

# THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

JANUARY, 1991 BIRMINGHAM AL 352 PM BULLETIN NO. 1



Vulcan Corvair Enthusiasts  
C/O The Millers  
601 Avondale Road  
Montgomery, AL 36109

FIRST CLASS MAIL



FRANK AND EDNA THOMPSON  
3418 SAGEBROOK LANE  
BIRMINGHAM, AL 35243



# THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

JANUARY MEETING  
Friday, January 17, 1992  
Hoover Municipal Building

REFRESHMENTS: Jan Trotter  
Louise Hartline

## BY-LINE

As we begin the new year, Joyce and I hope that each club family had a joyous Christmas and Happy New Year.

Congratulations to the officers who will lead the club during 1992. We wish them every success.

The "chairperson of the board", Joyce, volunteered us to do the newsletter during 1992. She informs me that I am her assistant but salary has not been mentioned.

Seriously speaking, we are going to set a goal of mailing the newsletter no later than Monday prior to the third Friday. It is imperative that all submissions that are to be included in a newsletter, be received here (601 Avondale Rd, Montgomery, AL 36109) by Wednesday of the prior week.

We would like to encourage one and all to send any personal news you would like to share. Example: Any new car purchases or those sold, trips taken, Birthdays, etc.

This first newsletter may be a little on the skimpy side but maybe next month we'll be better organized.

## ATTENTION



Don't forget this is the time for all good Dues to come into the fold of our Treasurer. Only \$15.00 per year. Prompt payment of dues is requested in order that an updated roster may be prepared and furnished to the membership as soon as possible.

## TABLE TALK

The Hartlines and Hathaways had a great time over the New Year Holiday. They were down at their "home away from home". Of course we are speaking of the Holiday Inn, Navarre, Fl. It is truly beautiful down there! While down in the "Tropics", they spoke to our other members, Hugh and Sara White in Pensacola, FL.

Sara White had been dreading some tacky medical tests scheduled for the 7th. We are happy to report that the results were good. Sara still has her back problems tho. But If all is well, they are thinking about going down to St. Petersburg for a show in April and then the National in Atlanta this summer.

## FUN THINGS

There's only one good thing that can be said for bad habits. If it weren't for them, we couldn't make New Year's resolutions!

Personal ad in the newspaper: Bachelor with car repair shop would like to make acquaintance of lady with a restorable corvair. Matrimony in mind. Please send picture of car.

## FOR SALE

1964

Monza Coupe (110) 4 speed  
Dark Blue, Good Running Condition  
Needs Paint \$750 OBO  
Jack Turner, (205) 664-2118

1964

2-dr Monza (110) Auto Gold \$2800  
Conv Monza (110) Auto Maroon \$3200  
Conv Monza (110) Auto Silver \$600  
Jesse Davis & Co  
2320 Gravis Road  
High Ridge, MO 63049  
1-(314)-677-4110 10 a.m. to 5 p.m.  
1-(314)-429-1866 6 p.m. to midnight

1964

Monza Coupe - Interior Fair  
Body/Suspension complete  
No engine or transaxle \$350  
Call Ed Keller for details

1966

4-dr Monza hardtop (110) Auto  
54,000 miles, always garaged  
rust free body, turquoise, all or  
some body dents but solid  
\$1800 OBO or trade  
E. James Bene'  
4871 Langtree Drive  
St. Louis, MO 63128  
1-(314) 845-6233 or  
1-(314) 892-0283 and leave messag

## Miscellaneous

Vic McCarn of the North Alabama Corvair Club (N.A.C.C.) has a list of cars and parts that he has for sale. Call Ed Keller for a copy of this list.



CHEAHA REPORT  
By Harold Hartline

There is something about an open fire that touches something primeval in our nature. Maybe its the warmth, the soft glow, the sound, the smell of burning wood or maybe its the smiles on the faces of friends standing and warming their backsides. Whatever the reason, Cheaha's fireplaces always get a workout when the Vulcan Club visits.

Bald Rock Lodge has become a favorite place for our group. It seems to be the ideal place for a gathering - especially during the Christmas Season. In addition to the fireplaces, the lodge has another feature which was thoroughly used during our visit - the huge gas range in the kitchen. Not long after the fireplaces were giving heat, the aroma of roasting turkey made its way out of the kitchen to add to the Holiday atmosphere. When the table was set, an unbelievable amount of food showed up from somewhere to complement the turkey and ham. Needless to say, if overeating is sinful, most of us did sin a bit. Dinner was prepared by the girls as has become our tradition and they out-did themselves this time.

Another tradition is an all-you-can-eat breakfast prepared by the men. Different smells coming from the range; bacon, ham, coffee and on, and on. Not something you would want to do everyday but great fun on special occasions.

Yes, there were packages, decorations and two trees. But most important was the Christmas Spirit reflected in the faces of the children and adults alike. What else can you say about Cheaha - just a pleasant way to spend a weekend. It would be nice to mention each individual contribution, the efforts made to create a memorable weekend but to be quite honest, I don't have the details.

Contrary to what you may have thought, there were corvairs there. Standing on the front porch of Bald Rock Lodge at about what should have been day break you could just make out the silhouette of Bob Seimens' red van parked at the curb. There is no fog like Cheaha Fog and it was heavy Saturday morning. I believe I could just make out, through the fog, 50 or 60 more perfectly restored corvairs ready for show or maybe it was a trick played by the fog bringing back memories from past gatherings.

It would have taken a real Scrooge to find any fault with this Christmas gathering.



MINUTES - 12/14/91

The December Meeting was held at Chehea State Park with the main order of business being the Christmas Party. President Harold Hartline called the meeting to order and asked the Nominating Committee for a report. The slate of officers was presented for 1992:

|                        |                             |
|------------------------|-----------------------------|
| President              | Charles Trotter             |
| 1st V. P. (Activities) | Bob Siemens                 |
| 2nd V. P. (Membership) | Juanita Hathaway            |
| Secretary              | Carol Keller                |
| Treasurer              | John Hathaway               |
| Newsletter             | Joyce Miller                |
| Coffee Pot             | Buck Hinkle w/ Jewel Daniel |

There were no nominations from the floor. A motion was made and seconded that the club accept the slate as presented. The motion carried.

NEW BUSINESS

Chehea for '93 - The first choice for Chehea is a Fall date - Oct. 15 - 25; second choice is early December.

The officers for '91 were thanked for their participation and presented with Cross pens which could be engraved.

The business meeting was adjourned. There were thirty-three people in attendance.

Submitted by Carol Keller



"I can't say enough about this car"





February, 1992

Vulcan Corvair Enthusiasts  
P. O. Box 59071  
Birmingham, AL 35259-9071



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BULLETIN NO. 2



FIRST CLASS MAIL



# THE OIL DROP



THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Charles Trotter, Pres  
Bob Siemens, First VP  
Juanita Hathaway, Second VP

John Hathaway, Treas  
Carol Keller, Sec  
Joyce/Owen Miller, Newslette

FEBRUARY MEETING  
Friday, February 21, 1992  
Hoover Municipal Building

REFRESHMENTS: Coffee and Dessert  
Juanita Hathaway  
Carol Keller

## THE PREZ SEZ

First, let me express my gratitude to the membership for its confidence in electing me President. I will do my utmost to live up to your expectations. I would like to propose three specific goals for 1992.

1. Let's have more car events, outings, shows, picnics. Let's find reasons to get those cars out. We all know they need to be driven.
2. Let's improve attendance at events and meetings. Make the effort to be there, then do the Club a favor -- look around, and note the missing members, call them and find out why, then remind them before the next event. We joined because we have a common interest, and enjoy the activities. Why pass up the satisfaction and pleasure by not attending????
3. For any club to maintain its existence, it must have new members to replace move-always and let's fact it, none of us are getting any younger. Anyone with a corvair is a prospect!! We know we have something in common on our first meeting -- our cars. So we know that any antique owner is just a friend we haven't met.

SEE YOU AT THE FEBRUARY 21st MEETING-----

Charles

### NEW MEETING ROOM!!!

The Hoover Municipal Complex has finished the new addition. Our old room will no longer be available to us. But we have been offered another room in the Library. This will be available from 6:00 p.m. until 8:45 p.m. The ending time was not negotiable. Therefore, Sheila has reserved this new room (which has a kitchen) from 6:30 - 8:45 on the 3rd Friday of each month until June. The starting time for our meeting will be discussed further at the February meeting.

To reach our new room, turn in from the highway as per usual. Drive on under the walkway and then watch for a turn to the left up into a small parking lot. We will enter the building by the door from this parking lot.

### ATTENTION

Don't forget the National Corvair Convention in Atlanta this summer. The dates are July 24th thru Aug 2nd. Some of our members have already made their reservations. There is a toll-free number to use in making your reservations. It is 1-800-554-0055.

### CONGRATULATIONS

Jan Trotter is retiring February 28th from the Social Security Department with 31 years of service. Now she is planning on doing all those things that have been put on the back burner such as finishing their house, landscaping and calligraphy. (Perhaps we will see some evidence of this in The Oil Drop in the future.) That should keep her busy for a while. Enjoy!

### TABLE TALK

On Sunday, February 2nd, a nice turnout of Vulcan members met at Morrison's Cafeteria in Oxford, AL. After a nice lunch everyone drove to nearby Talladega Speedway where everyone toured the museum. There are various examples of former stock racing cars on display as well as other vehicles of interest. In my opinion, the most notable display was Sir Malcolm Campbell's "Bluebird" in which he set a land speed record, in an internal combustion piston engine, that stands today. This feat was accomplished in 1935. "Bluebird", by today's standards, is a monster. It is 30 feet long. I can not imagine being in the cockpit of that car driving down the salt flats at over 300 mph. As Brother Dave Gardner once so elegantly put it, "that'll out-drag a Chevrolet". Everyone seemed to enjoy the outing. All but two members drove their corvairs. The cars did look great parked right in front of the Hall of Fame building. Many thanks to activities VP, Bob Siemens, for planning and organizing the trip. We look forward to the next time.

Joyce and I even spotted a white-with-red-strip Greenbriar as we were by-passing Talladega. But no time to stop (this time).

Owen

## MINUTES 1/17/92

The January meeting was held at Morrison's Restaurant on Montgomery Highway as the Hoover Library Meeting Room was not available. February meeting will be back at the New Hoover Library (across the street from the old).

President Charles Trotter called the meeting to order and recognized the past officers for 1991. Minutes were read and approved. Treasurer, John Hathaway reported a balance of \$429.35 in the treasure after expenses for the Christmas party. Dues of \$15.00 per family for 1992 are now due.

Activities - Bob Siemens - Bob and Norman suggested a tour of the Talledega Speedway Museum as a club activity-perhaps meeting for lunch before. After discussion it was decided we would meet for lunch at an Anniston restaurant, then caravan to the Talledega Speedway on Sunday, Feb. 2. Admission is \$5.00. Birmingham folks can meet at Eastwood Mall at 10:00 a.m. to caravan to Anniston.

Membership - Juanita Hathaway - Juanita reported that Charlie Drake was bringing a visitor to this meeting but evidently had to cancel. Owen Miller was planning to contact a potential member in Wetumpka.

New Business - West Florida Covair Newsletter reported an upcoming car show, Feb. 29, at Escambia High School. Sheila Ranelli is to negotiate with Miss Tasha for a meeting room at the new Hoover Library after Feb. 2. Frank Ranelli report that he and Chris Rothe must move all their parts and cars from Wylam before May 1st. See them if you need parts. The Nationals will be held in Atlanta, July 28 - Aug. 2. the 800 number for Holiday Inn Ravina is 1-800-554-0055.

There were twenty-four people in attendance for dinner and the business meeting. There was no further business and the president adjourned the meeting.

Submitted by Carol Keller, Sec.



BIRTHDAYS:     Mike Donley - February 23rd  
                  Louise Hartline - February 23rd  
                  Joyce Miller - February 25th  
                  Jan Troller - February 27th



#### FOR SALE

1967 Mustang Coupe - average condition  
Contact: John Myer (205) 591-5271

#### FUN THINGS

The most lonely place in the world is the human heart when love is absent.

A hug is a great gift -- one size fits all and its easy to return.

Some things are loved because they are valuable -- others are valuable because they are loved!

It may be true that life begins at Forty -- But everything else starts to wear out, fall out or spread out!

Being diplomatic is telling your Boss he has an open mind instead of telling him he has a hole in the head.

The three essentials of Happiness are; something to do, someone to love, and something to hope for.

FREEDOM: Being able to do what you please without considering anyone except your spouse, the police, the boss and life insurance company, the state, federal and city authorities and your neighbors.

The best time to do something worthwhile is between yesterday and tomorrow!

I try not to worry about the future -- I just take one anxiety attack at the time!!

When is comes to staying young, a mind-lift beats a face-life any day.

The big thing today is Computer Dating. If you don't know how to run a computer, it really dates you!

## NAVIGATOR NEEDED!

By Jan Trotter

Bob, are you still looking for suggestions for trips, etc?? Our trip to the car museum at Talladega last week pointed up the need for the Trotters to have a "rally".

Now I had never been to the museum, but Charles had - several years on his way home from a trip to Atlanta.

After lunch, we thought we left about the same time as everyone else and headed straight toward Atlanta. I enjoyed the scenery and the Corvair never ran better. It wasn't too long, though, that Charles had that worried look on his face. He was looking behind us and peeking around cars ahead of us. I could tell he was a little concerned when he remarked that surely we should have seen the rest of the club by now.

His concern quickly became mine as I remembered the waitress had said it was only a 15-minute drive to the museum.

I "timidly" asked if he was sure we were going in the right direction. As we neared the State Line of George, we decided that as nice as the drive had been, we really should rejoin the club.

Everybody had been concerned about us, but accepted Charles' explanation as to why we were late.

Since I'm the one with no sense of direction, I was feeling pretty smug when it was time to go home and directed Charles just how to get back to the interstate to go home. I knew I was right as we weren't the only ones going home that way. Carol and Ed were just ahead of us and certainly looked as if they knew where they were going. It wasn't long, however, when I saw that familiar frown cross Charles' face. He really didn't care if Carol and Ed knew a short cut, we were headed in the wrong direction!! Another turn around and it wasn't long before Birmingham and home were in sight.

I'm reminded of the bell hat with two bills pointing in opposite directions. Printed on the hat is "I are their leader .. which way did they go?"

We learned later that Carol and Ed were just going to check out another Corvair.





March, 1992

Vulcan Corvair Enthusiasts  
P. O. Box 59071  
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BULLETIN NO. 3

FIRST CLASS MAIL



# **THE OIL DROP**

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Charles Trotter, Pres  
Bob Siemens, First VP  
Juanita Hathaway, Second VP

John Hathaway, Treas  
Carol Keller, Sec  
Joyce/Owen Miller, Newsletter

## MARCH MEETING

Friday, March 20, 1992  
7:00 P.M.  
New Hoover Municipal Building  
Hoover, Alabama

REFRESHMENTS: Carol Keller  
Joyce Miller

BIRTHDAYS: John Langford - March 4th

## THE PREZ SEZ

SPRING HAS SPRUNG, THE GRASS HAS RISS, WONDER WHERE THE CORVAIRS IS. Come on out to the next meeting and find out.

Bob is planning a great trip for us, and will have the details at the next monthly meeting, March 20th. He's talking about Mountain top. I understand it's a great place for bargains and sooo close to Boaz. Men, Just remember to lose that checkbook before you leave.

We all owe Sheila Ranelli, Carol Keller, and John Langford a big Corvair vote of thanks for their work and contacts in securing for us a place in the New Hoover Library for our meetings. The last meeting was held in a delightful room and, if the best laid plans of women and beast don't go astray, the meeting place for the next meeting will be even better. Kitchen and everything, really up-town stuff.....

Just a word of caution...Those of you not attending the last few meetings have been noticed....and missed. Come on back we need you.

*Charlie*

MINUTES - 2/21/92

THE FEBRUARY MEETING WAS HELD IN THE NEW LIBRARY FACILITY IN HOOVER. PRES. CHARLES TROTTER CALLED THE MEETING TO ORDER AND ASKED FOR READING OF THE MINUTES. THE OFFICER'S REPORTS WERE GIVEN. BALANCE IN THE TREASURY WAS \$659.25 PLUS (2) RENEWALS.

ACTIVITIES - BOB SIEMENS THANKED THE CLUB FOR ITS SUPPORT OF THE TALLEDEGA SPEEDWAY MUSEUM TOUR. A TRIP TO MOUNTAIN TOP AND THE BOAZ OUTLETS IS PLANNED FOR SUN. MARCH 22, 1992. OTHER SUGGESTED ACTIVITIES FOR FUTURE OUTINGS ARE A TRIP TO GASKINS PARTS BARN AND TO THE CONFEDERATE MEMORIAL CEMETERY AND PARK-MARBURY, FRANK RYDER FLY IN-JULY, GUNTERVILLE DAM & LOCKS AND IN JUNE OR JULY - THE GREAT AMERICAN ROAD RACE ANTIQUE CARS' STOPOVER IN BREWTON.

MEMBERSHIP-JUANITA HATHAWAY-CHARLIE DRAKE TO BRING POTENTIAL MEMBER PERHAPS IN MARCH. THE PRESIDENT IS TO WRITE LETTERS TO OUT OF TOWN PROSPECTS, MEMBERS SHOULD CALL LOCAL PROSPECTS.

OLD BUSINESS- RE: THE GREENBRIER IN TALLADEGA-ONLY 5000 GREENBRIERS WERE MADE IN 1965. THIS ONE HAD A 5000 SERIAL NUMBER AND WAS PROBABLY ONE OF THE LAST ONES MADE.

NEW BUSINESS - HAROLD HARTLINE GAVE A REPORT OF THE VISIT TO WEST FLORIDA'S JANUARY MEETING THAT SEVERAL VCE MEMBERS ATTENDED INCLUDING WALTER PIGEON AND THE AUTOMATIC REFRIGERATOR.

TIME OF THE MEETING - A MOTION WAS MADE AND SECONDED THAT THE TIME OF THE MEETING BE CHANGED TO 7:00 PM INSTEAD OF 7:30 PM. ALSO, THAT WE REQUEST A ROOM CHANGE TO B & C WITH THE USE OF THE KITCHEN - CAROL TO CALL THE LIBRARY WITH THIS REQUEST.

ST. PETERSBURG SHOW IS APRIL 23 & 24. SEVERAL VCE MEMBERS ARE THINKING ABOUT ATTENDING.

OCTOBERFEST-HELEN, GA. - JUANITA HAS PHONE NUMBERS IF YOU GOING.

THERE BEING NO FURTHER BUSINESS, A MOVE WAS MADE FOR ADJOURNMENT. THE PRES. DISMISSED THE MEETING AND WE ENJOYED REFRESHMENTS (A FULL DINER) PREPARED BY LOUISE HARTLINE AND JUANITA HATHAWAY.

REFRESHMENTS FOR MARCH - CAROL KELLER AND JOYCE MILLER.

SUBMITTED BY CAROL KELLER, SEC.

FOR SALE

Two early model corvairs  
One restored call for details  
Richard Stolzman, (205) 667-7268



## NAVARRE VALENTINE WEEKEND

By: Harold Hartline

Holiday Inn, Navarre Beach, puts on a bit of a special each year on Valentine weekend. Some of our members have made it a habit over the years to help them -- it would simply not be proper if they gave a party and no one came. I believe our group can be counted on next year, maybe we can even add a few. Since Valentine's Day was Friday and Presidents' day was Monday, it worked out to be a four day weekend -- that is for those of us who still have to work. A growing number of our members have 7-day weekends every week.

It is mandatory to stop by McGuire's Irish Pub in Pensacola on the way down to the beach. If you haven't been there, it is a brew pub - brewery on site which services McGuire customers only. Your choices are root beer or the real thing in amber or dark. They specialize in food served in sinfully large portions. There is always a crowd, but if you are patient they'll put a table together for most any group.

After an hour and a half, maybe two, at McGuire's it's time to drive on down the beach to Navarre. Spirits always start to rise the minute Gulf water comes into view. Some of the beach between Pensacola and Navarre has been set aside as public property where no building is allowed - an especially scenic drive.

This year's group included Owen and Joyce Miller, Ed and Carol Keller, John and Juanita Hathaway, Harold and Louise Hartline and Hugh and Sara White who joined up at McGuire's in Pensacola.

With this group, there are long daily philosophical discussions which center on the topic "Where we gonna eat?" Some of the more intelligent comments along that line are - "Where do you suggest? I don't care. Where do you want to go?" Someone finally comes out with a suggestion and three respond by saying, "That's no good". Then, someone finally says "lets go to the Point" and agreement happens.

Innerrarity Point - you don't have to wear a tie but they do prefer shirts - shoes are optional. They specialize in fresh seafood in generous proportions. There's always a lot of hustle and bustle and laughter and of course dinner music is provided by "Bubba an Em" a local blue grass group. They played the birthday song for Joyce and Louise. Then Ed gave them a \$20 to move on to the next table.

Mid-February weather is unpredictable on that part of the Gulf. This weekend had some blustery days and some sunny days. During the blustery, we just celebrated Joyce & Louise's birthday over again. Sara White furnished the cake and champagne but refused to sing bluegrass.

Next year there is sure to be a group formed to make the trip to Navaree for Valentine Weekend. You might want to make a note and join in. It is a great way to break the winter doldrums.

## CORVAIR LOCKS

It's fairly easy to rekey the locks on Corvairs. I've made all 12 locks on my two '66 Corvairs work from a single key. I enjoy the convenience.

Each of the Corvair factory manuals has an easy-to-understand write-up on rekeying the ignition switch lock cylinder. The other locks have similar cylinders. Once the cylinders are out, they are all about the same. Here are some steps that should help in removing the various cylinders. Before you start, make certain that the key you plan to use will enter the lock you've chosen. Although these steps were written as I worked on 1966 locks, they can surely be applied to both earlier and later model locks with only minor changes.

### **Front Deck Lid**

Unlock and open the lid; remove the five sheet metal nuts and pull off the front chrome strip. Make a sketch showing how the long actuator bar and its retainer spring are positioned, then remove and set them aside. Pull off the rubber seal and, with pliers, slide up the spring retainer clip that holds the lock assembly onto the chrome trip strip.

With a screwdriver, pry up the crimped edge and remove the front chrome ring from the lock assembly. Note how the keyway door and its springs are located, then set them aside. Your local locksmith can supply a new chrome ring when the time comes for reassembly.

With the proper key, turn the lock cylinder nearly 1/2 turn clockwise and slide the cylinder out 1/8 inch, then turn the cylinder back counter clockwise about 1/4 turn and withdraw the key and cylinder.

Now is a good time to sketch the orientation of the two pieces so you can easily start the reassembly process.

### **Locking Gas Cap (Corvair or Corvair Replacement)**

Remove the two screws from the inside face of the gas cap. Hold onto the two sliding latches and lift off the inside cover. Carefully set aside the cover with its springs and latches in place.

Remove the O-ring from its groove. Slip a small screwdriver into the O-ring groove and slide the oval-shaped brass retainer plate away from the outer wall, then push the lock cylinder down and out the faceplate of the gas cap.

### **Door Locks**

Remove the door panel. With the window raised, use a pair of pliers to slide out the spring metal retainer clip. Remove the lock mechanism from the outside of the door. Note how the latch lever is positioned; then slip a thin knife blade under its catch and slide the retainer clip off the inside end of the lock cylinder. Bend up the crimped edge and remove the chrome ring from the face of the lock cylinder. A locksmith can replace the chrome

ring at a very nominal cost. The lock cylinder will now slide out the front.

### **Glove Box Lock**

Open the glove box door. With the proper key, turn the lock cylinder clockwise to unlock, depress the latch arm, then turn the key 1/4 turn further clockwise and withdraw the key and the lock cylinder.

### **Ignition Switch**

With the proper key, turn the lock cylinder counter clockwise to the "Accessories" setting; push a stiff wire (from a big paper clip?) into the hole in the lock faceplate, depressing the spring-loaded button inside the lock; turn the cylinder further counter clockwise and withdraw the key and lock cylinder.

Now the cylinders are out, ready to be modified. Each cylinder has five or six sheet brass tumblers, each positioned by a tiny spring. When the proper key is inserted, all of the sheet brass tumblers line up properly so that they are retracted into the cylinder or allow a side bar to retract into the cylinder so that the cylinder will turn in the housing.

As you remove the spring retainer, then the springs and finally the tumblers, work slowly and deliberately. If your locksmith can't (or won't) replace lost springs or extra tumblers, you can always strip another corvair lock.

Depending on how you choose, you might replace tumblers, rearrange the ones you have, modify some (by filing off one end), or even leave out a tumbler or two. But be careful about lubricating the insides. Maybe rinsing the parts in alcohol and reassembling the lock clean and dry is the best way to avoid a cold morning freeze-up of the tumblers or the lock cylinder.

- J. F. Rittenhouse -  
**CORVAIR HOUSTON**



## FUN THINGS

The trouble with being put in your space is that it's not the place you think you belong.

Many of life's failures are people who did not realize how close they were to success when they gave up!

Accomplishing the impossible means only that the Boss will add it to your regular duties!

Time waits for no man - but it stands still for a woman of thirty-five!!

Think big thoughts, but relish small pleasures!



SEE ALL THE CORVAIRS PARKED IN FRONT OF THE TALLADEGA MUSEUM  
DURING THE FEBRUARY OUTING

KEEP AMERICA BEAUTIFUL - RESTORE AND DRIVE A CORVAIR!!!



## COMING EVENTS

Don't forget our special outing this month on the 22nd. Bob Siemens has arranged a trip to Mountain Top. Enclosed you will find a map showing you the way. Sounds Wonderful!

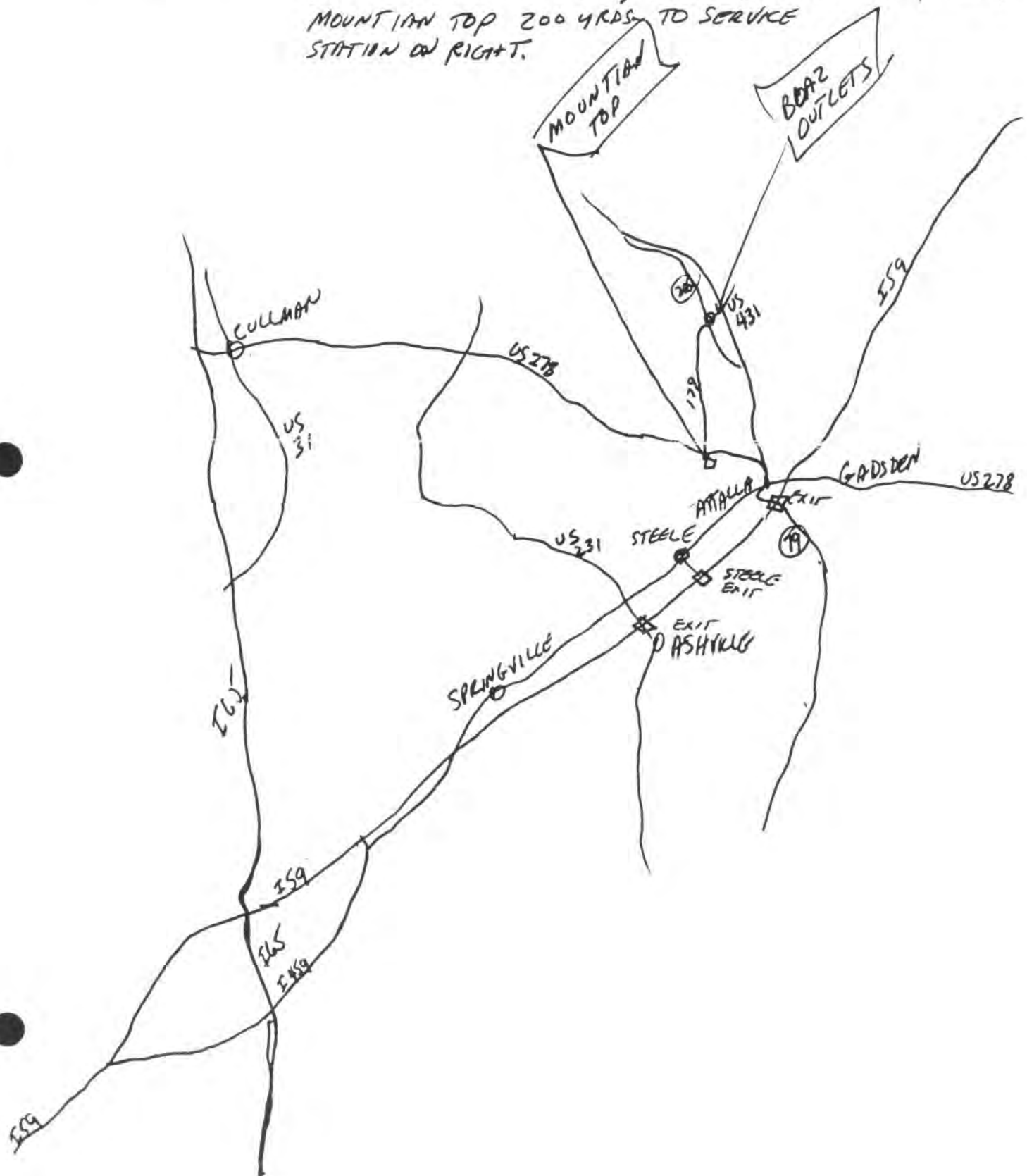
|               |                                                                                                                  |
|---------------|------------------------------------------------------------------------------------------------------------------|
| April 4-5     | AutoFair, Charlotte<br>Spence Shepard<br>(704) 554-6769                                                          |
| April 23-24   | Spring Fling '92<br>Suncoast Corvairs<br>4242 2nd Ave, South<br>St. Petersburg, FL 33711                         |
| April 24-26   | 10th Annual Vair<br>Pilgrimage for the<br>Low Country Corvair<br>Louise (803) 744-0302<br>or Gary (803) 873-8424 |
| May 16        | 2nd Annual Auto Fair<br>Joe Miceli, Jackson, MS<br>(601) 932-7172                                                |
| June 23rd ??  | Great American Road Race<br>Stopover in Brewton                                                                  |
| July ??       | Frank Ryder Fly-In                                                                                               |
| July 28-Aug 2 | CORSA National<br>Atlanta, GA                                                                                    |
| Oct 9-10      | NC Fall Corvair Affair                                                                                           |
| Oct 14-17     | Octoberfest<br>Helen, GA                                                                                         |
| Nov ?         | Florida Corvair Affair                                                                                           |

## DID YOU KNOW....

...Terry Wilkins had open heart surgery Labor Day weekend, 1991?  
...Bobbie Floyd had three (3) bypass surgery in September, 1988?  
...Bobbie Floyd's Mother died the last of December, 1991?  
...Jim Floyd had a heart attack the last of December, 1991?  
...Randall Lane (former member) broke his arm after Christmas, 1991.



TAKE I59 TO I5 ATTALLA EXIT (HWY 77) - FOLLOW EXIT RAMP TO HWY 77 (DEAD END INTO 77). TURN LEFT ON HWY 77 + GO TO HWY 278 (STOP SIGN, WRECKING YARD ON LEFT). TURN LEFT ON HWY 278 AND GO TO TOP OF HILL. MOUNTAIN TOP FLEA MKT ON LEFT. IF YOU WANT TO HAVE WORLDS BEST BISCUITS (HAM TENDERLOIN ETC.) FOR BREATH FAST, GO PAST MOUNTAIN TOP 200 YRDS. TO SERVICE STATION ON RIGHT.





APRIL, 1992

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Bob Siemens, First VP  
Juanita Hathaway, Second VP

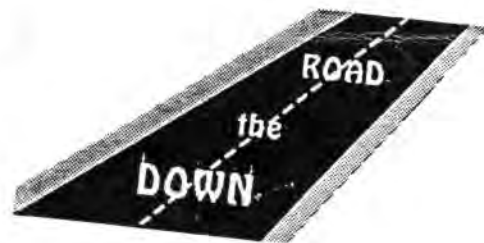
John Hathaway, Treas  
Carol Keller, Sec  
Joyce/Owen Miller, Newslette

## APRIL MEETING

Friday, April 17, 1992  
7:00 P.M.  
New Hoover Municipal Building  
Hoover, Alabama



REFRESHMENTS: Jewel Daniels  
Marie Drake



## COMING EVENTS

- |                   |                                                                                          |             |                                                                                                                  |
|-------------------|------------------------------------------------------------------------------------------|-------------|------------------------------------------------------------------------------------------------------------------|
| April 23-24       | Spring Fling '92<br>Suncoast Corvairs<br>4242 2nd Ave, South<br>St. Petersburg, FL 33711 | April 24-26 | 10th Annual Vair<br>Pilgrimage for the<br>Low Country Corvair<br>Louise (803) 744-0302<br>or Gary (803) 873-8424 |
| May 3             | NACC Outing<br>See Letter from<br>Vic McCarn                                             | May 16      | Antique Car Show<br>"Rumbling Waters Jubilee"<br>Wetumpka, Al<br>Wal-Mart Parking Lot, Hy 231                    |
| May 16            | 2nd Annual Auto Fair<br>Joe Miceli, Jackson, MS<br>(601) 932-7172                        | June 23rd   | Great American Road Race<br>Stopover in Brewton                                                                  |
| June 20           | Ala Blueberry Festival<br>More Information on<br>back cover                              | July ??     | Frank Ryder Fly-In                                                                                               |
| July 28-<br>Aug 2 | CORSA National<br>Atlanta, GA                                                            | Oct 9-10    | NC Fall Corvair Affair                                                                                           |
|                   | Oct 14-17                                                                                | Octoberfest |                                                                                                                  |

MINUTES 3/20/92

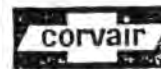
THE MARCH MEETING WAS CALLED TO ORDER BY PRESIDENT CHARLES TROTTER AND GUESTS WERE WELCOMED. VISITING FROM WETUMPKA WERE LINDA AND JERRY WRIGHT AND MELANIE ANDERSON, MONTGOMERY. THANKS TO OWEN AND JOYCE MILLER FOR CONTACTING AND BRINGING THESE GUESTS. ALSO VISITING FROM THE HOOVER AREA WERE SPARKY BUSHNELL AND DAUGHTER, SPRING; HIS PARENTS, RUTH AND BILL BUSHNELL, FORMER NEW ORLEANS, LA CORVAIR ENTHUSIASTS AND NOW RESIDING IN WILSONVILLE. VIC MCCARN, JOHN GARRETT AND BILL VAUGHN FROM NORTH ALABAMA CORVAIR CLUB HONORED US WITH THEIR PRESENCE. COMING FROM THE FARTHEST DISTANCE WAS HUGH WHITE, WEST FLORIDA CORVAIR CLUB. THE MINUTES WERE READ AND APPROVED. JOHN HATHAWAY GAVE THE TREASURER'S REPORT - BALANCE AS OF 3/20/92 IS \$657.55. OTHER REPORTS WERE GIVEN AS FOLLOWS:

OLD BUSINESS - BOB SIEMENS, ACTIVITY CHRM., ASKED ABOUT RESCHEDULING THE MARCH OUTING TO MOUNTAIN TOP AS RAIN WAS PREDICTED FOR THE 22ND. IT WAS RECHEDULED TO APRIL 5TH. JUANITA, CAROL AND LOUISE WERE TO PHONE MEMBERS ABOUT THE CHANGE. HAROLD HARTLINE REPORTED ABOUT THE OPEN HOUSE AT CHRIS ROTHE'S AND FRANK RANELLI'S PARTS HOUSE ON MARCH 28TH; ALSO, LASLIE STEWART IS CLEARING HIS CARS AND PARTS.

NEW BUSINESS - AACA, ANTIQUE AUTO CLUB OF AMERICA WILL HAVE ITS NATIONAL MEET JUNE 5, 6. THERE IS A CAR SHOW IN DECATUR, AL ON MAY 23, AND ONE IN SHELBYVILLE, TN ON MAY 9TH. SEE CHARLES TROTTER FOR MORE INFORMATION ON THESE. THE 2ND ANNUAL AUTO FAIR IN JACKSON, MS IS SCHEDULED FOR MAY 16. CAROL KELLER HAS ENTRY BLANKS AND INFORMATION FROM JOE MICELLI ON THIS SHOW. HUGH WHITE SAID THAT THE GREAT AMERICAN RACE WOULD MAKE ITS STOPOVER IN BREWTON WITH EACH CAR SPENDING APPROX. 15 MIN. AND THEN SPENDING THE NIGHT IN MOBILE. NACC IS PLANNING A TRIP TO GASKINS PARTS BARN ON MAY 3, AND HAS INVITED VCE TO JOIN THEM WITH PERHAPS A PICNIC AT DISMAL.

FOR SALE - '66 TWO DOOR 4 SPEED FACTORY A/C, GOOD INTERIOR - RUNS GREAT! \$1500.00 - SPARKY BUSHNELL 822-9410

VOTED "CAR OF THE YEAR"



MOUNTAIN TOP VIA BOAZ  
By: Harold Hartline

Our activities chairman, Bob Seimens, worked out a program for April which offered something for everyone. For the ladies there was a shopping safari at world famous Boaz Outlet Center high atop Sand Mountain in North Alabama. No ordinary shopping trip mind you, but a real bring-em-back alive hunt. Since shopping at this vigorous pace can be rather exhausting, the girls rented motel rooms within easy walking distance of the outlets. They felt that it was necessary to have a place to store the loot, rest and recuperate for another charge.

Early in the planning stages, the men contemplated at length the implications of a full 12-hour day of outlet mall shopping. Bits of the conversation went something like this:

Husband #1: "Ain't no way I'm gonna hang around a shopping mall for a whole Saturday."

Husband #2: "I agree. Let's go to Laslie Stewarts' and see what he has left!".

Husband #3: "That's a good idea. If we time it right, the girls will be so tired when we meet them in Boaz, they won't ask us to go shopping."

Husband #1: "Sounds great to me!

Husband #2: "Then all we'll have to do is find a good place where they offer all-you-care-to eat and that will take care of Saturday."

Husband #3: "Yea, then we can get a good night's sleep and be ready to hit Mountain Top early. Bob gets there at day break, you know."

As for the shopping expedition, it appeared to have gone as planned. At about dusk, the ladies agreed they had enjoyed about all they could stand. One of the guys tried to talk them into going back for just one more hour but the only response was "dream on dreamer".

When our group got to Laslie's place in Wetumpka, there was already serious horse trading underway. Hugh White and a group from the West Florida Club were there, each with a shopping list in hand, looking, asking questions, admiring Laslie's collection. Laslie sold some parts and at least three cars: a '67 air-conditioned coupe, a '67 air-conditioned sedan and a beautiful '63 red coupe. There was probably more, but this was all people would own up to. The visit was really nice, balmy spring weather, blue sky, the perfume of spring flowers, time spent with good friends and all those great restoration projects just waiting for someone to take them away.

After a couple of hours the dealing was done, it was time to drive north to Boaz. A scenic route was chosen, a two-lane highway, where you could watch the countryside unfold. Just a coincidence that the route chosen ran by the 1965 Greenbriar in Talladega. Everyone agreed that it was an excellent car and that someone in our club should buy it. More to that story later.

Back at Boaz, the plan had worked. The girls had had enough shopping so it was time to rest a bit and decide on "where we gonna eat". Bob and Wilma recommended the Harbor House on the lake in Guntersville. It is an all-you-can-eat steak and seafood restaurant. The food was excellent.

Mountain Top -- Who would believe this level of commerce could take place this far back in the country. After a ham and biscuit breakfast cooked fresh on site, the tour began. Everything from hot tubs to structural steel was available. Tools, old and new, some recognizable and some not. Bob is recognized by most vendors there. One was overheard to say, "See you brought plenty of toters this time". It is a huge open air market with an amazing variety of goods. One final gathering at the pavilion, then everyone went their own way. It was great fun. Thank Bob and Wilma!!!



## NORTH ALABAMA CORVAIR CLUB

124 Lofton Road    Huntsville, Alabama 35806

Vulcan Corvair Enthusiasts  
c/o Joyce Miller  
601 Avondale Road  
Montgomery, Alabama 36109

Dear Joyce,

On Sunday, May 3rd, the North Alabama Corvair Club will be taking a scenic drive to the Dismals Wonder Gardens near Phil Campbell, Alabama (that's a little northwest of Haleyville). We would like to make it a joint activity with your club if possible. We were planning to take picnic lunches and eat at the picnic tables there in the park. Afterward, we have arranged to drive down to the home of Duane and Lucille Gaskin in Haleyville for a visit and a look at some of his cars and parts. We have been to the Gaskin's before and found them to be quite friendly and always glad to have visitors. On behalf of the NACC, I hope you will be able to come and join us. We have not set a departing or meeting time or place yet, so we're flexible. The best person to contact for making further plans is Bill Vaughn either at the above address, at home 830-6655, or at work 544-7273. Thanks for all your hospitality at the March meeting, and we'll look forward to seeing you again on the 3rd.

Sincerely,

Vic McCarn  
Vice-President, NACC

## Why I'm Keeping My Greenbrier

This story begins in the Fall of 1987. I had answered an ad in the CORSA Communique for a 1961 Deluxe 8-door Greenbrier. The seller was Jim Sullivan of Salem, Indiana and the Greenbrier proved to be just as he had described it: solid Arizona body, three upholstered seats, good-running 95HP FC engine and only a few very minor problems (faulty horn, bad accelerator pump, etc). What can I say, it was love at first sight. Jim offered to drop the price a bit and he included a pile of neat and useful parts in the deal.

The next weekend fellow Corvairist Don Filkins and I drove to Salem to retrieve my new black and white beauty. Don drove the 'Brier and I brought up the rear in my Dodge Omni. The trip home was largely routine, the only unscheduled stop being made to pull the leads off of the horns due to a sticking relay. Don said that my van seemed a bit more powerful than his 80HP 1962 Greenbrier and that flatland cruising at 65 MPH was no problem at all.

Over the next few months I fixed a few minor problems and generally got to know the 'Brier a little better. The only anxious moments occurred because of an ominous rumbling at the rear of the van. Turned out to be a bad wheel bearing. What a relief! I had thought the transaxle was about to blow up.

With a new baby and a new job in my life the Greenbrier was used very sparingly, driven mostly to Corvair club functions and for occasional weekend duties hauling landscaping timbers, bags of mulch and other suburban necessities. But even though I wasn't driving it a great deal I still enjoyed having it around just to tinker with. As an aside, during this period I even won a people's choice award for the best FC at the Corvair Club of Cincinnati's annual revival. True, there were only three FC's there, but still...

I soon found that an evening poking around on the 'Brier was a great source of stress reduction. If I took something apart and couldn't finish the job that night it was no big deal - I wasn't planning on driving it to work the next day anyway. It was during these unhurried evening repair sessions that I realized why I liked the old bus so much: it was so honest and straightforward. No mysterious electronic black boxes to burn up like the one in my wife's Oldsmobile did (\$350). Just points, condenser and a rotor. No snake pit of hoses and belts to replace periodically. No radiator, antifreeze, water pump or leaky heater core to worry about. No power door locks, power windows or power seats. No need for power steering or power brakes. Dashboard controls with genuine God-fearing knobs instead of dozens of itty-bitty pushbuttons. No screaming sirens to hound me because I left the keys in the ignition when I got out to open the garage door. Unassuming and undemanding, the FC has proven to be a valuable friend, ready after even a few weeks

Submitted by Ed Keller

of inactivity to spring to life at the twist of a key.

The most recent test of its affections came during the last two weeks of July. We moved to a new house and, of course, the faithful old "Sport Wagon" was pressed into service, happily transporting everything from literally tens of dozens of boxes to queen-size beds to a complete spare van engine/Powerglide transaxle assembly. Of course being able to load cargo from both sides (eight doors, remember) was a real blessing.

In conditions from 65 MPH Interstate cruising to 95 degree stop-and-go traffic the Greenbrier performed flawlessly during the moving process, never missed a beat. I attribute this trouble-free performance to the extensive maintenance I performed before we began our move: I checked the oil and tires and put some gas in the tank.

Speaking of performance, I previously had not been happy with the Greenbrier's hill climbing abilities. I reasoned that the "mileage unknown" 95HP engine and 3.55 differential gearing were inadequate to sustain uphill speeds as I expected it to. So rather than swap engines or transaxles I elected to artificially lower the gear ratio with a set of used 195/60 x 14 tires and some six inch Camaro wheels that I bought cheaply in the name of experimentation. I'm guessing the effective gear ratio is now in the range of 4.10:1 or so. Does it accelerate faster now? I'm not sure. Does it climb hills better? Seems so. Does the engine seem too "busy" on the Interstate at 65 MPH? Doesn't seem to mind at all. The weird part is that it seems to pull just the same whether it's totally empty or loaded to the headliner with heavy cargo. Strange.

Of course with the tiny tires the speedometer is not terribly accurate anymore. I just keep up with the traffic flow and don't worry about it. Besides it's kind of fun to blast down the highway at an indicated 80-85 MPH even though I know I'm really not going that fast. Still just a kid at heart, I guess.

Anyway, as the title of this story would indicate, I'm keeping my Greenbrier for a while. I like being able to park it anywhere and not worry about the paint job being damaged like I would with a new \$18,000 mini van. I like the monthly payments (\$0.00) and the insurance premiums (\$150 per year), too.

For the combination of fun and utility I get from it, buying the old bus was the best investment I ever made. It will be interesting to see how many Lumina APVs and Aerostars are still in regular service in 2020. I'll be willing to wager that this Greenbrier will be around even then. So happy 30th Birthday, 'Brier! May we both live to see many more.

Ralph Gubser  
Cincinnati, OH

# 12th ANNUAL ALABAMA BLUEBERRY FESTIVAL BREWTON, ALABAMA

JEFFERSON DAVIS STATE JUNIOR COLLEGE

Saturday, June 20th, 1992

## JUDGING CATEGORIES

ANTIQUE AUTO SHOW

ANTIQUE AUTO SHOW

- A Thru 1927 All Cars & Trucks
- B 1928 Thru 1929 All & Pickups
- C 1930 Thru 1931 All & Pickups
- D 1932 Thru 1942 All Production
- E 1946 Thru 1954 Production
- F 1955 Thru 1959 Production
- G 1955 Chev. Production
- H 1955 Chev. Modified
- I 1956 Chev. Production
- J 1956 & 1957 Chev. Modified
- K 1957 Chev. Production
- L Pickups Thru 1970 Production
- M Pickups 1932 Thru 1970 Modified
- N Corvette 1953 Thru 1970
- O Cars Thru 1970 Modified
- P Mustangs 1964 Thru 1966
- Q Mustangs 1967 Thru 1970
- R 1960 Thru 1962 Production
- S 1963 Thru 1964 Production



- T 1965 Thru 1966 Production
- U 1967 Thru 1969 Production
- V T-Birds 1955 Thru 1970
- W Corvairs All Cars
- X Corvairs All FC
- Y Foreign All
- Z Mini Pickups All
- AA Open General Motors
- BB Open Others

### STREET RODS

- CC Thru 1932 All
- DD 1933 Thru 1934 All
- EE 1935 Thru 1948 All

### SPECIAL AWARDS

- PRESIDENTS CHOICE
- BEST OF SHOW ANTIQUES ONLY
- SENIOR CAR AWARDS

STATIONARY ENGINES WELCOME  
NO CHARGE - NOT JUDGED

## FREE ADMISSION TO ALL OUTDOOR ACTIVITIES

ARTS AND CRAFTS SALE 9 a.m.-5 p.m.

BLUEBERRY RECIPE CONTEST

ANTIQUE AUTO SHOW (Street Rods Welcome)

CARNIVAL RIDES

ALL KINDS OF FOOD AVAILABLE

GAMES FOR ALL AGES

CRATES OF BLUEBERRIES At Wholesale Prices

LIVE ENTERTAINMENT

DASH PLAQUES TO 1st 200 ENTRIES, 1st, 2nd, & 3rd PLACE TROPHIES IN EACH CLASS

**Cars Need To Be In Place  
By 11 O'Clock And Left  
In Place Until Festival Is  
Over. Judging Will Start  
At Noon. Trophies Will  
Be Awarded That  
Afternoon. 3:00 P.M.**

**For More Information:**

P. O. BOX 1474  
BREWTON, AL 36427  
**205-867-3127**  
**205-867-2797**

## REGISTRATION FORM

Registration Fee: \$15.00 1st car - additional cars \$10.00

Flea Market: \$2.00

Pre-Registration Helps Us Make A Better Show!

*please print*

Name \_\_\_\_\_

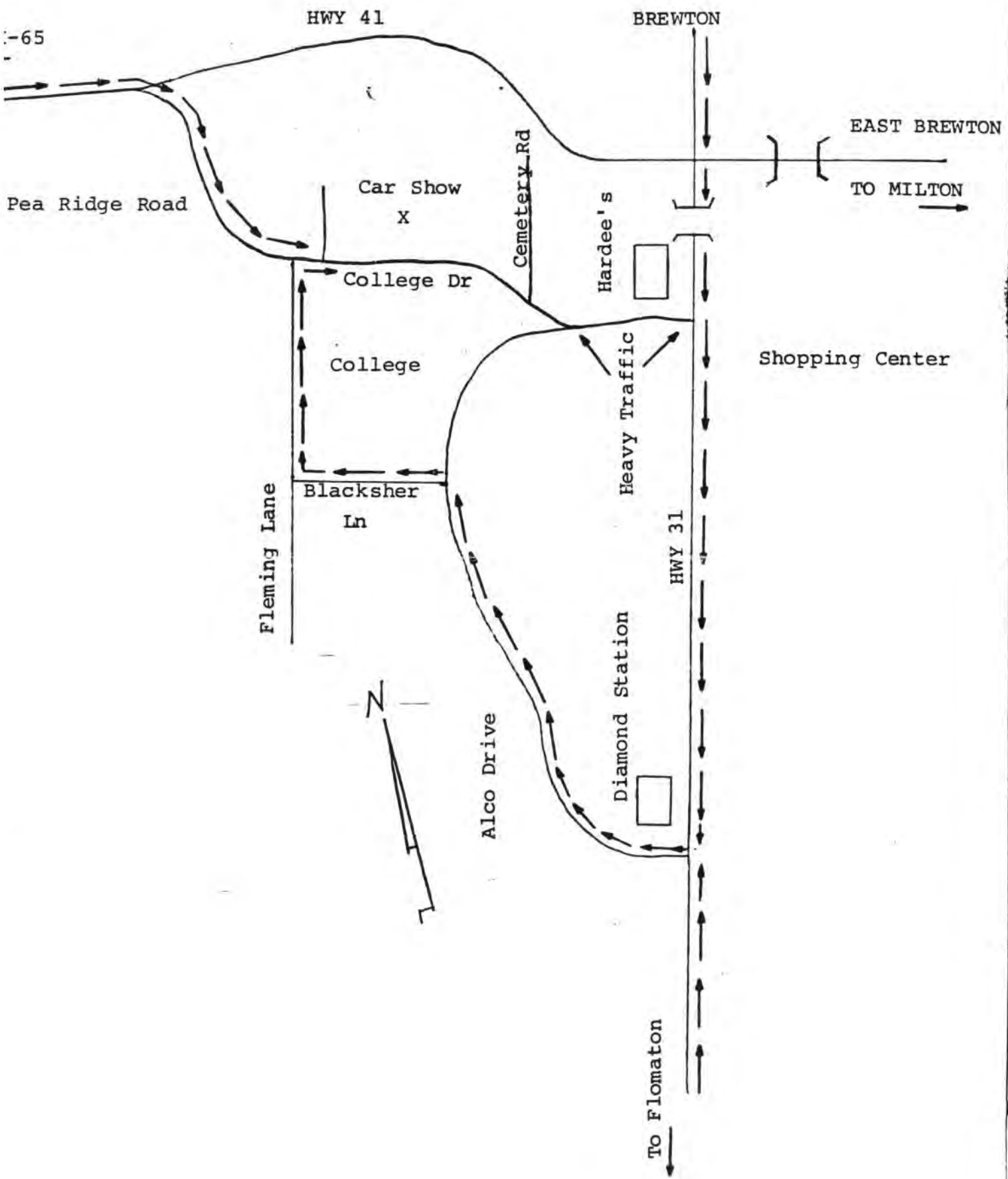
Address \_\_\_\_\_

CARS: Model \_\_\_\_\_ Year \_\_\_\_\_ Class \_\_\_\_\_

Model \_\_\_\_\_ Year \_\_\_\_\_ Class \_\_\_\_\_

Do you want your car judged? Yes \_\_\_\_\_ No \_\_\_\_\_

Registration \_\_\_\_\_ \$ \_\_\_\_\_





MAY, 1992

Vulcan Corvair Enthusiasts  
P. O. Box 59071  
Birmingham, AL 35259-9071



FRANK AND EDNA THOMPSON  
3418 SAGEBROOK LANE  
BIRMINGHAM, AL 35243



BULLETIN NO. 5



FIRST CLASS MAIL



# FIVE OIL DROP

## THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Charles Trotter, Pres  
Bob Siemens, First VP  
Juanita Hathaway, Second VP

John Hathaway, Treas  
Carol Keller, Sec  
Joyce/Owen Miller, Newsletter

### MAY MEETING

Friday, May 15, 1992  
7:00 P.M.  
New Hoover Municipal Building  
Hoover, Alabama

REFRESHMENTS: Brenda Dickey  
Wayne Moore

BIRTHDAYS: Wayne Moore - 16th  
Juanita Hathaway - 28th  
Jerry Smith - 30th

Belated Birthday Wishes to Sara Smith - April 4th

ANNIVERSARY: Charlie & Marie Drake - 21st

### COMING EVENTS



May 16 2nd Annual Auto Fair  
Joe Miceli, Jackson, MS  
(601) 932-7172

May 16 Antique Car Show  
"Rumbling Waters Jubilee"  
Wetumpka, Al  
Wal-Mart Parking Lot, Hy 23

June 20 Ala Blueberry Festival  
Information given last  
Month

June 23rd Great American Road Race  
Stopover in Brewton

July 28-  
Aug 2 CORSA National  
Atlanta, GA

July ?? Frank Ryder Fly-In

Oct 9-10 NC Fall Corvair Affair  
North Carolina

Oct 14-17 Octoberfest  
Helen, GA

VCE MEETING MINUTES  
April 17, 1992

Vice Chairman Bob Seimens called the meeting to order. Minutes from the last meeting were read and approved. John Hathaway gave a treasurers report. The current balance is \$637.77.

Responding to a call for old business, Frank Ranelli said that there are still many parts in the building in Ensley, that the building is open and that anyone interested should feel free to take anything they want.

Highlights from the outing to Mountain Top were reviewed.

Harry & Patricia Babyock, 3103 Meadowbrook Trail, Birmingham, Al 35242, 980-9383, visited for the first time.

Bob Siemens announced that an outing had been planned for May 3, 1992, featuring a trip to the Dismals Wonder Gardens and a visit to Duane Gaskin's to see his collection of Corvairs. Bob asked Louise Hartline and Juanita Hathaway to do some phoning to pass the word around.

Tentative plans have been made for a June outing to Guntersville. Bob Seimens suggests that a Saturday be considered and asked for feedback. This will be discussed further at the next meeting.

A motion to adjourned was made and passed.

Submitted by Harold Hartline  
for Carol Keller

TECH TIP  
by Bob Siemens

Close inspection of crank shaft ends - the surface which wears against the end seals - will often show that grooves have worn into the seal surface of the shaft. When this happens sealing the engine is almost impossible. There is a fix for the problem. National sells a sleeve which can be slipped over the worn surface of the bellhousing end of the shaft. This makes a new contact surface which should provide a permanent fix.

NATIONAL #99300  
3.000 - 3006 Shaft Size



## PICNIC AT THE DISMALS

By Harold Hartline

May 3rd was a day made for driving old cars and picnics. The destination was the Dismals Wonder Gardens way up north past Haleyville, AL, almost to the Mississippi line. The best route from Birmingham turned out to be simply follow HWY 5 to Phil Campbell city limits, then stop at Dot's Restaurant and ask for instructions. The only interruption during the drive up was a stop to inspect eight or ten old Corvairs including one truck parked along side a country grocery store. After deciding the pickup was definitely salvageable, a large sign was spotted which read "These cars not for Sale"

Well, there was one other stop to get a peach yogurt shake. This was just to hold everyone over until lunch which was still a whole hour away.

The park was exactly where Dot said it would be. (You could look at Dot and tell she was an honest person.) Some of the folks from the North Alabama group were already there with hoods up and serious technical conversations under way.

The canyon is a beautiful place for a nature walk, towering boulders, old growth timber, plants of all varieties and at the very bottom of the canyon was a crystal clear stream cascading over rocks to get to the next pool.

The North Alabama group had reserved a pavilion so picnic baskets were spread in true all-you-can-eat fashion.

Yes, there is a place just out of Haleyville where you will find acres of Corvairs. Duane Gaskin's place is the rough equivalent of a North Alabama Laslie Stuarts. He has many Corvairs and truly seemed to enjoy taking the group on a tour. He sells parts and has some cars for sale. He encourages you to call if you need something.

Duane Gaskin  
Rt 1, Box 860  
Haleyville, AL 35563  
(205) 486-7415

The drive back on HWY 5 was just as pleasant as going up - cool weather, lush foliage and spring flowers. By now, it is getting close to dinner time and as luck would have it - when you are having a really good day - just about dusk what should appear - Uncle Morts Restaurant where they process their own meat and serve country breakfast any time of the day.

Of course, no one was hungry. But on the other hand, no one wanted to disappoint Uncle Mort. Why Not? Let's have breakfast, it is only 14 hours till morning anyway. Ham, homemade biscuits, red eye gravy, grits, sorghum syrup, eggs any style and a couple of gallons of fresh coffee. You just can't beat traveling the Alabama backroads in a good Corvair.





JUNE, 1992



BULLETIN NO. 6

Vulcan Corvair Enthusiasts  
P. O. Box 59071  
Birmingham, AL 35259-9071

FIRST CLASS MAIL



FRANK AND EDNA THOMPSON  
3418 SAGEBROOK LANE  
BIRMINGHAM, AL 35243



# JUST OIL DROP



## THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Charles Trotter, Pres  
Bob Siemens, First VP  
Juanita Hathaway, Second VP

John Hathaway, Treas  
Carol Keller, Sec  
Joyce/Owen Miller, Newslett

JUNE MEETING  
Friday, June 19, 1992  
7:00 P.M.  
New Hoover Municipal Building  
Hoover, Alabama

REFRESHMENTS: None\*

BIRTHDAYS: Chris Hammack - June 21st

ANNIVERSARY: John & Ethel Mae Lankford - June 28th

Spring is nature's way of saying "Lets Party"!!

VCE MEETING MINUTES\*  
May 15, 1992

These are not the official minutes but ..... At the last meeting, it was noted that a number of our members will be going to Brewton to participate in the Blueberry Festival on Saturday, June 20th (this will be our June Club Outing). Consequently they would not be in attendance on Friday night, the 19th, for our regular scheduled meeting. It was decided that there WILL BE A REGULAR MEETING that Friday night for those who will be in town. It was also decided that because of the limited number of members that might attend that REFRESHMENTS WILL NOT BE SERVED this time.

### A SAD NOTE

We send our condolences to Juanita Hathaway in the lost of her sister on May 14th. We love you, Juanita.

### COMING EVENTS

|                   |                                                                     |           |                                                                   |
|-------------------|---------------------------------------------------------------------|-----------|-------------------------------------------------------------------|
| June 6            | Antique Car Show<br>Montgomery Art Museum                           |           |                                                                   |
| June 20           | Ala Blueberry Festival<br>Brewton map is reprinted<br>on back sheet | June 22rd | Great American Road Race<br>Stopover in Hoover<br>at the Galleria |
| July 28-<br>Aug 2 | CORSA National<br>Atlanta, GA                                       | July ??   | Frank Ryder Fly-In<br>Guntersville, AL                            |
| Oct 9-10          | NC Fall Corvair Affair<br>North Carolina                            | Oct 14-17 | Octoberfest<br>Helen, GA                                          |

SPECIAL NOTICE  
By Owen Miller

Because of the Blueberry Festival in Brewton, AL, on June 20, 1992, and the Great American Road Race activity through Alabama about that same time, the following information is being made available to the membership early and in lieu of the regular June Newsletter.

According to Mr. Jim Rutledge, President of the Montgomery Antique Car Club Chapter, it has been learned that the GARR cars will follow this schedule and route:

The cars will arrive at the Galleria at Hoover about 6:30 p.m. on Monday, June 22, 1992. There will be ceremonies at the Galleria welcoming the drivers and support people.

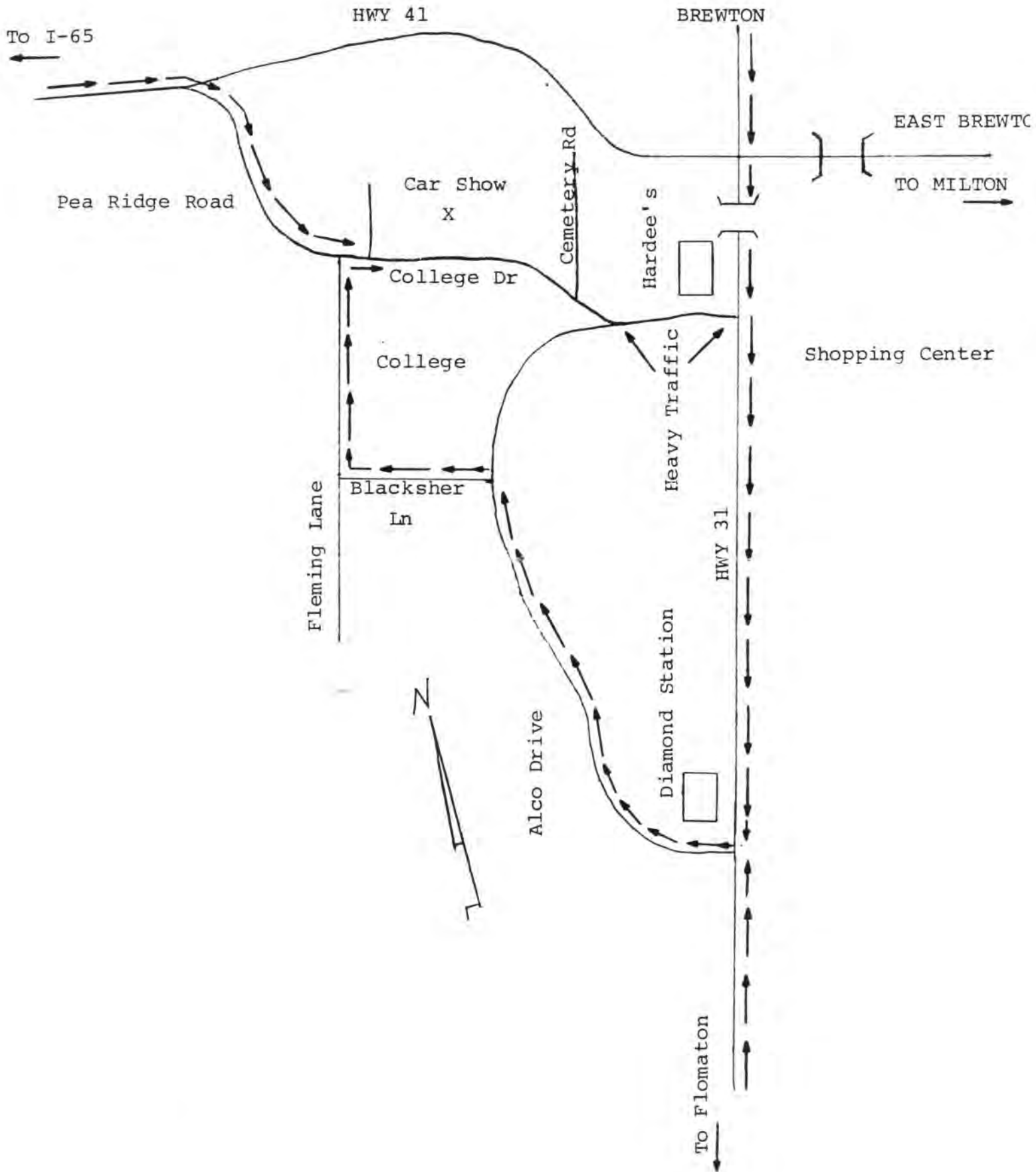
The U.S. Navy is one of the Corporate sponsors and the Navy Band is traveling the race route providing concerts at the stop-over locations. This is first rate entertainment. Mr. Rutledge advised me further that the Antique Car Club coordinator in Birmingham is Mr. Al Rosenbaum whose place of business is Pix Pay, 2300 1st Ave North, Birmingham. I was unable to get a telephone number. Mr. Rutledge assures me that Mr. Rosenbaum can supply additional information concerning the activities in Hoover.

At 6:00 a.m. the next day, June 23rd, the cars begin their run from Hoover and go to Selma and then to Montgomery where they are expected to arrive at about 10:30 a.m. at the parking area between the Civic Center and Union Station. Here there will be more welcoming ceremonies, entertainment by the Navy Band and lunch will be served before the cars proceed south beginning about 1:00 p.m. for Brewton, AL for a check-point. The cars will be at the Brewton check point for only a minute. The drivers will not leave their cars while there. Their last destination and lay-over will be Mobile that night.

Mr. Rutledge asked if it might be possible for the Vulcan Corvair Club members to participate in the activities at Hoover by appearing with cars to display. He also asked if it might be possible for the corvairs to "leap-frog" the race cars and make an appearance in Montgomery the following day at the festivities here. I explained to him that I would get this information to the membership as soon as possible so that those with appropriate cars could make their own decision as to any such possibilities.

I feel that we in the Birmingham, Montgomery, Brewton and Mobile areas are very fortunate to be able to witness this event. As usual a copy of this letter will go to the North Alabama Chapter for their information. I do not know the route of the cars prior to their arrival in Hoover so I don't know what opportunity the North Alabama folks will have to see this event.







JULY, 1992

Vulcan Corvair Enthusiasts  
P. O. Box 59071  
Birmingham, AL 35259-9071



BULLETIN NO. 7

FIRST CLASS MAIL



FRANK AND EDNA THOMPSON  
3418 SAGEBROOK LANE  
BIRMINGHAM, AL 35243

# THE OIL DROP



THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Charles Trotter, Pres  
Bob Siemens, First VP  
Juanita Hathaway, Second VP

John Hathaway, Treas  
Carol Keller, Sec  
Joyce/Owen Miller, Newslett

JULY MEETING  
Friday, July 17, 1992  
7:00 P.M.  
New Hoover Municipal Building  
Hoover, Alabama

REFRESHMENTS: Carol Keller  
Juanita Hathaway

BIRTHDAYS: Ed Keller - July 2nd  
Kim Hammack - July 4th  
Jon Keeton - July 14th  
Brenda Dickey - July 27th  
Sara White - July 28th

ANNIVERSARY: Phil and Carol Hartline - July 1st

## COMING EVENTS

|                   |                                            |           |                                                               |
|-------------------|--------------------------------------------|-----------|---------------------------------------------------------------|
| July 28-<br>Aug 2 | CORSA National<br>Atlanta, GA              |           |                                                               |
| Sept 18-19        | Central Florida Affair<br>St Augustine, FL | Sept 7-9  | Frank Ryder Fly-In<br>Guntersville, AL                        |
| Oct 2-4           | Music City Jam IV<br>Nashville, TN         | Oct 3     | The Wiregrass Antique<br>and Collector Car Club<br>Dothan, AL |
| Oct 9-10          | NC Fall Corvair Affair<br>North Carolina   | Oct 14-17 | Octoberfest<br>Helen, GA<br>(No Cars, Just Fun)               |

OIL LEAKS  
By: Larry Claypool  
Cheasapeake Corvair, Inc.  
Abingdon, MD 21009

Oil cooler seals tend to harden up and leak about the same time as the tube seals, leaving their tell-tale drips from the skid plate at the rear of the motor. Replacement of the two little seals is easy, so take a few extra minutes after the O ring Job to do the cooler seals, too. As long as the oil cooler is off, take the opportunity to thoroughly clean the fins, and if you have an 8 or 12 plate cooler, install some side shields, if not already there... Leaks from the oil cooler itself are rare, but we'll cover those at the end of the article.

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

Oil that seems to seep out of the upper shroud onto the side shrouds is usually the result of a loose crank case cover. Unfortunately, it's a little more difficult to get at, since the carbs, alternator (generator), fuel lines, plug wires, upper shroud and fan must be removed. Once all that's off, however, the fix is simple - just tighten the bolts that hold the cover to the crankcase. I don't recommend removing the cover unless access to the rod bearings or other work is anticipated, since you will end up spending more time scraping those four sides of gasket than it took to remove the top of the motor. The gaskets themselves don't really go bad anyway - the bolts just come loose. If you do have to replace the crankcase cover gaskets, however, use some silicone sealant on all the mating surfaces. With the upper shroud off, what an ideal time to clean out the crankcase vent tube(s). Most motors have two - the first tube bolts to the crankcase cover, followed by another that slips into the first one. These tubes become blocked with sludge, decreasing the volume of blow-by that can pass through. That means crankcase pressure and crankcase pressure means oil out the dipstick tube. Simple blowing compressed air through the tubes won't clean them - they must be attacked with torches, solvents, wires, and other means of destruction.

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

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

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

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

Now that you can see the bottom of the rear housing, wipe off everything, then start up the motor and just watch. If you don't see any seepage after a few minutes, engage one of the carb fast idle links to speed up the motor. Might take 2 minutes, might take 20 minutes - but you'll see your leak start to trickle or spit out from somewhere.

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

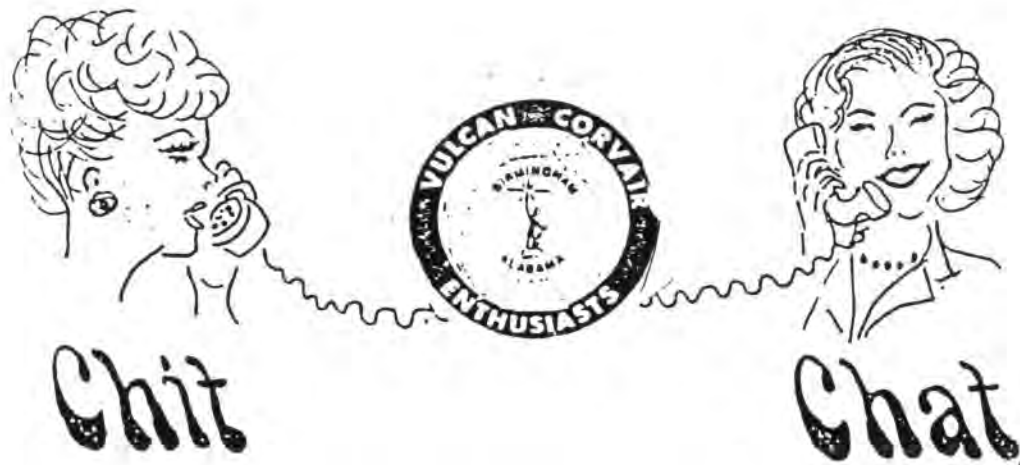
Once the leakage point is pinpointed, replace the appropriate gasket, seal, or part to correct the problem. As a final suggestion, when replacing items in the rear housing area, by all means use a silicone type gasket sealer to help hold and seal your repair - but be very careful not to overdo it - loose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

So there you have it - now GO DRY UP!



**C O R S A   C O N V E N T I O N**  
1992

**HOLIDAY INN CROWNE PLAZA  
ATLANTA, GEORGIA  
JULY 28 - AUGUST 1, 1992  
(404)395-7700 OR  
TOLL FREE - 1-800-554-0055**



The Hartlines, Hathaways and Kellers spent a few days in Navarre Beach, FL. They all said that the Gulf was as clear as crystal and gorgeous. On Saturday they traveled up to Brewton to the Blueberry Festival. Think they were happy to head back to the Gulf breeze and away from the inland heat. Their plans were to be back in Birmingham in time to see the Great American Road Race in Hoover that night.

Bob and Wilma Siemens also attended the Blueberry Festival. In fact they spent the night in Brewton Friday night in order to be there early the next day.

Joyce and Owen Miller drove down from Montgomery for the Festivities. There were blueberries everywhere! Whatever could be made out of blueberries could be found there. They were even selling blueberry trees.

Sara White and Hugh drove up from Pensacola, FL and later that day drove on up to Montgomery to spend a few days with the Millers. This way Hugh and Owen could go down to the Union Station to watch the Road Race on Tuesday morning. Joyce took a couple of hours off to walk down from City Hall to see the cars also. Sara elected to stay at the house and play with her new Birthday Present. You will have to ask her what it is. (Here is a small hint: it has four legs and purrrrrrrs.)

That same day, the guys saw Barbara Witkos down at the Union Station. She had been in Montgomery visiting her Dad and took her Late Model Coupe down to be displayed at the station. She was taking a video of everything. Several Networks were there also taking pictures. A special segment covering this event will air sometime in October on ESPN. Will try to keep you posted.

#### FOR SALE:

1960 Coupe, Automatic,  
Parts or Restoration  
\$50.00, Contact  
Jack Durham  
Montgomery, AL  
(205)263-0158 (H)



# 1992 CORSA International Convention

## Schedule

*Hosted by Corvair Atlanta*

*& Heart of Georgia Corvairs*

### Tuesday, July 28, 1992

|                                  |                  |
|----------------------------------|------------------|
| CORSA Board of Directors Meeting | 8:00 AM—5:00 PM  |
| Vendor Setup & Sales             | 9:00 AM—5:00 PM  |
| Registration & Raffle Sales      | 2:00 PM—9:00 PM  |
| Hospitality Room                 | 5:00 PM—11:00 PM |
| Night at the Braves Game         | 5:30 PM—11:00 PM |

### Wednesday, July 29, 1992

|                               |                  |
|-------------------------------|------------------|
| Vendor Sales                  | 8:00 AM—9:00 PM  |
| Hospitality Room              | 8:00 AM—11:00 PM |
| Registration & Raffle Sales   | 9:00 AM—9:00 PM  |
| Model Car Setup               | 10:00 AM—5:00 PM |
| Tech Session                  | 2:00 PM—3:00 PM  |
| Concours Classification       | 2:00 PM—4:00 PM  |
| Opening Session               | 4:00 PM—5:00 PM  |
| Concours Participants Meeting | 5:00 PM—6:00 PM  |
| Team Anhydrous Meeting        | 6:30 PM—7:30 PM  |
| Lakewood-Monza Group Meeting  | 7:30 PM—8:30 PM  |
| Group UltraVan Meeting        | 8:30 PM—9:30 PM  |

### Thursday, July 30, 1992

|                                  |                  |
|----------------------------------|------------------|
| Concours Classification          | 7:30 AM—9:00 AM  |
| Concours & Car Display Setup     | 7:30 AM—10:00 AM |
| Vendor Sales                     | 8:00 AM—5:00 PM  |
| Hospitality Room                 | 8:00 AM—11:00 PM |
| Model Car Setup                  | 8:30 AM—9:00 AM  |
| Concours Judges Meeting          | 9:00 AM—9:30 AM  |
| Registration & Raffle Sales      | 9:00 AM—9:00 PM  |
| Concours Judging                 | 10:00 AM—4:00 PM |
| People's Choice Car Display      | 10:00 AM—4:00 PM |
| Model Car Judging                | 1:00 PM—4:00 PM  |
| Tech Session at Concours Tent    | 1:00 PM—2:00 PM  |
| Tech Session                     | 4:00 PM—5:00 PM  |
| Stone Mountain Park & Laser Show | 5:30 PM—11:00 PM |
| Corvanatics Meeting              | 7:30 PM—8:30 PM  |
| Air 'Vair Group Meeting          | 8:30 PM—9:30 PM  |

### Friday, July 31, 1992

|                                         |                   |
|-----------------------------------------|-------------------|
| Rally Participants Meeting              | 7:30 AM—8:00 AM   |
| Rally                                   | 8:00 AM—11:30 AM  |
| Shop Till You Drop                      | 8:00 AM—3:30 PM   |
| Vendor Sales                            | 8:00 AM—5:00 PM   |
| Hospitality Room                        | 8:00 AM—11:00 PM  |
| Registration & Raffle Sales             | 9:00 AM—9:00 PM   |
| Econo-run Participants Meeting          | 12:15 PM—12:30 PM |
| Econo-run                               | 12:30 PM—3:00 PM  |
| CORSA Chapter Officers Meeting          | 3:00 PM—4:00 PM   |
| CORSA Annual Meeting                    | 4:00 PM—5:00 PM   |
| Depot Dinner/Underground/Coca-Cola Tour | 5:30 PM—12:00 AM  |

### Saturday, August 1, 1992

|                                    |                  |
|------------------------------------|------------------|
| Autocross Tech Inspection          | 8:00 AM—9:30 AM  |
| Vendor Sales                       | 8:00 AM—5:00 PM  |
| Hospitality Room                   | 8:00 AM—3:00 PM  |
| Chapter Banquet Ticket Exchange    | 9:00 AM—12:00 PM |
| Registration & Raffle Sales        | 9:00 AM—3:00 PM  |
| Autocross Drivers Meeting          | 9:30 AM—9:45 AM  |
| Autocross                          | 10:00 AM—3:00 PM |
| Individual Banquet Ticket Exchange | 12:00 PM—2:30 PM |
| Tech Session                       | 4:00 PM—5:00 PM  |
| Cash Bar                           | 6:00 PM—7:00 PM  |
| Banquet & Awards                   | 7:00 PM—11:00 PM |



AUGUST, 1992

Vulcan Corvair Enthusiasts  
P. O. Box 59071  
Birmingham, AL 35259-9071



FRANK & EDNA THOMPSON  
3418 SAGEBROOK LANE  
BIRMINGHAM, AL 35243



BULLETIN NO. 8



FIRST CLASS MAIL

# **OIL DROP**

**THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS**

Charles Trotter, Pres  
Bob Siemens, First VP  
Juanita Hathaway, Second VP

John Hathaway, Treas  
Carol Keller, Sec  
Joyce/Owen Miller, Newslett

**AUGUST MEETING**  
Friday, August 21, 1992  
7:00 P.M.  
New Hoover Municipal Building  
Hoover, Alabama

**REFRESHMENTS:** Jan Trotter  
Louise Hartline

**BIRTHDAYS:** Marie Drake- August 18th  
Sara Keeton - August 29th  
Sonya Keeton - August 31th

**ANNIVERSARY:** Louise and Harold Hartline - August 1st  
Sara and Jerry Smith - August 8th  
Joyce and Owen Miller - August 12th  
Juanita and John Hathaway - August 16th

## **COMING EVENTS**

|          |                                          |            |                                                               |
|----------|------------------------------------------|------------|---------------------------------------------------------------|
| Sept 7-9 | Frank Ryder Fly-In<br>Guntersville, AL   | Sept 18-19 | V.C.E Cheaha Affair<br>Top of the Mountain                    |
| Oct 2-4  | Music City Jam IV<br>Nashville, TN       | Oct 3      | The Wiregrass Antique<br>and Collector Car Club<br>Dothan, AL |
| Oct 9-10 | NC Fall Corvair Affair<br>North Carolina | Oct 14-17  | Octoberfest<br>Helen, GA<br>(No Cars, Just Fun)               |

Vice President, Bob Siemens opened the meeting in the former Library Meeting Room as the new room and the library was locked. There were no minutes as there was no meeting held in June. The treasurer's report was given; the ending balance Was \$603.75.

There was some discussion about caravanning to Nationals in Atlanta, but nothing was set up definitely as there was a variety of days mentioned when people were going. There is a Holiday Inn approx. one mile from the host hotel if a place is needed to stay - rates are less there. Chris and Frannie Rothe have a new home in Auburn, GA. Perhaps they'd like some house guests! (Just kidding Chris)

CHEAHA - Sept. 18 - 20. It was decided to keep the two nights reserved for this year. Everyone is to supply their own food this time with a covered dish supper on Friday and community breakfast on Saturday, (bring bacon and eggs, etc. - men will cook). The charge will be \$50.00 for two nights and if the rooms do not fill up and you can only come for one night, the charge will be \$35.00.

There was no further business and there was a motion to adjourn.

Submitted by Carol Keller, Sec.

FullbackFullbackFullback

### NOTE FROM YOUR TREASURER

I want to encourage all club members to come to our Cheaha Meet September 18th-19th.

Many of you may not be aware that our club must pay for all rooms, whether occupied or not. We need to fill them to cover this cost.

Let's get behind this event and make it a great success. Some interesting activities are being planned. Be sure you don't miss anything!!!

John Hathaway

### NOTE FROM NORTHWEST FLORIDA

Hugh White says that the NORTHWEST FLORIDA CORVAIRS are going back home or as some would call it, Navarre. The dates are February 26th and 27th of next year. The cost is as follows:

East Wing = \$136.00  
Holidome = \$146.00  
Gulf View = \$166.00

These prices include 2 nights, double occupancy, Saturday Night dinner and Sunday Brunch. Let's definitely keep these dates in mind to start off our New Year, 1993.

### 1992 NATIONAL CORVAIR CONVENTION NEWS

Correspondent: Harold Hartline

The 1992 National Convention in Atlanta will surely be considered one of the best. Organizing and staging such an event takes an unbelievable number of hours. So we all should say thanks to members of the Atlanta Club who were willing to make the effort.

For those not so enamored with the cars, there were excursions to Stone Mountain, Underground Atlanta, shopping malls and on and on. At least one carload made an early morning trip up to Helen just to have breakfast at the Mountain View Kitchen. Of course, there was some browsing and trinket buying and some just sitting and people watching.

Parts Vendors were out in force. One large open area just off the hotel lobby was filled with new parts vendors. The familiar ones, Clarks, Corvair Underground, and Cotrafields were there along with at least three new ones. New parts, some old stock, but more and more reproduced, were available in abundance. Surely, if there is enough activity to support all of these suppliers, these cars will be around for a long time. Of course used parts were also there, everything from engines to sheet metal. V.E.C members certainly did their fair share of buying, they just felt that it was the proper thing to do since these dealers had gone to so much trouble.

Cars on display at the concours were of outstanding quality. Every variety of corvaire you have ever heard of was on display. The restoration work on the best cars was so good that judging must have been very difficult.

Tech sessions were well attended. Dick Spring gave one on painting. He demonstrated an Acuspray high volume low pressure paint gun and passed along some tips on show quality painting. The news was not so good in the session on air conditioners. The freon used in existing systems is being phased out of production and the only replacement found so far will not work in the old systems.

It is always interesting to browse through the "for sale" lot. A 1964 pickup sold for about \$2,400. It seemed to be OK mechanically but had some pretty bad rust by southern standards. There was a Texas 1965 sedan for sale for \$5,000 with 35K original miles. It had been kept inside and was really a beautiful car. Don't know if there were any takers.

There seemed to be considerable interest in the autocross. It is amazing how quick some of the cars were, especially those set up for racing. Some were racing beautifully restored cars which looked good enough to have been trailered in.

One of the most enjoyable activities, is just visiting and talking with people from around the country. A common interest in Corvairs makes instant friends of complete strangers. This was truly a very enjoyable convention.

The V.C.E members attending national convention were:

|                       |                            |
|-----------------------|----------------------------|
| Hugh White            | Larry Vann                 |
| Norman Rogers         | Jerry & Sara Smith         |
| Curtis Hare           | Charles & Jan Trotter      |
| Chris Rothe           | Buck Hincle & Jewel Daniel |
| Bob & Wilma Seimens   | John & Juanita Hathaway    |
| Ed & Carol Keller     | Harold & Louise Hartline   |
| Jim & Bobby Floyd     | Frank & Sheila Ranelli     |
| Dick & Barbara Witkos |                            |

KEEP AMERICA BEAUTIFUL - RESTORE AND DRIVE A CORVAIRE!!!



When doing a clutch job on your '64 or later Corvaire, be sure to replace the pilot bushing and pack with high temperature wheel bearing grease. Also, let's don't forget the throw out bearing. For quiet and fail-safe operation, take the old bearing to your parts house and match it up with a bearing from one of the newer GM cars with a hydraulic clutch

- CORVAIRE HOUSTON, INC. -

**GENERAL MOTORS**  
Design Department



NOW LET ME GET THIS STRAIGHT... YOU'RE FIVE YEARS OLD,  
LIVE IN MASSACHUSETTS, AND WANT US TO DESIGN A RADICAL  
CAR WITH LIMITED PRODUCTION SO THAT YOU CAN START A  
CATALOGUE PARTS BUSINESS WHEN YOU GROW UP?

302



SEPTEMBER, 1992

Vulcan Corvair Enthusiasts  
P. O. Box 59071  
Birmingham, AL 35259-9071



FRANK & EDNA THOMPSON  
3418 SAGEBROOK LANE  
BIRMINGHAM, AL 35243



BULLETIN NO. 9



FIRST CLASS MAIL

# THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Charles Trotter, Pres  
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Juanita Hathaway, Second VP

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Carol Keller, Sec  
Joyce/Owen Miller, Newsletter

SEPTEMBER MEETING  
September 18th - 20th  
Friday and Saturday  
BALD ROCK LODGE  
CHEAHA MOUNTAIN

REFRESHMENTS: See Note from Juanita

BIRTHDAYS: Hugh White - September 2nd  
Buck Hinkle - September 11th  
Mary Snead - September 19th  
Grant Snead - September 20th  
Charles Trotter - September 21st

ANNIVERSARY: Jan and Charles Trotter - September 21st

## COMING EVENTS

Oct 2-4 Music City Jam IV  
Nashville, TN

Oct 3

The Wiregrass Antique  
and Collector Car Club  
Dothan, Al

Oct 9-10 NC Fall Corvair Affair  
North Carolina

Oct 14-17

Octoberfest  
Helen, GA  
(No Cars, Just Fun)

1993

NORTHWEST FLORIDA  
February 26th & 27th  
Navarre Beach, FL



CHEAHA - HERE WE COME:

Everyone is looking forward to our September meeting at Cheaha. This has become a tradition with VCE members and friends. John Hathaway will pay for the lodge when he picks up the key so thanks to those who have already sent in a check. This is just a reminder to those who need to get their check to him as soon as possible.

Some of you have called to ask what you are to bring and if we need something else. See the list below that I have compiled of the items different ones have informed me they were bringing. Don't hesitate to call me at 833-5972, to see what may have been added to the menu. I'm sure anything you decide to bring will be delicious. Bring something for dinner and breakfast. If we have enough left from Friday night, we can have supper on Saturday.

The coffee will be furnished by the club but you will need to bring your own cold drinks. Paper plates and cups are always welcome. We are planning a wine and cheese party so any help with these ingredients will be appreciated, too.

Don't forget your White Elephants and/or crafts. This will be fun!!!! See you at Cheaha. . . .

Juanita Hathaway

LIST OF ITEMS FOR CHEAHA

LOUISE  
Turkey  
Potato Salad  
1 doz eggs  
Cherry Crunch

JUANITA  
Cole Slaw  
Cake  
2# bacon  
Salsa & Chips  
4 doz eggs

JAN  
Broccoli Cornbread  
Sausage Links  
Banana Pudding

JOYCE/OWEN  
Dressing  
Sausage  
Sweet potatoes  
Plates & Cups

WILMA  
Green beans  
Corn  
Cornbread  
Grits & Jelly

SARAH  
Chicken Casserole  
Lemon Cake  
Rotel Dip & Chips

NORMAN  
2 doz Eggs  
1 bt Syrup  
1 Drink

SARA/HUGH  
Broccoli-Rice  
Eggs  
Coffee  
Dessert

SHEILA  
Italian Dish  
Spinach Dip  
Chips  
Biscuits

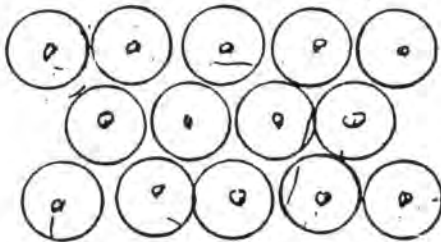
CURTIS  
2 doz Rolls  
1 lge Syrup  
1 Drink

KELLERS  
Ham  
Pancake Mix  
1 bt Syrup

JEWEL  
Salad  
2# Bacon  
Jelly



# TECH STUFF



WHAT IS IT?  
HONEY CONE?

NO !!!!

IF YOU'RE LIKE ME, I ALWAYS HAVE 15 OR MORE SPRAY CANS AND ALWAYS HAVE TO LOOK THROUGH ALL OF THEM TO FIND THE ONE I NEED.

**SOLUTION:** I TOOK A 3", 10', THIN WALL PVC PIPE, CUT IT IN NINETEEN 7" LENGTHS, GLUED THEM TOGETHER IN A CLUSTER - LIKE A HONEY CONE - THAT WOULD FIT INTO MY STORAGE AREA.

NOW I CAN STACK CANS WITH THE TOPS SHOWING COLOR, ETC. AND DON'T HAVE TO MOVE THEM AROUND.

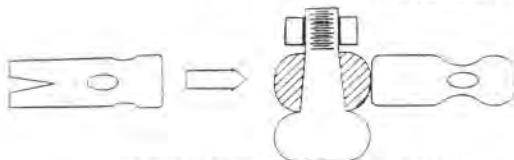
GOOD LUCK!

- Bob Wilhelm -

## TO REMOVE TIE RODS

- . Remove cotter key; loosen castellated nut.
- . Hold heavy hammer as backup, as shown below.
- . Strike beside tapered hole; tie rod will drop.
- . It always works...and doesn't damage the threads.

- J. F. Rittenhouse -



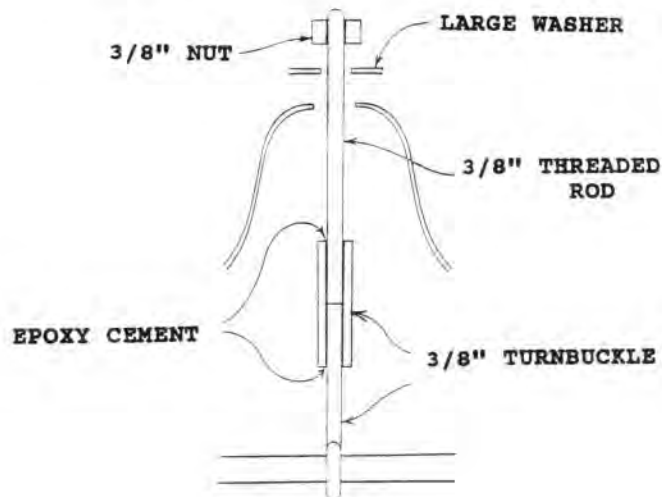
## TO REMOVE TIE ROD ENDS

- . Remove tie rod assemble from car.
- . Replace both castellated nuts to protect the threads on the tapered studs, then loosen both end clamps.
- . Slip the handle of a 10 or 12" adjustable wrench, or a large box-end wrench, over each tapered stud and twist them against each other until one gives; work it until it turns easily.
- . Screw that end back in until its snug and retighten its clamp.
- . Twist the wrenches against each other again until the other end gives; work it until it turns easily.
- . Loosen the clamp and remove both tie rod ends.

## TO REMOVE STEERING KNUCKLES AND FRONT SPRINGS

- . Replace one end of a 3/8" turnbuckle with a 16" length of 3/8" threaded rod.
- . Apply epoxy cement liberally on threads and tighten rod against eyebolt (see sketch). The finished assembly must be 20" long.
- . Remove speedometer cable, brake hoses and radius rods.
- . Remove shock absorber and replace with the turnbuckle assembly. Leave about 1/4" clearance under its top nut above the shock absorber tower.
- . Remove cotter pins from castellated nuts on tapered studs of both upper and lower ball joints.
- . Loosen ball joint nut about 1/8".
- . Rap sharply on the steering knuckle next to the loosened nut until the tapered stud snaps against its nut. (Two-hammer method works best.)
- . Check the top nut; allow 1/8" clearance.
- . Loosen the other castellated nut 1/8" and rap beside its stud until it snaps free.
- . Remove both castellated nuts.
- . Back off the turnbuckle assembly's top nut; remove the steering knuckle, then the spring coil.

- J. F. Rittenhouse -





## A Note of Thanks...

A special thank you to Corvair Houston whose newsletter we enjoy. This and the facing page of Tech Tips is from August, 1992 letter.

### Open Letter to Patrick Bedard Car & Driver Magazine

(The following letter was sent to Mr. Bedard awhile back and is printed here because I know many of you can relate to this story.)

First of all, I want you to know that it is all your fault!

It was about three and one half years ago in the "Ten Best" issue that you wrote your "Grinmobile" article: ten cars that you can afford to drive and in which you can not stop grinning. As I read it, one car caught my eye: the 1964 Corvair convertible, a car I had wanted desperately after graduating from school. A combination of low pay, marriage and Army service kept the car out of financial reach (it had a sticker price of \$2,750) and then children arrived making the car impractical.

You suggested in your article that a reasonably good Corvair convertible could be found for well under 4,500 inflato-dollars. My neighbor, a Chevrolet dealer gave me some great advice: "Don't try to restore one. Spend a little more and buy the best one you can find." But Noooooo, I had to find one I could "SAVE."

And find one we did. It had been mistakenly listed in the classified ads under "Lincoln's". I told myself that this was some sort of sign: that the car had been listed incorrectly so only I would see the ad. A member of the Houston Corvair Club, Guy Bobkoff, went with my wife and me that crisp December Saturday morning to see the car. He brought a fresh battery, some points and a gas can. Only later did I find out that, as Corvair Houston's car locator, Guy's job was to match up available Corvairs with new Corvair enthusiasts. Any Corvair he could help save by getting it into willing hands also turned into a new club member. And I had called him with a car already located.

Our '64 Monza convertible was waiting for us in a shed in Livingston, TX under a twelve-year accumulation of bird droppings. It had weeds growing through the floorboards, field mice nests in the seats and mud dauber wasp nests in every place imaginable. The top was rotten, but all of the major parts were there. There was no ignition key, but the ignition had been left unlocked and the engine even turned over. Guy suggested that all it probably needed was a new coil and battery, and if I painted the wheels black, it would be a great "daily driver" in short order.



As we rolled the car out into the sunlight, my wife began to get the spirit: "Let's restore it," she said. The price for this jewel seemed a little high, but I reasoned that it is a convertible and those bring more. Anyway, it's only one fourth the amount in 1964 dollars.

We had the car towed 70 miles back to Houston to our garage. I then took the lock out of the glove box door to a lock smith who made a key that would work the ignition and unlock the trunk. What treasures were locked in the trunk? Answer: a tow bar!

Now to get started. First, I need some tools:

Compressor \$400.00,

air tools \$150.00,

Misc. tools \$200.00,

jack stands, ramps, new socket set, drop light, a fan for keeping cool while working in Houston's heat and humidity, rust remover, rust treatment, sand paper, abrasive wheel and wire brush for the drill...oops, a new drill. I built a sandblasting box from a four drawer file cabinet and have taken a welding course at the local community college. Now, the advice from my neighbor was starting to make more sense.

It has been almost four years since I started. The top is off, the front suspension has been removed, sandblasted, painted and reassembled with new bushings, upper and lower ball joints, new brakes and is now installed. I have cut out the rusted trunk bottom and welded in a "new" one. The engine, drive train and steering box were removed and completely rebuilt. The floor boards, underside of the car and engine compartment are next before starting on the body.

Oh yes, remember my wife's comment: "Let's restore it."? So far, her contribution has been limited to her bringing me a cold drink when I am in the garage, which is quite a bit of the time. Now I am beginning to see that her willingness to see me commit to this project was her plot all along to keep me off the streets: figuratively and, so far, literally.

My friends in the Corvair Houston Club are starting to call my car the locust because it is going to take a total of seven years to restore. At the rate I am going, it may take another two years to complete the car, so they may be right. But, I am having fun and learning a lot. Even though I can't drive it yet, every now and then, I just stand back, look at it and start to grin. And the Houston Club is terrific. We have been on some "fun runs" in other people's Corvairs, and recently we acquired another Corvair which is exactly what my neighbor had in mind. It is a driver.

Thanks for your excellent articles, and especially your Grinmobile article. I'll send you a picture of it when my Grinmobile is finished.

- Glenn Commons

Your kindness couldn't be  
appreciated more -  
thank you so much!

Harris' Family,  
Jewell Daniel  
The fruit basket  
was beautiful.  
Your thoughts and prayers  
will always be held  
in grateful remembrance.

---



OCTOBER, 1992

Vulcan Corvair Enthusiasts  
P. O. Box 59071  
Birmingham, AL 35259-9071



FRANK & EDNA THOMPSON  
3418 SAGEBROOK LANE  
BIRMINGHAM, AL 35243



BULLETIN NO. 10



FIRST CLASS MAIL

# THE OIL DROP



## THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Charles Trotter, Pres  
Bob Siemens, First VP  
Juanita Hathaway, Second VP

John Hathaway, Treas  
Carol Keller, Sec  
Joyce/Owen Miller, Newsle

OCTOBER MEETING  
Friday, October 16, 1992  
7:00 P.M.  
New Hoover Municipal Building  
Hoover, Alabama

REFRESHMENTS: Wilma Siemens  
Sarah Keeton

BIRTHDAYS: Jewel Daniel - October 1st  
Phil Hartline - October 8th  
Harold Hartline - October 27th

ANNIVERSARY: Carol and Ed Keller

### COMING EVENTS

1993

NORTHWEST FLORIDA  
February 26th & 27th  
Navarre Beach, FL

Hugh White had some reservation forms up at Cheaha. Some of us filled one out and returned it to him. He will try to put us all together and it should be wonderful just being back at Navarre Beach. We understand that the Holiday Inn has been remodeled. You will find a reprint of the reservation form enclosed for those of you who missed out on the Cheaha fun!

### TECH TIP

We were delighted to hear from one of our new members this month. Joe Popinski has been a Corvaire Lover since he had his first ('60 4-door) one in high school. He has written a Tech Tip for us to be printed later in this newsletter. Now his real love is the CORSA and hopes to find a '66 Convertible to restore. Anyone with information on the where one might be found, could reach him at home (205) 979-0903 or at the office (205) 988-1015. Thanks, Joe!

## DID YOU KNOW....

All the cars looked so pretty parked out by the side of the Bald Rock Lodge. All had been washed and shinned and were just about to be judged. Lo and behold, Bob Siemens found a note on his windshield from a Park Ranger. See the note printed below:

Dear Sir,

As park ranger it is my duty to inform you that the appearance and overall shape of your vehicle is scaring the animals and stunting the growth of many of our trees. If you cannot cover this vehicle or disguise it in some way I must ask you to leave as soon as possible.

Thank you,

Luther Allgood

Let's all give Bob a word of sympathy at the October Meeting.

## Octoberfest

We will be minus three couples at the meeting. The Hartlines, Hathaways and Millers will be in Helen, GA, that weekend. Hopefully the Octoberfest will be in full swing and so will the leaves.

**HOW TO READ AND UNDERSTAND  
CORVAIR WIRING DIAGRAMS**  
by Joe Popinski

Trying to understand automotive wiring diagrams is almost like trying to beat a mouse to the end of a gigantic maze. Well, some people seem to think so. But de-ciphering CORVAIR wiring diagrams is not hard if you just follow three or four simple rules.

The first rule is not to think like a 1990's car designer! Today's cars are made with all sorts of electrical and electronic accessories which require hundreds of feet of wires to operate. When you get into your brand new 1993 Lumina EuroSport, the dome light comes on, the chimes announce that the door is open, the light on the ignition key/lock turns on, and a handful of other things happen. Each of these devices (light, buzzer, chime, etc.) is controlled by some sort of switch (electrical or mechanical), is connected by wires to a power source (battery) and is grounded. The trick to understand this is to draw a separate diagram for each circuit in simplified form. This is something the average CORVAIR lover can do without a PhD in automotive engineering. It just takes some time and patience, and all of us who restore CORVAIRS need a lot of these two commodities anyway.

The second rule is to understand that most of today's cars use a universal wiring harness. This means that one wiring harness is designed for a particular model which has all the connectors, wires, etc. for every option made for that model. If you don't believe me, look under the dash of a late model car and see all the unterminated wiring connectors.

When the Corvair was designed, the engineers use a concept of having a separate wiring harness for each model. Of course, for the most part the harnesses were pretty much the same as all cars needed lights, starter, ignition switch, etc. But not all were equipped with the CORSA dash which had a tachometer, cylinder head temperature gauge, glove box light and clock in addition to the "idiot" lights.

The third rule is to have in your possession the wiring diagrams from the original Shop Manual or the Assembly Manual (the wiring diagrams are the same in both). For example, the 1966 Corvair diagram is on four 8 1/2 x 11 pages. Figuring out which wire goes where is not too hard if you learned how to trace lines in grammar school.

The fourth rule is to know just a little bit about electricity. Cars work on direct current (or DC). This means that the electricity flows in one direction -- from the positive terminal on the battery, through the wires to some device and then back to the negative terminal on the battery. (Alright, if you really want to get technical, the electron flow is from negative to positive. But that isn't important here.) Automotive engineers for the most part (but not always) used a short cut in routing the electricity from the device back to the negative side of the battery. They used the car body as that return path or "wire" thereby saving having to run more wires than were necessary. We call this path the "ground" side of the circuit. That is why there is a heavy gauge black wire from the negative terminal on the battery connected to the frame and/or engine. On late model Corvairs, the battery ground is connected to the frame rail right next to the

battery. If you don't believe me, go open up your engine lid and take a look! This is also the reason why every one says ground your dash board, or the new radio you put in, and make sure that the new light sockets make good contact with the metal body of the light housing.

After studying the wiring diagram from your shop manual, you probably noticed that there are a number of connecting blocks. These correspond to the large wiring harness connectors. For example; there is a 2 x 3 inch connector in the engine compartment which joins the engine harness to the body harness. On late models it is located near the battery, next to the frame rail near the "firewall." There is another one in the trunk, right next to the brake master cylinder. And one under the dash board next to the fuse block near the heater ducts. And another one behind the dash just above the steering column which connects the dash board to the body harness.

However, not all car harnesses have all the wires as shown in the diagram. If you have a CORSA then 95+ % of the wires on the diagram will exist in your car. If you have a Monza, the harness in your car will not have all the connections for the gauges that are in the CORSA. Convertible models have even more wires for such things as courtesy lights under the dash, the top motor, etc. Then of course, those of you who have a factory install air conditioner, have even more wires in your car. But they don't appear on the standard wiring diagrams. They are on a separate page. It really isn't that confusing if you just take the time to study the diagrams.

Now for the last two points. For

example, the wiring diagrams for the two basic dash boards are on one page of the manuals. In the original '66 shop manual (supplement) they are on page 12-6, Figure 6 - Instrument Cluster and Body Harness. In the 1966 Assembly Manual they are in Section 12 - Electrical, on sheet D3 of the Wiring Diagram - Instrument Cluster & Body Harness. The major connections for the body sub-harnesses are a little bit tricky to understand when you are tracing a circuit. Just remember that the Detroit engineers never intended for them to be easily read. On page 12-6 of the shop manual the diagram for both the CORSA and Monza/500 series dash panels are given. Either of these dash board connectors plug into the main body harness connector shown on the previous page (12-5). Exactly how the continuity is achieved is the tricky part. You might think that the upper right wire on the dash harness connector would connect with the upper right wire of the body harness connector? Right? Well ... no. That is not how they are connected on paper. The upper right wire of the dash harness connects to the upper left wire of the body harness as shown on the diagram. Its kind of like one connector folds over onto its mating part just like the real world of male/female connectors. This holds true for all of the diagrams.

Now that we understand this, the color codes are fairly straightforward, the wording on the diagram is pretty easily understood and trouble shooting is a little bit easier. Just remember, that tracing wires takes some time and patience. Most wiring harnesses in cars are exactly what's shown on paper so it is just a matter of finding the real wire in the car.

And finally one last suggestion. If you splice wires together to replace light sockets, etc., please make a good splice. It should be a good electrical connection. A soldered connection is the best. (I only use soldered connections. They don't pull out and don't corrode in a year or so.) And dress the wires properly when you work on them. I use heat shrink tubing over a soldered connection for a good looking splice. Those colored crimp connectors look like a "shade tree" mechanic did them.

If you take the time to understand the wiring on your Corvair you will be rewarded with a car that doesn't have electrical gremlins. I hope this article has helped some Corvair lovers appreciate the simplicity and advanced engineering that went into the Corvair. If you have problems or have any questions I can answer, call me at (205) 988-1015 days or (205) 979-0903 nights and weekends.



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### CONSIDER THIS...



RESERVATIONS - CORVAIR CLUB  
February 26-28, 1993

HOLIDAY INN NAVARRE BEACH  
8375 Gulf Boulevard  
Navarre Beach, FL 32566  
904/939-2321  
FAX: 904/939-4768  
ATTN: Reservations Dept.

Name: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_

Phone: \_\_\_\_\_

Deposit Enclosed: \$\_\_\_\_\_ (Minimum \$50.00)

Credit Card No.: \_\_\_\_\_

Exp. Date: \_\_\_\_\_

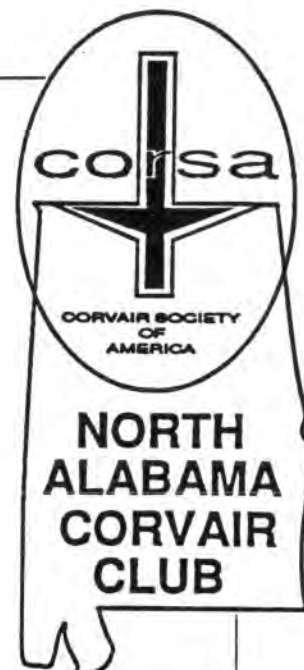
Lovers Weekend Package includes: Friday and Saturday nights lodging, Saturday night dinner for two with a carafe of wine, and Sunday Brunch for two. Package includes tax and gratuity.

EAST WING \_\_\_\_\_  
\$68.00 per person

HOLIDOME \_\_\_\_\_  
\$73.00 per person

GULF SIDE \_\_\_\_\_  
\$83.00 per person

Group rate of \$39.00 per person for those who do not choose package.



## North Alabama Corvair Club

Corvair Society of America

### Attention Corvair Owners...

If you are interested the preservation, restoration, and enjoyment of the CORVAIR automobile, you are invited to the next meeting of the NORTH ALABAMA CORVAIR CLUB. The NACC is a local chapter of CORSA, the Corvair Society of America.

We hold meetings at 7:00 pm every third Thursday of each month at the OLD Greenbrier Restaurant (off I 565 on Greenbrier road). The club provides a friendly, social atmosphere for friends of this unique automobile to share information about parts, restoration techniques, and experiences with the Corvair. We also hold several social events throughout the year such as rallies, econo-runs, and picnics.

Please make plans to join us at our next meeting. If you have any questions, please contact one of the club officers listed below.

---

|                      |              |          |
|----------------------|--------------|----------|
| President:           | John Garrett | 880-0926 |
| Vice-president:      | Vic McCarn   | 837-7980 |
| Secretary/Treasurer: | Bill Vaughn  | 830-6655 |

---

# CHEAHA

We were a week early for the cool autumn weather, but our last summer fling was a dilly. I don't know if anyone actually knows how many were present, but I estimate about 17 couples and guests, 3 children and 1 dog from our club plus two other couples and their beautiful babies from the North Alabama Corvair Club.

Juanita made sure everyone was welcomed Friday night with her now famous wine and cheese party before dinner. Dinner was something to behold - turkey and dressing and all the fixins'. The "groaning table" held everyone's favorite deserts. Charles and I were a little late arriving (his fault) but it didn't take us long to play catch-up.

Saturday morning was beautiful - just the time to wash and shine the Corvairs for the judging later in the day. John Hathaway found there were no outside electrical outlets nor was there a water faucet. We turned the generator on at the motor home and the hand-held vacuum cleaner was passed around. The lack of water was a problem quickly solved by a bucket brigade. This looked like fun so Juanita and I set up lawn chairs under the trees to watch and critique.

My, the cars looked beautiful - all clean and grouped according to color, ie, red cars together, blue cars together, Bob's Corvan at one end and the bronze car in the middle. I later found out the cars were grouped according to category. The categories and winners were:

|                 |                 |
|-----------------|-----------------|
| Forward Control | Bob Siemens     |
| Early Open      | John Hathaway   |
| Early Closed    | John Garrett    |
| Late Open       | Louise Hartline |
| Late Closed     | Sara Keeton     |

Bob wore a smug look all day, knowing he was a winner. Sheila presented each winner with a key ring engraved "Cheaha 1992".

In order to fatten the club's kitty, all the women brought items for a white elephant sale. Items ranged from a boy's top to a gold necklace. There was truly something for everyone. So while the guys watched a ball game, we gladly bought each others junk and collected \$153.00.

Dinner Saturday was a repeat of Friday or maybe even better since we had all been working and were hungry. After dinner, we had our regular monthly meeting. When the men

learned we had contributed \$153 to the club, they gallantly met our contribution with a like amount. O.K. maybe there was <sup>some</sup> gentle persuasion from us. Charles and I also extended an invitation to have the Christmas party at our home - We'll let you know the exact location later.

Saturday evening was spent just enjoying good friends and playing with the sweet babies, Casey Garrett and Austin McCarn from the North Alabama Club. Later that night, lying in bed, I thought I heard banjo and guitar music. The sound was great and the Cantrell brothers (Bill & John) were responsible. We must hear more from them soon.

Sunday morning and it was time to pack up to return home. How could it be that we had almost as much food to take home as we had brought? What a grand time we all had. We packed a lot of fun into washing and judging cars and in the lively bidding for dish towels, but most of all, we enjoyed being with our best friends and lovely guests.

If you weren't able to come, please know you were missed and we look forward to seeing you at the October meeting.

JAN TROTTER (Charles' wife)



Jan Trotter was sweet to share her banana pudding recipe with us. It was especially good at Cheaha! We also appreciate her writing about our Fall Corvair gathering. We all enjoyed it!!

#### BANANA PUDDING

- 2 Large boxes vanilla wafers
- Lots of banana
- 1 Pkg instant vanilla pudding  
(the kind that takes 3 cups of milk)
- 1 Can Eagle Brand Sweetened Condensed milk
- 1 Large tub Cool Whip

In a large pan (8 x 12), layer cookies and bananas. Start with cookies and end with cookies.

In a large bowl, combine pudding, milk, Eagle Brand milk and Cool Whip. Pour this over the cookies and bananas.

Make this for a crowd or two really hungry people.

Jan





MONTGOMERY AL 361



NOVEMBER, 1992

Vulcan Corvair Enthusiasts  
P. O. Box 59071  
Birmingham, AL 35259-9071



BULLETIN NO. 11



FIRST CLASS MAIL

FRANK & EDNA THOMPSON  
3418 SAGEBROOK LANE  
BIRMINGHAM, AL 35243

# THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Charles Trotter, Pres  
Bob Siemens, First VP  
Juanita Hathaway, Second VP

John Hathaway, Treas  
Carol Keller, Sec  
Joyce/Owen Miller, News

NOVEMBER MEETING  
Friday, November 20, 1992  
7:00 P.M.  
New Hoover Municipal Building  
Hoover, Alabama

REFRESHMENTS: Sheila Ranelli  
Joyce Miller

BIRTHDAYS: John Hathaway - 3rd  
Roy Dutton - 28th



## COMING EVENTS

1992

CHRISTMAS PARTY  
More Details at the November Meeting

1993

NORTHWEST FLORIDA  
February 26th & 27th  
Navarre Beach, FL



**MINUTES - 10/16/92**

President, Charles Trotter called the meeting to order and the minutes of the last meeting were read. There was no treasurer's report or Membership report as John and Juanita Hathaway were out of town. There were approx. 20 people in attendance along with one visitor, Mr. Robert Ottinger.

Activities - Bob Siemens - The North Alabama Corvair Club has invited Vulcan club to join them in a tour of the Saturn Plant in Columbia, Tenn. on Nov. 8, 1992. John Garrett will let Bob know details as soon as they are worked out.

Old Business - Northwest Florida Club will have a show in Navarre Beach on Feb. 26, 1993 - details were in the last Oil Drop.

New Business - 1) The president will appoint a nominating committee before the next meeting. Contact him with any suggestions regarding officers for 1993. 2) The Kellers visited the NACC Oct. meeting. There were 32 in attendance with several new members - they should be commended for a growing, working club. 3) The Trotter's have graciously consented to have the Christmas party at their house, tentatively on Sat., Dec. 12th.

Cars for Sale - '65 Monza Convertible - \$1200.00  
Lakewood - 600.00  
No name given - 205-340-1287 (Huntsville area)

We are glad John, Michelle and Casey Garrett joined us from NACC. Also, we wish Vick McCarn a speedy recovery from knee surgery.

Charles dismissed the meeting and we enjoyed a fantastic spaghetti supper complete with two desserts courtesy of Wilma Siemens and Sara Smith.

Respectfully submitted,  
Carol Keller, Sec.



The best time to do something worthwhile is between yesterday and tomorrow!

NOTE: The following arrived too late for the October bulletin. But the editors thought it was just too good to pass up. Besides, everyone will enjoy another view of the memorable visit to CHEAHA.

CHEAHA, 1992  
By: Harold Hartline

#### A BREAKFAST TRADITION

True to tradition, the men cooked breakfast Saturday and Sunday. For every such worthy endeavor it helps to have some central theme. Ours was, same as in past years, to help our members to get their cholesterol up to respectful levels. To meet this challenge, the first item was Owen's killer saw-mill gravy. No cooking oil or skimmed milk in this gravy, we are talking the 'real stuff'. This was made from sausage, must have been 6 or 8 pounds, all of the juice that cooked out, whole milk, flour, plenty of salt and pepper and other ingredients passed on to Owen by an old saw-mill cook just before he passed away.

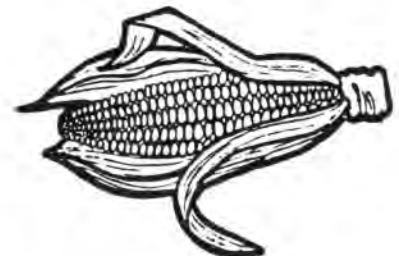
Next came those huge country biscuits made by Frank Ranelli. Frank guarded his recipe by making the biscuits at home, freezing them, so all he had left to do was to bake them. The results were outstanding. Our senior bacon cooker, Charlie Drake, was not able to attend this year. He used Marie as an excuse, but you know how Charlie is. So Harold was recruited as a substitute and finally struggled through getting a side of bacon crisp enough to get by, but everyone knew that Charlie was not on the job.

Hugh White and Owen joined forces to handle the egg cooking. Owen scrambled while Hugh fried. These days you have to specialize, you know. Again in keeping with our theme - pure butter, whole milk and bacon drippings were used.

Grits were done by Bob Seimens and Charles Trotter and supervised by John Hathaway. A committee meeting was held to discuss ingredients. After a while a consensus was reached that it was grits and water. Charles was overheard to ask "are these lumps supposed to be this big?" The immediate response was "don't know how big the lumps are supposed to be either".

Bob and Charles also teamed up to do pancakes. Bob did the large industrial size while Charles made the regular 12-inch size. Everything worked out well except we had to send out for another 5-gallon pail of syrup.

You may have noticed that everyone's name did not get mentioned. That notwithstanding, everyone got their 2-cents worth in. For every cook, there were 2 advisers and 4 supervisors. In spite of it all, it was a truly enjoyable happening.



## TECH SESSION

Bob Seimens did a roving tech session in the parking lot Saturday morning. He brought along his tune-up kit and had intended to demonstrate it on one car. Things got a bit out of hand and before it was over, he must have fine-tuned at least six cars. The kit included a dwellmeter, vacuum pump and gauge, uni-synage, and a timing light capable of reading degrees of total advance. The functions tested were: dwell angle, centrifugal advance, vacuum advance, timing, carb synchronization at idle and at 2000 rpm, and fuel mixture at idle. Every car checked, needed at least some fine tuning. The real lesson was that these cars will run like factory new if everything is functioning and adjusted to factory specs. This would be an excellent tech session for one of our regular meetings.

## CAR SHOW

A Peoples Choice Car Show was staged by Sheila Ranelli. Some of the cars had not been cleaned before driving to Cheaha so everyone, well almost everyone, joined in to form a clean up brigade. The result was spectacular. It was great to see that many of our cars dressed out and on display. As always this show drew a lot of attention and expressions of interest. We need to do this more often.

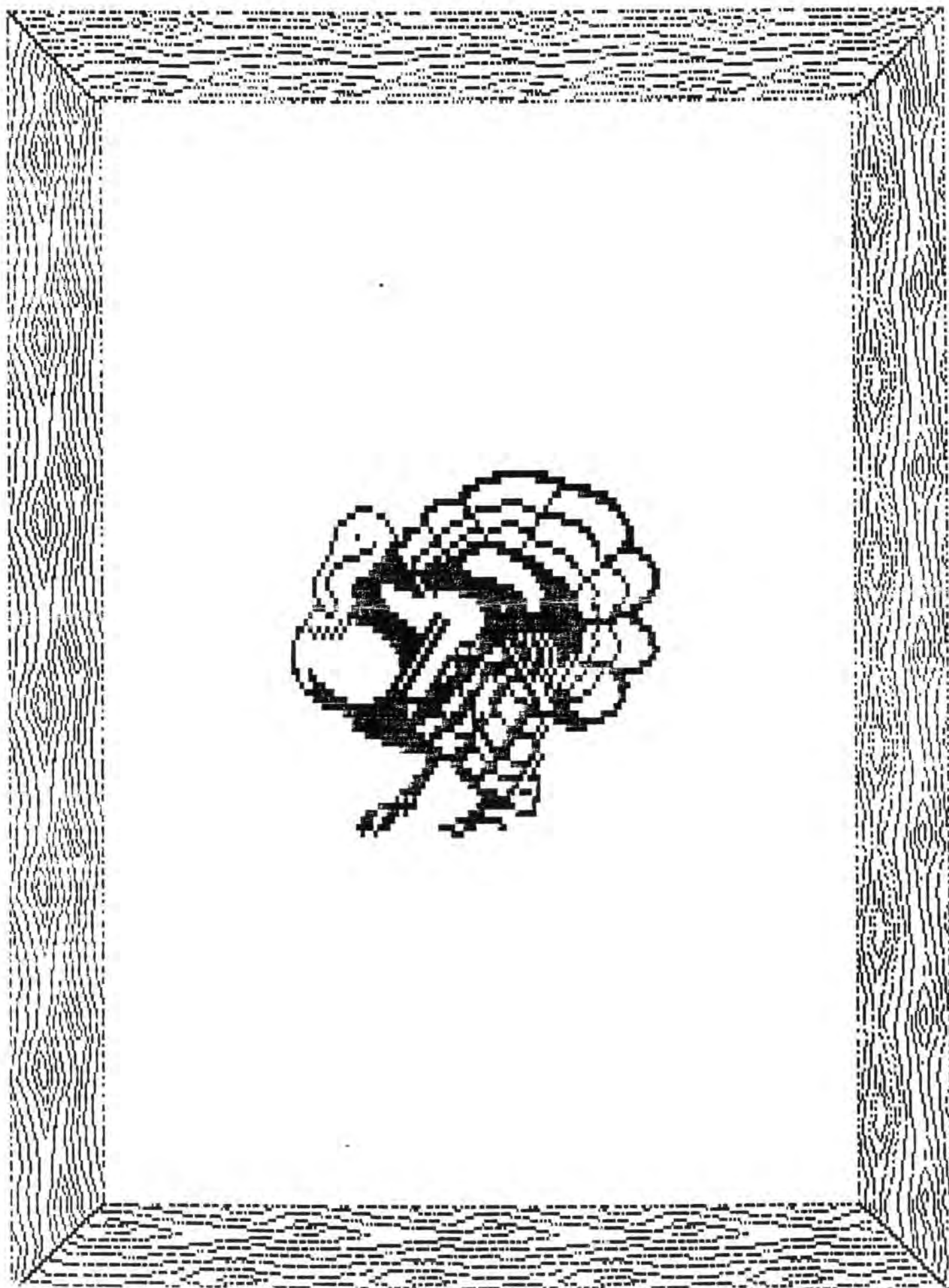
# A Prayer for November

*"I have lived, sir, a long time, and the longer I live, the more convincing proofs I see of this truth—that God governs in the affairs of men."*

Benjamin Franklin, at the  
Constitutional Convention  
in Philadelphia

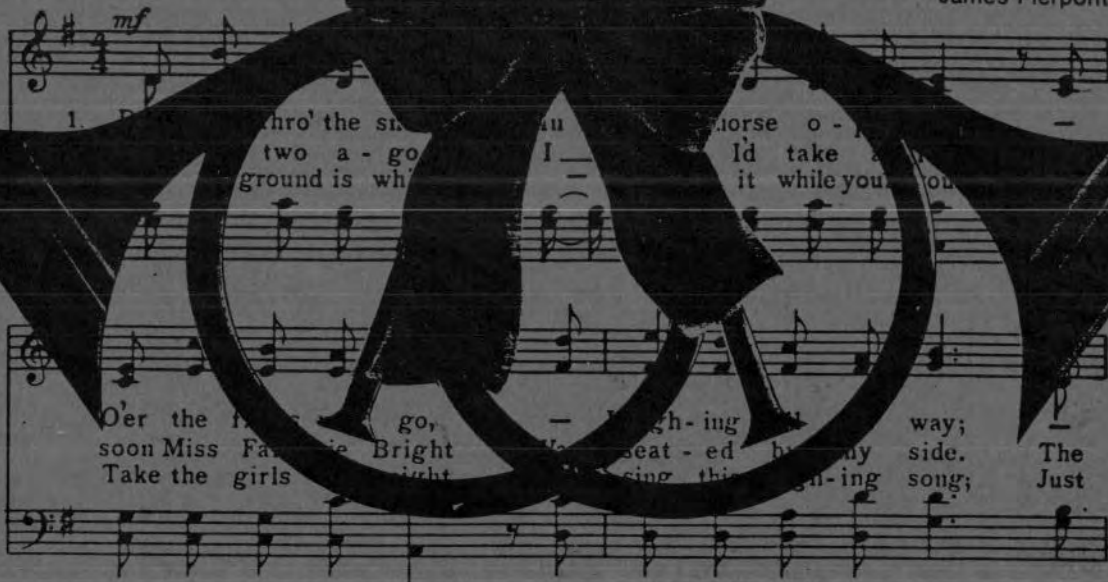
At this time of thanksgiving  
we thank You, Lord,  
for the document that drew  
thirteen quibbling states into  
one firm and stalwart republic.  
Just as You tempered the wills  
of those gathered in that  
City of Brotherly Love,  
give us patience and wisdom  
so that we may continue to be  
strongly united—  
as families, as a nation,  
as brethren in Your name.

I try not to worry about the future -- I just take care of one anxiety at a time.



# JINGLE BELLS

James Pierpont



DECEMBER, 1992

DEC 1992

BULLETIN NO. 12



Vulcan Corvair Enthusiasts  
P. O. Box 59071  
Birmingham, AL 35259-9071

FIRST CLASS MAIL



FRANK & EDNA THOMPSON  
3418 SAGEBROOK LANE  
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# THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Charles Trotter, Pres  
Bob Siemens, First VP  
Juanita Hathaway, Second VP

John Hathaway, Treas  
Carol Keller, Sec  
Joyce/Owen Miller, News

## CHRISTMAS PARTY

December 12, 1992

Sarah and Jon Keeton, Hosts



BIRTHDAYS: Carol Keller - 12/18

ANNIVERSARY: Grant & Mary Snead - 12/1  
Bob & Wilma Siemens - 12/17  
Jon & Sarah Keeton - 12/19  
Chris & Kim Hammack - 12/27

## SWAN SONG

Thanks for allowing us to be your editors this past year. Thanks are also in order for all of you who have contributed so much. Without your technical knowledge and dry humor it would not have been as much fun as it was. The US Mail and several Fax machines were kept busy between Birmingham and L.A. (Lower Alabama) and made everything come together. But now it is time to be 'moving on'!!!

Mike Donley has "volunteered" (Can you believe that someone would volunteered for anything?) to take over for 1993. He has some neat stuff planned for you and we are looking forward to being on the receiving end this next year.

We want to take this opportunity to wish everyone a Very Happy Holidays and we will see you next year!!!

The Millers

MINUTES - 11/20/92

Pres., Charles Trotter called the meeting to order and the minutes of the last meeting were read. There was no treasurer's report as John Hathaway was out with illness (we're glad he's better).

Old Business - Due to illness with Jan Trotter's parents and the Trotter's pending move, the Christmas Party will have to be moved to another location. Jon and Sarah Keeton graciously volunteered their home on Dec. 12th, at 7:30 p.m.

Activities - Bob Siemens - The activity for Dec. will be the Christmas Party. The club will pay for the ham and turkey; the members should bring a covered dish (see list following), and B.Y.O.B. if you care to. Presents will be exchanged - men should bring a man's gift, women should bring a woman's gift, please indicate on the front of the package the gender. Range of the gift is \$10.00. Upcoming activities include the East Tennessee Gathering in Pigeon Forge and West Florida's event in Pensacola, Feb. 26th. See Carol Keller for registration forms.

Nominating Committee - Jon Keeton will have a slate of officers at the Dec. meeting.

VCE voted to send a \$50.00 check each year to the Hoover Library in appreciation for the use of the meeting room every month - motion made by Sheila Ranelli.

New Business - Of interest to restorers, Grant Snead can get a 15 gal. drum of phosphoric acid but would need someone to share the cost, \$105.00 (approx.) plus drum deposit. See him for information. Jerry Wright wants any library material, articles, old Communiques, etc. on the Corvair.

Charles acknowledged some of our new members who had not been to a meeting in some time - Joe Popinski, the Babyocks, Jerry Wright. We were glad to see the Sneads back this time as well.

The meeting was adjourned and we enjoyed a delicious meal prepared by Sheila Ranelli, Joyce and Owen Miller.

Respectfully submitted,  
Carol Keller, Sec.



## COMING EVENTS

1993

### SMOKEY MOUNTAINS MID-WINTER FAMILY RETREAT Ramada Inn, Pigeon Forge, Tennessee January 15-16

Your Corvair Friends of East Tennessee invite you to a Smoky Mountains Fun Time. Room Rates are \$29.95 - \$39.95 with reservations being in by January 1, 1993. For reservations call 1-800-345-6799. This is not a car show!

For More Information: Hugh & Evelyn Sayler (615) 983-0944  
Joe & Jean Bates (615) 245-2723  
Lowell & Betty Haynes (615) 246-9869

and

NORTHWEST FLORIDA  
February 26th & 27th  
Navarre Beach, FL



### WEST FLORIDA CORVAIR LOVERS HOLIDAY

#### SCHEDULE OF EVENTS

|                       |                                       |                      |
|-----------------------|---------------------------------------|----------------------|
| FEBRUARY 26, FRIDAY   | HOTEL CHECK-IN                        | 3:00PM               |
|                       | * HOSPITALITY                         | 4:00PM - 9:00PM      |
|                       | REGISTRATION                          | 4:00PM - 9:00PM      |
| FEBRUARY 27, SATURDAY | * HOSPITALITY                         | 8:00AM - 9:00PM      |
|                       | REGISTRATION                          | 8:00AM -12:00NOON    |
|                       | TECH SESSION                          | 9:00AM -10:00AM      |
|                       | GET ACQUAINTED PARTY<br>(LADIES ONLY) | 9:00AM -10:00AM      |
|                       | SHOPPING OUTLET                       | 10:00AM -12:00NOON   |
|                       | STAGING                               | 10:00AM -12:30PM     |
|                       | JUDGING                               | 12:30PM - 1:30PM TIL |
|                       | TECH SESSION                          | 2:00PM - 3:00PM      |
|                       | AWARDS CEREMONY                       | 4:00PM - 5:00PM      |
|                       | HOTEL DINNER HOURS                    | 5:00PM -10:00PM      |
| FEBRUARY 28, SUNDAY   | * HOSPITALITY                         | 8:00AM - 2:00PM      |
|                       | HOTEL BRUNCH HOURS                    | 8:00AM - 2:00PM      |
|                       | CARAVAN &<br>NAVAL AIR MUSEUM         | 10:00AM - 1:00PM     |
|                       | HOTEL CHECK OUT TIME                  |                      |
|                       | WITH PACKAGE (LATE)                   | 2:00PM               |
|                       | WITHOUT PACKAGE (EARLY)               | 11:00AM              |

## CHRISTMAS PARTY

Jan and Charles Totter will probably be in the middle of moving from Birmingham to their new home in Pell City. This will be an exciting time for them. Therefore Sarah and Jon Keeton have invited us to their home for our Corvair Christmas Party. A map will be printed in the back showing everyone the way. As usual, this will be a covered dish and a BOYB. Juanita Hathaway is coordinating the food. Hope everyone can be there for a great time of fellowship.

### Vulcan Corvair Christmas Party

December 12, 1992

7:30 P.M.

#### Menu

#### Meats

Ham  
Turkey

Louise Hartline  
Carol Keller

#### Vegetables

Veg. Casserole  
Sweet Potatoes  
Dressing

Juanita Hathaway  
Carol Keller  
Sheila Ranelli

#### Salads

Juanita Hathaway

#### Deserts

Pecan Pie

Louise Hartline

#### Soft Drinks

Coke, 7-Up, Etc.

Norman Rogers  
Curtis Hare

#### Bread

Rolls

Norman Rogers  
Curtis Hare

If you need an idea of what to bring or would like to indicate what you are bringing, you may call:

Juanita - 833-5972  
Sarah K. - 798-9361 - p.m.  
Carol - 823-5424 - p.m.





Jon & Sarah Keeton  
798-9361



DIRECTIONS from B'ham.

Exit 123 from I-59 (Annapolis Rd. Hwy 78)  
Go WEST TOWARD JASPER 5 1/4 miles  
TO HedgeWOOD Rd. across from West County Mkt. Place  
ON HedgeWOOD turn Right go One Block to MULBERRY Rd.  
Turn Right on Mulberry go 1 Block and Turn Left  
ON Arcadia Rd. go to 2nd stop sign AT Arcadia Rd.  
TURN Left on Greenleaf go 1/2 Block to  
ARCADIA Drive and Turn Right on Arcadia  
go to Carriage Drive. The House is  
on the corner of Carriage I-59 to Tuscaloosa

BIRMINGHAM

\* Not to Scale



#### FOR SALE

A 1964 Monza parts car and a 1963 Monza. Both are automatic.

Bob Warner  
(205) 291-1708 or  
(205) 297-1034

5 Camaro Rally Wheels 14 x 6 with caps and trim rings, \$50.00

5 Olds Cutlass Rally Wheels 15 x 7 with Caps & trim rings, \$50.00

NEVER CHANGE POINTS AGAIN! Ignitor Electronic Ignitions. List Price is \$108.00 - Club Member Special Price is \$59.95. Installs in 10 minutes with a 30-month Warranty.

Frank Ranelli  
(205) 798-3787 or  
(205) 785-4192



#### AACA LIBRARY AND RESEARCH CENTER

501 West Governor Road  
P.O. Box 417  
Hershey, PA 17033  
Phone 717 534-2082



#### FOR IMMEDIATE RELEASE:

#### CORVAIR RAFFLE

Hershey, PA, Nov. 16 1992 - The AACA Library & Research Center is raffling a 1963 Corvaire Monza convertible in 1993 to raise money for the Library's Endowment Fund. The car has a blue exterior, white top and turquoise blue interior. It has recently been inspected and is in good condition. Tickets are \$ 1.00 each or 6/\$5.00. The winning ticket will be drawn at the 1993 Eastern Division National Fall Meet, Hershey, Pennsylvania on Saturday, October 9, 1993. For further information, contact the AACA Library & Research Center, 501 W. Governor Road, Hershey, PA 17033.

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Contact: Kim M. Miller, Librarian  
Tel: 717-534-2082

# Joy to the Mall!

*An American parody of Luke 2.*



nd it came to pass in those days, that there went out a decree from the U.S. Treasury, that all of America should go shopping.<sup>2</sup> (And this decree was first made when leading economic indicators dipped to their lowest point.)<sup>3</sup> And all went out to shop, each to his own mall.

<sup>4</sup>And a Christian also went up from his suburban home to the city with its many malls because he wanted to prove he was from the household of prosperity.<sup>5</sup> And with him was his wife, who was great with economic worry.<sup>6</sup> And so it was, that, while they were there, they found many expensive presents, pudgy-faced dolls, trucks that turn into robots, and a various assortment of video games.<sup>7</sup> And the woman wrote checks for those they could afford and charged the rest on many different kinds of plastic cards; she wrapped the presents in bright paper and laid them in the garage; for there was no room for them in her closet.

<sup>8</sup>And there were in the same county children keeping watch over their stockings by night.<sup>9</sup> And, lo, Santa Claus came upon them; and they were sore afraid (expecting to see the special effects they had seen in the movies).<sup>10</sup> And Santa said to them, "Fear not; for behold, I bring you good tidings of great joy, which shall be to all people who can afford this holiday.<sup>11</sup> For unto you will be given this day, in your suburban home, great feasts of turkey, dressing, and cake—and many presents.<sup>12</sup> And this shall be a sign unto you; you shall find the presents, wrapped in bright paper, lying beneath an artificial tree adorned with tinsel, colored balls, and lights."

<sup>13</sup>And suddenly there was with Santa Claus a multitude of relatives and friends, praising one another and saying, <sup>14</sup>"Glory to you for getting me this gift; it's just what I wanted."

<sup>15</sup>And it came to pass, as the friends and relatives were gone away into their own homes, the parents said to one another, <sup>16</sup>"I sure am glad that's over. What a mess! I'm too tired to clean it up now. Let's go to bed and pick it up tomorrow."<sup>17</sup> And when they had said this, they remembered the statement that had been told to them by the storekeepers: "Christmas comes only once a year."<sup>18</sup> And they that heard it wondered at those things that were sold to them by the storekeepers,<sup>19</sup> But the children treasured all their things in their hearts, hoarding their toys from each other.<sup>20</sup> And the parents, after a drink, went to bed, glorifying and praising each other for all the bargains they had found in the stores. □

*By Chris Dolson, pastor of the Shreveport Bible Church, Shreveport, Louisiana.*

### *A Visit To The Manger*

*Is this a king, a tiny child without a robe or crown?  
I thought a king sat on a throne with servants all around.  
I thought this King of Kings would be adorned in cloth of gold,  
Instead a simple blanket to shield Him from the cold.  
Where is His royal palace, satin pillows for His head?  
I only see a stable and a manger for a bed.  
Where is His banquet table with food for Him to eat?  
Where are His entertainers to dance around His feet?  
I only see His mother who feeds Him when He cries,  
And a carpenter standing near, with tenderness in his eyes.  
I only see the animals that rest upon the hay,  
And shepherds and Wise Men who kneel as they pray.  
I have finally found the answer to the world and all it's pain—  
A King of great humility. Christ Jesus is His name!*

*By Joan Walters Mathison*

