x 4') is installed, the liner is easier to position and because of the reduced friction, the liner "settles in" and the results will be a smoother finish. The liner should last longer, too. This technique should work for any model car. It may be necessary to use a good lubricant to aid in getting the heatshrink on the rod, but be patient. A sunny day will also help.

ADJUSTING THE FAN BELT - Barry Taylor, A Corvair Club

Depending upon the type of wrench used, it's sometimes rather difficult to adjust the fan belt on your Corvair when the wrench will not stay on the nut. To simplify this task, replace the standard nut with a coupling nut (3/8" x 1"). The coupling nut will extend past the fan belt and pulley enough to allow much easier access. Some caution should be used when attempting to make adjustments after the coupling nut has been installed. Since the "angle of torque" to loosen the nut has been moved over somewhat, the coupling nut will be forced to "bend" slightly before it turns loose. Make sure that the wrench being used is positioned onto the nut as far as possible. This will minimize the amount of "bending" force applied.

WEATHERSTRIP REMOVAL - Bruce St. Gean, S.D.C.C.

Certainly one of the most frustrating tasks is weatherstrip removal. In the past, I used several tools, such as screw drivers and knives, and found that they did not completely remove the old weatherstrip. Also, I usually slipped and scratched the paint. Finally, the weatherstrip groove was all scratched up and, unless painted, was sure to rust.

The solution? Use a blow dryer! Select one with several heat settings. Get the removal started in the usual way with a screw driver. Then, point the blow dryer between the weatherstrip and the groove at a 45° angle, heating the adhesive and surrounding metal. Apply gentle pulling force to the strip and, presto, it comes right off! You must watch the strip to be sure that the separation stays between the adhesive and does not break into the weatherstrip. If that happens, you are probably going too fast, or have too low a heat setting. You will find that an unbelievably clean job can be done (on the trunk, for example) in ten minutes.

DIFFERENTIAL ADJUSTMENT - IN THE CAR - Les Heckins, Corsa Oregon

One of the easiest and least understood adjustments on the car has to be the differential, and the absolute murkiest text on the subject has to be the shop manual. (How does one "chuck the differential laterally"?)

Richard Finch, in "How to Keep Your Corvair Alive", comes off a little better, but still isn't definitive. From his text you learn that it takes an adjustment of some 4 to 6 notches on each side to tighten a differential with 75,000 miles on it. This equates to .024 to .036. His solution is to tighten each side one notch at a time until tight, and then back off each side one notch and hope that works. My quarrel with this is we now have about .003 clearance at each bearing, but no attention is paid to the relationship of the ring and pinion gears, and that is where the "clunking" comes from.

Here, then, is what you have to do. First, back off the left side about 10 notches. (This is the bearing adjustment side.) Next, tighten the right side all the way. (This is the side that sets the ring and pinion.) Now back off the right side 2 notches and put the lock tab and nut back on. Now tighten the left side all the way, and back off 2 notches and put that lock tab and nut back on.

That's it! Per the shop manual, each notch is approx. .003, so the backlash is now set at approx. .006. The manual recommends .003 to .010, with .005 to .008 preferred, so the setting is right on the money. Likewise, the bearing clearance is .003 each side, so that should suit Finch.

In case you're not convinced, remember Finch and his 4 to 6 notches? No matter how good your adjustment, the backlash will change as wear occurs, so your perfect adjustment, no matter how attained, will only stay for a few thousand miles.

One more thing, the old-timers say "A really perfectly set up differential should be good for about 200,000 miles. If you don't get it quite right, it's only good for about 175,000." Go ahead and try it. You can mark your notches at the start and always put it back where it was.

Harold Hartline
Editor



THE OIL DROP



P.O. Box 59071 - Birmingham, AL 35259-9071
September, 1987

Came upon an acquaintance in a parking lot who had locked his keys in his late model chevy. He was nervously working with a straightened coat hanger trying to reach the door lock. Does that sound familiar to you? It sure does to me, I've done the same thing more than once; but, never when I was driving an early Corvair. Just think what a nice feature that is. The only way you can lock the doors from the outside is with the ignition key - absolutely ingenious idea. I'll bet G.M. picks up on it again - as an extra cost option of course. If you think that sounds far fetched I understand that some other makes already have this feature.

Hope you were able to attend last months meeting. We had an excellent turn out. Frank Ranelli and Chris Rothe presented a program on the National Convention complete with video tape of all events. I understand Norman Rogers shot the tape and I think you'll agree that he is getting quite good at it. Thanks to all involved for an excellent program.

NEXT MEETING

Date: September 18, 1987
Time: 7:30 P.M.
Place: Hoover Municipal Library

DRIVERS SEAT - Bob Donley

Some way the Donley family failed to make connections with the group at Tannehill. We drove around the park several times and didn't see anyone from our group so we just found an empty table and parked. We assumed the group must have come and gone already. We enjoyed our picnic basket, toured the shops, museum and the furnace then left about 5 P.M. As we were leaving we saw two Corvairs but couldn't tell who they were. Inspite of our misfortune we had a nice day. Mike drove his '65 Corsa but Alice and I opted for the air conditioned pontiac. Mike's Corsa was pinging pretty badly because he had filled up with regular but he made the trip back to Montgomery without incident.

Hope everyone can make the economy run to Grant's and Mary's. Details are elsewhere in the newsletter.

The G.M. clutch pilot bearing I mentioned at last meeting won't work in a Corvair - the outside diameter is too large.

Next month is Cheaha and we still have about 4 rooms left and space for 5 singles upstairs. You know its always beautiful there in October so come along with us and enjoy the foliage.

A used car dealer came by my house last weekend to ask me to give him an appraisal on a '65 monza coupe. He had guessed the value to be around \$1500 when in reality \$500 would have been top dollar. It's amazing what people think a Corvair is worth just because it is over 20 years. See you at the meeting Friday night.

Corvair enthusiast says Nader gave car bad rap

By TOMMY STEVENSON

News Associate Editor

When the Vulcan Corvair Enthusiasts club congregates at Grant Snead's home on Ridgewood Road here next month for a cookout, you can bet there won't be many toasts raised to Ralph Nader.

For it was Nader, at the time an obscure Washington attorney, who many people feel persuaded General Motors to cease production of the unique Corvair in 1969.

Snead doesn't happen to agree with that theory — he says GM probably wanted to stop making Corvairst anyway and that Nader's book, "Unsafe At Any Speed," may actually have prolonged the life of the Corvair, since GM didn't want to appear to give credence to Nader's charges — though he does admit that Nader gave the Corvair a bad reputation.

"But the people who really know about automobiles know what a good car a Corvair is," Snead says. "It's one of the most dependable cars ever built and mine still gets better gas mileage than most new foreign cars."

"The last time I took a long trip I got 42 miles per gallon on the highway and I regularly get about 26 around town."

With an air-cooled, six-cylinder rear engine in an opposed "flat" configuration, the Corvair is also one of the most unusual cars ever produced in Detroit, where the Chevrolet division of GM made the car from 1960 to 1969.

But it was not the engine that drew Nader's wrath in the book that launched his career as a consumer advocate — it was the car's suspension design that Nader found fault with, a design that he says caused unpredictable and dangerous handling.

"Actually, when Nader's book came out GM had already redesigned the suspension, but that didn't stop the bad publicity," Snead says. "It also made Nader a household name."

As proof of the later-model Corvairst road-worthiness, Snead



News staff photo

CORVAIR OWNER Grant Snead with his pride and joy, a mint condition 1969 Corvair Monza convertible with only 52,000 miles on it.

points out that in 1969, the last year the cars were made, Corvairst were champion road racers in their class, a class that included legendary Porsche 911s.

"The Porsche people said they could outrun Corvairst easily on the straight-a-ways, but couldn't keep up with them through the turns," Snead says. "Now does that sound like a car with a badly designed suspension?"

If all Nader's sins are not forgiven by Corvair enthusiasts, most is now forgotten and the Corvair has attained genuine classic status, with clubs across the nation.

Snead, a retired IBM systems analysis who also has a Morgan (an English car) in pieces in his basement and on his pool table and a huge Chrysler 440 convertible sitting in his driveway, says he expects more than a dozen members of the Vulcan Corvair club, itself an off-shoot of the national Corvair Society of America (or "CORSIA"), to

gather at his home Sept. 20 at the end of an "economy run" from Birmingham.

Several local Corvair owners will also be in attendance to swap stories, share the fellowship and admire each other's automobiles.

And when the time for admiration comes, Snead will probably find his own Corvair getting a lot of attention.

A mint condition 1969 Monza with only 52,000 miles on it, Snead's sleek blue convertible is an excellent example of the breed.

"I bought it in 1973 from the original owner," Snead says proudly. "This is one of the rare ones — '69 was the last year they made them and they only made 521 convertibles."

"I was counting it up the other day and I've owned 13 Corvairst at one time or another, but I'm lucky to have gotten hold of this one."

Even if Ralph Nader wouldn't agree.

TANNEHILL OUTING.

Yes Bob, we did have an outing at Tannehill and we were all there when you were, sorry about the mix up, some of the others had to ask the gate keeper for directions. We had a nice picnic. As usual there was enough food for a group three times the size. The weather was a bit on the warm side but that just made Charlie's homemade ice cream that much better. I know it was home made because Charlie served it out of the freezer. I'll give you a little tip to keep in mind next time Charlie fires up the freezer. You can tell when its about ready by watching Jim Floyd. He keeps inching closer and closer to the freezer. When he sits down right by it you know its ready to serve. It was a nice picnic at a lovely place, thanks Bobbie and Jim and Charlie for the homemade ice cream.

RELIABILITY OR BLIND FAITH

Next time you feel uneasy about taking the road in your Corvair you might remember that Frank Ranelli and Chris Rothe drove Frank's '66 coupe to the Convention in Chicago and from the elapsed time they had to be driving above 70 most of the time. Admittedly they were in a good Corvair with everything working properly and the maintenance up to date. Also Norman Rogers made the same trip in his Lakewood which has 132k miles on it. I understand the car had not been driven for 6 months. Norman put a battery in it, gapped the points and that was it.

ECONOMY RUN

Well all of the planning has been done and prizes and awards are in hand so its time to fine tune your car and make it ready for the run.

Prizes will be awarded to class winners and the over all winner. Grant has contacted Clarks Corvair, Bill Cotrofeld, Corvair Underground and the Vair Shop, all of which have contributed prizes.

FIRST PRIZE will be a set of carpets donated by Clarks Corvair which will go the overall winner. Each Class winner will also be given an award.

Classes: Early Manual
Early Automatic
Late Manual
Late Automatic
F.C.

Since there is considerable difference in the achievable mileage figures for various engine-drive train options a handicap will be figured so that the competition is as fair as can be. Hopefully this will give everyone an equal chance for first prize. The handicap will be based upon results of past economy runs. An average will be figured by discarding extreme figures both low and high then averaging the remaining. Grant is working on this - more details at the meeting.

STARTING POINT - Hoover Municipal Parking Lot (where we meet monthly).

STARTING TIME - 12:00 Noon

DATE - Sunday September 20th

ROUTE - I 459 to I 20/59 then to Tuscaloosa Coaling Exit (No. 79) turn right on to Ala 215 (U.S. 11) which runs into University Blvd. Stay on 215 and pass under First Traffic Light to the Second one just before which you will see a Parade Station which will end the route. Coaling Exit to Parade Station is about 6 miles.

After fill-up at the Parade Station back track one block on University Blvd. to Ridgewood, turn left on Ridgewood and go to 4427, Grant's and Mary's home.

FOOD - Grant said he was going to furnish the Bar-B-Que so we will each need to bring a dish to go with Bar-B-Que.
More details at meeting including discussion on maximizing gas mileage.



GET WELL CARD

Juanita Hathaway has had an encounter with a surgeon which has slowed her down for awhile but she says that she is progressing and hopes to be out and around soon. So get well soon Juanita - we miss you.

CHEAHA

Saturday October 24, 1987

Check in - Noon Saturday

Check out - Noon Sunday

Room Rate (in Lodge) - \$28.00

It's time to make plans for our annual weekend at MT. CHEAHA. This year we are going back to one night and plans are to make it just a leisurely visit to enjoy the foliage and the clear October sky. The neet has not been advertised to other clubs this year because the limited facilities at Cheaha just do not lend themselves to large meetings. The Lodge has a limited number of rooms and what there is are a bit too rustic for some. So Cheaha this year probably will be attended mostly by Vulcan members. But, members from other Clubs who wish to come will certainly be welcome.

As far as activity is concerned don't expect too much organized entertainment. Tentative plans are for the men to cook and serve the evening meal and the women to judge the cars. Don't know how that will work out but at least it will be different. As of now looks as if you will be on your own for breakfast - you can cook in the kitchen if you wish but most in the past have gone to the buffet in the restaurant at the motel.

Tentative dinner menu:

Virginia Hams - baked to perfection in the Lodge's big iron stove
Baked Beans and Potato Salad

Deserts (will have to have some help from the girls on this).

We have two meetings and one more newsletter before Cheaha so more details later.

NOTE!! The remaining rooms are limited so if you plan to make this meeting contact Jim Floyd 923-7968 to insure your reservation.

If a Registration Fee is set it will be nominal to pay for food and trophies.

Harold Hartline - Editor



THE OIL DROP



P.O. Box 59071 - Birmingham, AL 35259-9071
OCTOBER, 1987

Blue October skies, balmy weather, leaves just beginning to be touched with fall color, surely this must be the best time of year to enjoy the out of doors in Alabama. Take a drive in the country and you really won't need an air conditioner to enjoy your corvair. Better still if you have a convertible this is the time of year to do some serious cruising and make all those less fortunate, in their closed in cars, envious of your good fortune. Can't think of a loverier place to make that drive than Mt. Cheaha which will be our last outing of the year, hope you have made plans to be there.

NEXT MEETING

Date: October 16, 1987
Time: 7:30 P.M.
Place: Hoover Municipal Library

DRIVERS SEAT - Bob Donley

I love fall. The weather has just been outstanding. Mike and I went to Dothan on 3 October for the annual Landmark Park Car Show. Of course Dick and Barb Witkos were heavily involved in the show. They had 30 classes of cars including two Corvair Classes, and over 250 cars. It gets bigger every year. We had 5 late models and 2 early models. Dick won with his white early model and I won with my white convertible in the late class. The Witkos' had a Bar-B-Que after the show but I didn't stay since I told Alice I would be home between 7 & 8. Great job Dick and Barb. Now if we can get the rest of the Vulcan Club to come on out.

At the Landmark Show there was a 64 1/2 Mustang with only 4.4 miles on it. The owner wanted \$40,000 for it. A decal on the battery showed it was charged in April '64. You can't get any better than a car like that. The car came in second but I couldn't see how since everything was absolutely perfect as far as being original. I guess the owners attitude about being able to buy the best but not driving her car must have made the judges mad. I sure would like to have a Corvair with that kind of mileage.

Mike bought himself a '65 Corsa Coupe. It's interior was ragged but the body was sound and the glass was all intact. It's a pretty good project car for a young Corvair Enthusiasts.

I had a Corsa member call me last week. He said he had just moved to Prattville and had gotten my name and Owens as being into Corvairs. I'll try to bring him to the meeting and get him in the Club. His name is Richard.

This is Cheaha Month. Even if you don't plan to stay overnight drive on up the mountains and see the foliage and smell the clean air. I have Guard Drill that weekend so won't make it. Mike is still going to go and use the room we had reserved but if anyone wants it Mike said he would sleep in the attic bunkroom.

We have appointed a nomination committee headed by Charlie Drake. If they asked you to serve as a club officer next year I hope that you won't refuse. Our club is only what we make it.

ECONOMY RUN

	<u>1st Place</u>	<u>2nd Place</u>
Early Manual	Harold Hartline 64 Monza Coupe 35.71428 m/g	Sheila Ranelli 63 Spyder Conv. 35.21126 m/g
Late Manual	Grant Snead 69 Monza Conv. /140 38.46153 m/g	Richard Stolzmann 67 Monza Coupe 37.31343 m/g
Late Automatic	K.C. Tucker 66 Monza Coupe 29.41176 m/g	
Best Mileage -	Grant Snead - 38.46153	

The economy run was great fun. Everyone gathered at Hoover, topped off tanks and set out for Tuscaloosa. Average speed was about 45 and to be sure there was some coasting. When the first car arrived at the fill-up point in Tuscaloosa Owen and Joyce were waiting to do the topping-off, actually Joyce supervised or was it socialized and Owen operated the gas pump and the calculator. From there we went to Grant's and Mary's home where Grant had the Bar-B-Que and drinks waiting. When all the side dishes the rest of us had brought were set out there was a spread you wouldn't believe. We missed Mary, she was out of town taking care of her Mother who was ill. There was T.V. coverage which included taping of cars and interviews. Maybe we can get the tape later for a meeting. Grant and Mary spent considerable time and effort to get the prizes and prepare food. They are good members and good friends so we all say "Thanks Grant and Mary".

CHEAHA

Saturday October 24, 1987

Check In - 2 PM to 4 PM (May be able to get in at 12 noon if the Lodge is not used the night before - will try to find out before the meeting.

Room Rate (in Lodge) \$28.00 - Regular Room in Lodge
15.00 - Room Just Off Kitchen
8.00 - Bunk in Large Room Upstairs

As of this writing Jim Floyd says he has two regular rooms left, both down stairs, the small room off the kitchen and bunks up-stairs. If you want to stay in the Lodge get in touch with Jim Floyd at 923-7968.

This year's Cheaha meet is envisioned to be just a leisurely visit with good friends to enjoy the foliage. I expect that the major events will be, walks out to Bald Rock for the view, watching the fire in the Lodge's fire places, and conversation which of course is bound to include some tale telling.

Plans for an evening meal have not been finalized and will be discussed at the meeting Friday Night. Some suggestions have been to cook in the Lodge kitchen after we get there, bring a dish, or have a wine and cheese party as we have done in the past. Something will definitely be finalized at the meeting.

Make your Corvair look its best, we might just get a shot of it good enough to submit to Corsa for consideration as cover for a monthly issue.

CLASSIFIED

' 66 Corsa convertible, 140 engine, yellow. Richard W. Wyers 871-0564.

John Laird has seen this car and says it looks good.

'61 4-door 50 k miles, \$2100.00 Anniston 236-1697 per Richard Stolzmann.

'66 Black Bucket Seats, \$75.00 Bill Kellum 923-6983.

TECH TIP

Here is one more suggestion on sealing the oil filler cap to keep oil from getting out around the edges. You will need a piece of hydraulic hose, one inch outside diameter by 1 1/4 inch long and a piece of wood dowell pin 2 1/2 inches long by 7/8 inches in diameter. Taper one end of the dowell pin so that it will just start to go in the hose. Now you simply force the hose over the tapered end of the dowell to make a tapered plug. The length of the dowell can be adjusted so that the cap presses against it to hold it in place. The tapered section of the dowell should be about one inch long. Press your newly fabricated plug into the oil filler tube, replace the cap and you won't even see a hint of oil escaping.

CHEF'S COLUMN- Juanita Hathaway

Frozen Fruit Salad

2 cups sour cream
3/4 cup sugar
2 mashed bananas
2 T lemon juice
1 cup fruit cocktail or fruit
1/2 cup nuts
dash salt
3 T cherries

Mix and freeze in paper cup cake tins. Remove from freezer a few minutes before serving. Serve with Cool Whip and chopped nuts.

Cherry Chocolate Cake

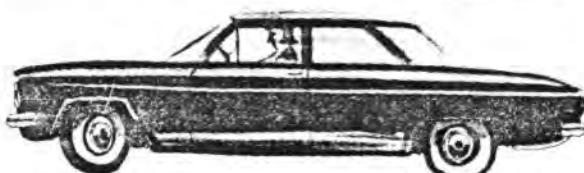
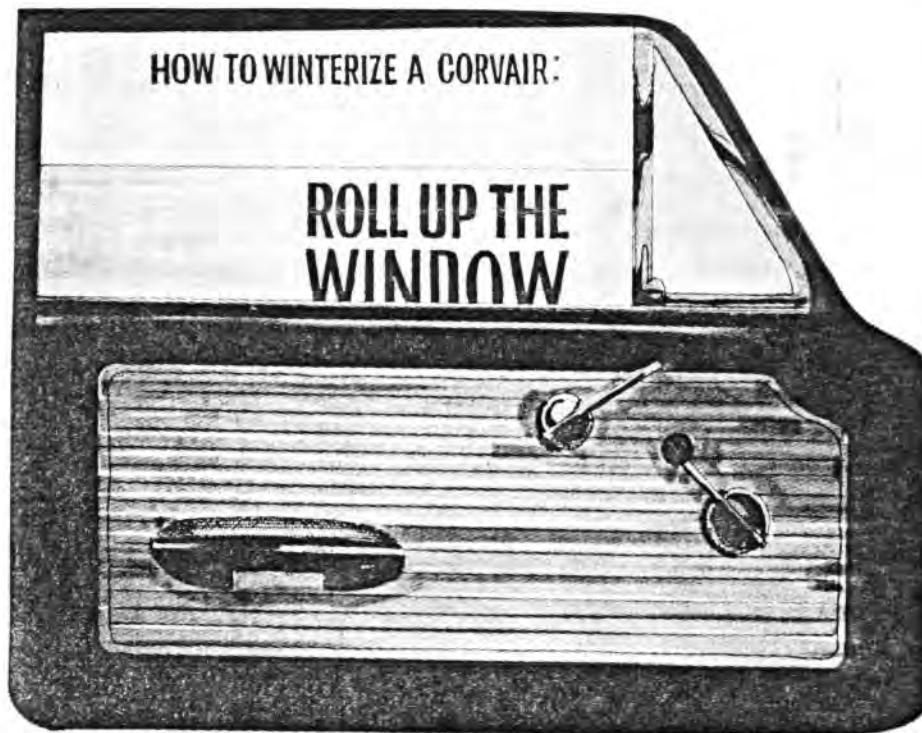
1 chocolate fudge cake mix
2 eggs
1 20-oz cherry pie filling (add last)
1 tsp. almond

Bake 25-30 min at 350°

Frosting

Boil 1 min; 1 cup sugar, 1/2 cup milk, then add 1 cup chocolate chips.

Harold Hartline - Editor



This is the original layout presented for a fall Corvair ad in late 1959. Chevrolet liked the ad and was about to run it when Sunbeam Alpine used the same idea to announce roll-up windows. Again, the finished ad would have been illustrated with photographs.



THE OIL DROP



P.O. Box 59071 - Birmingham, AL 35259-9071
NOVEMBER, 1987

William James said that "Nothing is so fatiguing as the eternal hanging on of an uncompleted task". The year has almost come and gone and whatever was to be accomplished, sad to say, has already been accomplished. This November as many others has caught me with too many unfinished tasks. I guess its time to admit - confession is good for the soul you know - some of us are better at starting projects than finishing them, but; before we start feeling too guilty let's remind ourselves that there is good in every situation if we can just find it. Waiting until the last minute is an excellent way to save time - if you wait until the deadline is upon you then you are forced to work rapidly and efficiently because you have already wasted all the time there was to waste and the job must be done in what is left. Now if we are all in the proper frame of mind there is a deadline coming up that will require that some work be done if we are to meet it. The Vulcan Club needs to have at least six top quality cars in the World of Wheels Car Show which will be coming around the first of the year. So while there's still some time to waste let's be thinking about a club display It's fun to do and we have always had good publicity from it, not to mention all the projects that got finished just in time for move in. As a personal commitment I promise to start worrying about finishing my pick-up again.

NEXT MEETING

DATE: November 20, 1987
TIME: 7:30 PM
PLACE: Hoover Municipal Library

DRIVERS SEAT - Bob Donley

The Holiday Season is upon us already. It seems like this year has only been about six months long.

Cheaha is over for another year. I wish I could have been there. Mike said he had a good time. He said that several of the ladies led him astray by keeping him up all night playing cards. Shame on those women. I guess I'll just have to go next year to protect him. Why did all the men go to bed and leave him there. I guess we had about 8 Corvairs at the outing.

This is election month. The Nominating Committee has put together a real good slate of officers. They are: President - Owen Miller; Activity VP - Charlie Drake; Membership VP - Treasurer - Ed Keller; Newsletter - Bill Andrews. I hope each of you will come out to the meeting and vote for these officers or nominate someone else from the floor. Remember that the Club is only as good as the officers it elects.

This month each person is asked to bring a goodie for the snack table. It doesn't have to be a large quantity if everyone brings enough for 3 people there should be plenty of extras. If you want to bring more that is okey.

Our December meeting will be the Christmas Party. This year it will be at the Ranelli's home on December 12 at 7:00 PM. Everyone who plans to attend needs to call Sheila or drop a note as to what you can bring for a covered

dish. I hope everyone can attend. A map on how to get to their home is included in this newsletter. It's a BYOB but the Club will provide soft drinks and set up's. The Club will also provide the meat, cups, plates, napkins etc. Come on out and have a blast.

CHEAHA REPORT

It looks as if we have hit upon the program for Cheaha that works really well. Turn out was excellent and everyone seemed to enjoy it. The program was really not a program but simply a visit to Bald Rock Lodge to enjoy the drive, the foliage, the fire places and a visit with good friends. It was good not to feel any pressure to do any thing except enjoy the visit. The only after thoughts I heard expressed were from some of the people who ate in the restaurant - some thought it would have been more fun to bring a dish and all eat together in the lodge as some members did.

Jim Floyd reports that 32 people spent the night in the lodge - 28 adults and 4 children (Jim didn't charge for 2 dogs since they were small). Jim is pleased to report that the Club came out \$60.00 in the black.

I don't see how we could have done much better, the turn out was good, everyone had a good visit and the Club made \$60. Thanks Jim - we all appreciate your efforts.

Jim asked me to comment on future Cheaha meetings. As you may or may not know reservations for Bald Rock Lodge have to be made two (2) years in advance with a deposit. Last year the Club voted to cancell the reservation for 1986 and skip the meeting but to hold our 1987 reservation. There was considerable dissapointment expressed by Club members when the '86 meeting was cancelled so a decision was made to try again this year but to make it a one night visit and to cut out most planned activity. This seemed to work well and evidently most members would like to continue the annual meeting on this basis. However, since there was doubt in 1986, reservations were not made for 1988 so we lost our Fall slot. Jim says that the Lodge will be closed the first of next year for maintenances and restoration hopefully. Anyway, as it stands now we no longer have Cheaha reservations. Jim said that if members want him to he will try to get us back on the list in January if that's possible - they may already have taken deposits for the fall season of '88. Jim asked that we discuss this at the meeting and let him know what to do.

CHRISTMAS PARTY

DATE: December 12th (will discuss changing to the 5th at meeting)
TIME: About 7: PM
PLACE: Frank and Sheila Ranelli's Home
1725 Hendrix Drive
Forestdale, Al
798-3787

Plan on bringing your Favorite Christmas Dish but please call Sheila ahead of time and let her know what you plan to bring.

You can plan around the following which were volunteered at last meeting:

NAME	Will Bring
Richard Stolzmann	Smoked Turkey
Louise Hartline	Baked Ham
Sheila Ranelli	Cornbread Dressing
Joyce Miller	Sweet Potato Casserole
Marie Drake	Italian Sausage

The Club will pay for the meat, soft drinks and paper goods.

- - - - - DIRECTIONS TO THE RANELLI'S - - - - -
[Courtesy of Samantha Ranelli]

- * Exit I20/59 on to Hwy 78 N. as if you were going to Jasper.
- * Drive to Forestdale on Hwy 78.
- * Turn right off 78 on to Heflin Drive in Forestdale - Look for a Pack Rat Sign - Heflin goes between the Pack Rat on the Jasper side of Heflin Drive and a Service Station on the Birmingham side - This is a traffic light intersection.
- * Drive about 1 1/2 miles on Heflin to Hillview Baptist Church. You will pass a Fire Station on the right and a Zippy Mart on the left - Church is just a bit further down Heflin from Zippy Mart.
- * Turn left at Hillview Baptist Church on to Hendrix Drive. Church will be on your right after you turn on to Hendrix.
- * Go to Second Stop Sign - Look for Yellow House and Barn - You are there.

Keep these directions - if you get lost you are going to miss a lovely Christmas Party.

PERSONAL

K. C. Tucker asked me to mention that she and Randy were looking for a house to rent - needs at least 2 bedrooms preferably out of town to the North or West with rent in the \$250. range. If you know of anything please call
328-6320 K. C. at work 8 AM to 6 PM
785-5168 Randy at work 8 AM to 6 PM

CLASSIFIED

- * 1963 Van about \$300. Call Chris Zadin 323-6378.
- * 104 Malibu Circle
Daphne, Ala 36526
Oct. 27, 1987

Dear Sirs:

You were recommended to me by a Corvair Club in Vermont.

I am writing to you in regards to a Corvair I would like to sell. It is a 1964 Corvair Monza 4 speed. It is in good running condition and excellent body shape.

If you or anyone you know is interested please write to the above address or phone 205-626-2803.

Thank you for your time.

Sincerely,
Mrs. W. B. Bozeman

VULCAN CORVAIR ENTHUSIASTS

December 11, 1987



CHRISTMAS PARTY

All members and their families
are cordially invited to attend

The Annual Christmas Party

at the

Home of Frank and Sheila Ranelli

1725 Hendrix Drive

Forestdale, Alabama

Saturday, December 19, 1987

at

6:30 PM

Come and enjoy the fellowship of good friends. Bring
a covered dish and an inexpensive gift (around \$5.00).

* * * * *

Directions

Exit I20/59 on to Hwy 78W. Drive to Forestdale.

Turn right on to Heflin Drive - Look for Pack Rat Store
with large crystal sign and an Exxon Station, Heflin
goes between them. This is a traffic light intersection.

Drive about 1 1/2 miles on Heflin to Hillview Baptist
Church. You will pass a Fire Station on the right and a
Zippy Mart on the left - Church is just a bit further
down from Zippy Mart.

Turn left at Hillview Baptist Church on to Hendrix Drive.
Church will be on your right after you turn.

Go to Second Stop Sign - Look for Yellow House and Barn -
You are there.

* * * * *

1988 OFFICERS

President - - - - -	Owen Miller
Activities Vice President - - -	Charlie Drake
Membership Vice President - - -	Harold Hartline
Secretary - - - - -	Richard Stolzmann
Treasurer - - - - -	Ed Keller
Newsletter - - - - -	Bill Andrews
Coffee Pot - - - - -	Sheila Ranelli
Hospitality - - - - -	Juanita Hathaway

