January 1994

THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Next Meeting

Date: Friday, January 21
Time: 7:00 PM
Place: Morrison's Cafeteria, on Hwy 31 past the Municipal Bldg.

Due to circumstances beyond our control, we will not have use of the Library's room from January to March. If anyone has any ideas about where we can meet, we will discuss it at the next meeting. We will have the Library rooms back in April.

A New Year

The club starts off another year with a clean slate of officers, nominated and approved in December. They are as follows:

~~President:Jon Keeton
~~VP/Activities: Jerry Smith
~~VP/Membership: Juanita Hathaway
~~Secretary: Carol Keller
~~Treasurer: Sara Smith
~~Newsletter: Mike Donley
~~Hospitality: Buck and Jewell Hinkle

Let us support these new officers and help them make Vulcan Corvair Enthusiasts the best club it can be. Thanks also go out to last year's officers for the great job they did.

December Minutes

~~Corvair Lover's Holiday was discussed. Hotel reservations due by Febrary 21.

~~Motion made to send $50.00 to library for letting us use their meeting rooms. Motion was seconded, and approved.

~~Various members expressed interest in knowing the wherabouts of the following club items:

*Tow bar
*Slide projector
*Club Banner
*16mm projector
*Ray Coffee's Corvair display

If anyone has these items or knows where they are, please notify the club president.

~~Cheaha is reserved this year for December 2-3.

~~Jan Trotter presented the new slate of officers. Nominees were accepted as presented.

~~Sheila Ranelli presented the results of the frigid People's Choice Concours.

*Early Closed: Sara Keeton, 1963 Monza
*Forward Control: Ranelli's, 1962 Greenbrier
*Late Closed: Frank Ranelli. 1966 Monza
*Late Open: Mike Donley: 1966 Monza

HAPPY NEW YEAR

Cheaha Report

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

Ther is no fog like Cheaha fog, and it was heavy Friday night, but was completely gone by morning. I believe I could make out, just through the fog, 50 or 60 perfectly restored Corvairs ready for the show or maybe it was a trick of the fog, bringing back past memories from previous gatherings.

Bald Rock Lodge has become a favorote 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- thye huge gas range in the kitchen. Not long after the fireplaces were giving heat, the aroma of roasting ham 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 ham. Needless to say, if overeating is sinful, we're all going to hell. Dinner was prepared by the girls as has become the tradition, and they out did themselves this time.

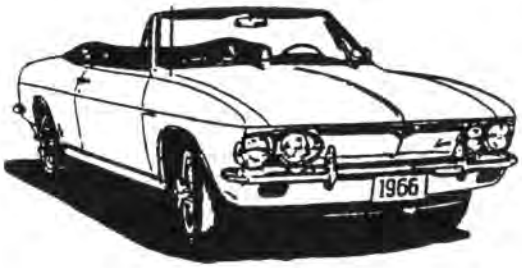
Another tradition is an all-you-can-eat breakfast prepared by the men. Different smells coming from the range; bacon, pancakes, grits, etc. Not something you would want to do everyday but great fun on special occasions.

Yes there were presents, decorations and a tree. But most important was the Christmas spirit reflected in each member's eyes. What else can you say about Cheaha- just a pleasnt way to spend a weekend. It would be nice to mention each individual contribution, but space is limited. It would have taken a real Scrooge to find any fault with this Christmas gathering.

(excerpted from a article by Harold Hartline, January 1991)

Annual Dues

Club dues are payable in January The fee of $15.00 is a family membership and includes the cost of 12 issues of the Oil Drop. Please pay at the meeting or mail them to Sara Smith, at 30 Browning Road, Odenville, AL 35120. If you have not paid by the March meeting you will be removed from the mailing list.



We wish to extend a warm welcome to our new member, R. Larry Gulsby and his wife Lynette. They live in Irondale and own a 1961 700 coupe, which they inherited from his wife's great-grandmother. The car has 37,000 original miles. Larry also enjoys furniture making and woodworking.

SHOW REGISTRATION - FEBRUARY 25-27, 1994
WEST FLORIDA CORVAIR CLUB - CORVAIR LOVER'S HOLIDAY

NAME: _____ SPOUSE _____

ADDRESS: _____ PHONE _____

CITY: _____ STATE _____ ZIP _____

REGISTRATION INCLUDES NAME TAG(S), HOSPITALITY ROOM, ONE (1) DOOR PRIZE TICKET. CHILDREN UNDER 12 YEARS ARE FREE (BUT SUBJECT TO THE HOTEL REGISTRATION REQUIREMENTS).

REGISTRATION: $5.00 PER PERSON _____@ $5.00 EA. = $_____

$5.00 PER CAR _____@ $5.00 EA. = $_____

TOTAL = $_____

PLEASE INDICATE THE FOLLOWING INFORMATION ABOUT YOUR CAR:

1ST CAR: COLOR _____(CIRCLE ONE) YEAR 1960 1 2 3 4 5 6 7 8 9

BODY TYPE: CONVT. 2DR. 4DR. STN. WGN. GRNB. RPSIDE. LDSIDE.

(VENDORS ARE WELCOME. WE ONLY REQUEST THAT YOU REGISTER FOR THE SHOW. SPACES WITHIN SHOW AREA OUTSIDE WILL BE PROVIDED. SORRY, NO INDOOR SPACES ARE AVAILABLE.)

SEND PRE-REGISTRATION FORMS TO THE ADRESSES BELOW:

MR. EDWIN D. LINDSAY
2907 SAN MIGUEL
MILTON, FLA. 32583

(904) 994-6897

OR

MR. HOWARD B. FURR
615 NORTH 29TH AVE.
MILTON, FLA. 32583

(904) 994-8043

THE HOST HOTEL WILL BE THE NAVARRE BEACH HOLIDAY INN. FOR RESERVATIONS CONTACT:

HOLIDAY INN - NAVARRE BEACH
8375 GULF BULEVARD
NAVARRE BEACH, FLA 32566
(904) 939-2321 OR 1-800-HOLIDAY
FAX 939-4768

BE SURE TO MENTION THE CORVAIR SHOW WHEN MAKING YOUR RESERVATIONS!!!

FOR ALL YOU HAPPY CAMPERS WE RECOMMEND THE EMERALD BEACH CAMPGROUND:

8899 NAVARRE PARKWAY
HIWAY 90 EAST
NAVAARE, FLA. 32566
(904) 939-3431

1. The Corvair Club has reservations for February 25-27,93. Your group will be a part of the Surf, Sand, and Romance package which includes the following:

   Three days, two nights lodging
   Saturday lovers dinner for two
   Carafe of wine with Sat. night meal
   Cupids pajama party on Saturday night
   in the Island Club lounge with prizes for the funniest, sexiest, and ugliest pajamas.
   Sweetheart Sunday Brunch for two
   Leisurely Check Out (2pm)

Eastwing	Holidome	Gulfside
$140.00	$150.00	$170.00

2. We will offer additional night's for $40.00 per night to anyone wishing to arrive early or stay longer.

3. A group block will need to be arranged as soon as possible. If no group block is needed the rooms and packages will be offered on a space available basis.

4. The cancellation deadline for individual reservations is February 21, 1994.

5. We will provide the use of room 1195 complimentary to your group over the weekend.

6. We will rope off our parking lot on the North side of the Tennis Courts for the Corvair show.

7. I have reserved the Mezzanine area of the Holidome at 3:00 p.m. for your award Ceremony. This area will be provided complimentary and it will be closed to the public from 2pm until 6pm.

Navarre Beach · 8375 Gulf Boulevard · Navarre Beach, FL 32566
Telehone (904) 939-2321 or Toll Free 1-800-HOLIDAY
FAX (904) 939-4768

THE LOOSE SCREW

by Jim Reviere

SUBSTITUTION: *n. A person or thing taking the place of another; a thing used instead of another.* If past experience is a good teacher, many times the part needed for a Corvair is not readily available - but there are workable subs for a lot of the bits and pieces GM used to assemble our favorite car..... Here are a few *substitutions* you may not know about:

TOP LATCHES ON MID-60'S CONVERTIBLES were blessed with a singularly flimsy pot-metal hook, and over the years these have failed to withstand the pressure. During a junk yard quest, I found other mid-'60 GM convertibles with almost the same top latch hook. **Check out those from early Pontiac Tempest and GTO rag roofs, as well as Chevelle mid-size rags.** Mounting holes and overall support configurations may differ slightly, but a minor amount of workbench adjusting will do the job.

REAR BRAKE DRUMS from late 70's to early 80's large GM cars (Buicks, etc.) fit the front of late 'Vairs. I found out when replacing the *rear* drums on an Olds. It *looked* the same, and sure enough, a late Corvair *front* drum from my parts stash fit perfectly.

LATE ALTERNATORS differ from other GM Delco chargers of the era in the front piece only...you know, the piece with the "ears" for the mounting bolt holes. It isn't much trouble to make almost any GM charger of the day fit the Corvair; you can even switch to those with internal regulation by doing some simple wiring harness changes. Most everything in the era had heavier duty charging systems than did Corvair, so you can muscle up your charging system in this way too.

With a minor adjustment to the center hub, the **SPRING-DAMPENED VEGA CLUTCH DISC** will work in the late Corvair. The problem is the length of the spline hub. About a .25" adjustment is all you need to make, and the stouter spring-dampened clutch disc from the lowly Vega fits right in.

NEED A U-JOINT IN A HURRY? ***Vairmail*** **(Valley Corsa)** reports that there's one used on many Chevrolets that fits the Corvair just fine. It has trunnions about 1/8" longer than the Corvair part, but the overall distance across the trunnions is the same and the diameters are identical. It fits fine, and is available at most supply houses. TRW #20049. (Corvair's is #20026) [from *Hot Air*, South Coast Corsa]

EARLY RADIO SUB.....from Roger Rigney, Roanoke Valley Corvair Club *(The Tailpipe Tattler):* If you're fortunate enough to find a 1969 Pontiac Gran Prix with an AM/FM radio, it can be slightly modified to fit an early Corvair: First, remove face plate and dial glass from both radios. On the Corvair face plate, grind off the tabs holding the glass. Install the Pontiac glass in the Corvair face plate and glue or epoxy in place. Re-install this on the AM/FM, then into the Corvair!

EMBLEM RETAINERS.....from A. Jay Lindabury, Northern Virginia Corvair Club: The chrome emblems on a Corvair are normally held on by steel spring inserts, which are pushed into holes in the body. Over the years, the retainers rust and eventually cause the body to rust out from the holes. When replacing the emblems, you can avoid this by using common drywall inserts instead of the stock steel retainers. Find a size that the emblem's studs will just fit into, press the plastic insert into the body and push the emblem into the holes.

IF YOU LIKE FIRM SUSPENSION and go-fast-around-the-corners, ask me about the '65 Corsa I worked over: 63 Spyder Convertible rear coils shoe-horned into the front suspension and matched with a pair of early 60's Caddy shocks. 66 Mustang front coils were fitted as rear springs, with shocks from an early 70's Ford pickup. I set the rear camber to 0 and toe-in to 0. Front alignments were stock.

SOME FOLKS LIKE BIGGER WHEELS and GM made lots of 5" wide pressed steel wheels in 14" tire sizes. Don't go much wider: you'll find the tires will rub, especially up front. *Here's a good guide for wheel substitution on 1960-64 Corvairs:*

WHEEL SWAPPING ON THE EARLY MODEL CORVAIR

by Ken Bunnell, Central Va. C. C.

Here are a few wheels you might want to try on your early model Corvair. Keep in mind that your 'Vair has the 4-bolt lug system on 4 1/2" centers. Some may need a little machining for a proper fit and you may have to use the lug bolt from the donor vehicle. All these listed are four lug wheels on 4 1/2" centers:

Acura Legend:		1986-1989
Chevrolet:	*Corvair, Chevy II, Nova*	1960-1964
	Sprint	1985-1987
Buick/Olds:	*Special & F-85*	1961-1963
Datson/Nissan:	*Most models*	to 1989
Dodge:	*Colt*	1979-1988
Ford:	*Falcon, Mustang (6 cyl.)*	1960-1973
	Granada & Maverick	1981-1983
Mazda:	*626 & RX-7*	1983-1987
Plymouth:	*Arrow, Colt, Sapparo*	1978-1988
Toyota:	*Most models, except MR-2 & pickup*	to 1989
Saab:	*Model 900*	to 1987

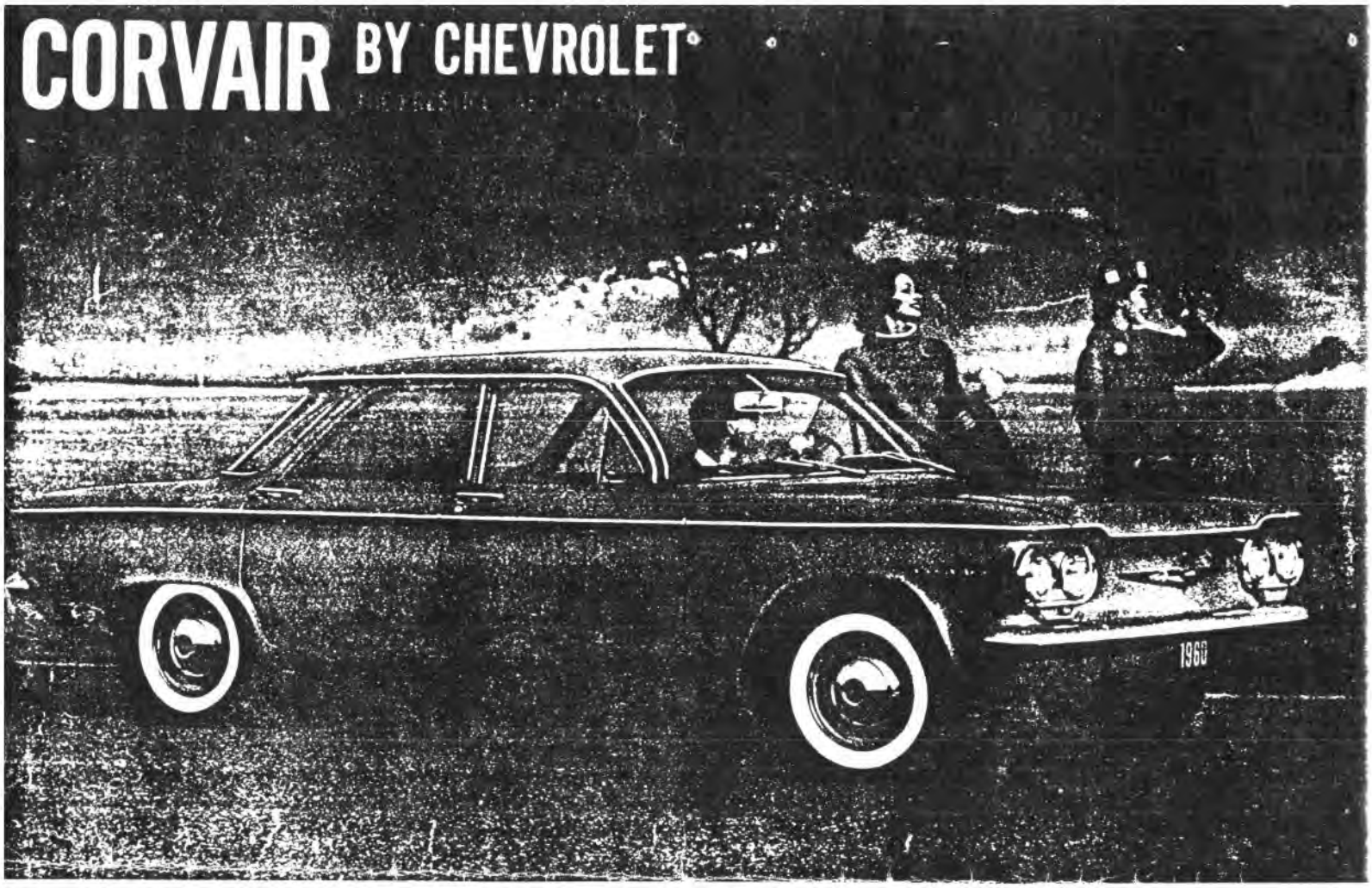
***

In his letter of February 10, Bunnell wrote that the above came from either *Hot Rod* or *Motor Trend*, and that, in his opinion, the most suitable substitute of the group is the Plymouth Fire Arrow of 1977-78-79. He explained: "The Fire Arrow mag wheels look great and leave a large cooling area around the brake drums, thus reducing brake fade. Some machine work has to be done on the center of the wheel hub in order for it to slip over the rear axle flange. I had to use Corvette lug bolts." Ken has put these wheels on his completely restored '64 convertible and says they look great - so good, in fact, that the car is available for $5000!

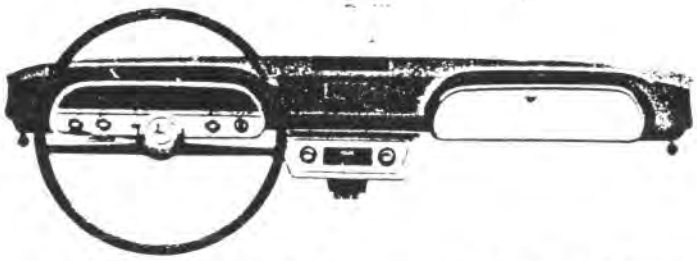
So, don't be afraid to use a little ingenuity if you can live without "stock." The junkyards may not be full of Corvairs, but there are plenty of "Corvair parts" under other names.

Jim Reviere, *Corvair Houston*

CORVAIR BY CHEVROLET



CORVAIR SPECIFICATIONS



—All-welded Fisher Unistrut body-frame structure. Fully sealed and insulated. Extra-heavy side and roof rails, reinforced floor, double-walled cowl with High-Level air intake. Magic-Mirror acrylic lacquer finish. Safety Plate Glass in all windows, friction-type ventipane latches, single key locking system, pushbutton outside door handles. Dual horizontal headlights. Distinctive trim and identification for Corvair and Corvair 700, dual electric windshield wipers, directional signals, center dome light with instrument panel switch, left-hand sunshade, front ashtray, 16" recessed-hub two-spoke steering wheel with central horn button, nylon-faced pattern cloth seat upholstery with leather-grain vinyl sidewall trim and cloth headlining, lined rear stowage compartment. For Corvair 700: dual horns, automatic front door light switches and three interiors including floor mat color-keyed to exterior color.

—Turbo-Air 6 horizontally opposed valve-in-head aluminum design. 140-cu.-in. displacement, bore and stroke 3.375" x 2.60". 8.0:1 compression ratio, twin carburetors, single exhaust. Horsepower 80 @ 4400 R.P.M., torque 125 @ 2400 R.P.M. Forced-air cooling by centrifugal blower, thermostatically controlled air flow, finned cast ferrous alloy cylinders. Aluminum pistons. Forged steel crankshaft. Finned aluminum cylinder heads with integral intake manifolds and alloy steel valve seat inserts. Full pressure lubrication system, full-flow oil filter, oil cooler, four-quart refill. Hydraulic valve lifters, automatic choke, positive-shift starter, oil-wetted air cleaner.

—Combines transmission and final drive gears in compact unit with differential between engine and transmission. Power is transferred from engine to transmission by an input shaft that passes through the hollow differential hypoid pinion and transmission output shaft.

—Three-element torque converter with hydraulically controlled planetary gears, maximum ratio 4.73:1. Range selector on instrument panel. Selector sequence L-D-N-R.

—All helical gear design with floor-mounted shift lever. Ratios: 3.22:1 first, 1.84:1 second, 1.00:1 third, 3.65:1 reverse. Diaphragm spring type clutch, molded lining and permanently lubricated release bearing.

—Hypoid type, ratio 3.55:1 for 3-speed Synchro-Mesh and Powerglide. 3.89:1 optional for 3-speed.

—Quadri-Flex full independent suspension with coil springs at all four wheels. Spherical joint front suspension with built-in levelizing control. Rubber pivoted control arms with swing axle in rear. Permanently lubricated rear wheel bearings. Direct, double-acting shock absorbers.

—13" wheels, 5.5" rims, 6.50 x 13—4 ply rating blackwall tubeless low-profile Tyrex cord tires. Spare tire in front luggage compartment.

—Safety-Master hydraulic design, 9" diameter drums, bonded linings—120.8 sq. in. effective area. Pull handle parking brake on left side of steering column.

—Precision Ball-Race gear, overall ratio 23.5:1. Turning diameter (average) curb-to-curb 39.3 ft., wall-to-wall 41.5 ft.

—11-gallon tank, forward mounted, protected by front suspension cross member. Filler door on left front fender.

—12-volt system, 30-ampere generator, 42-plate battery.

—Wheelbase 108". Front and rear tread 54". Overall, length 180.0", width 66.9", height (loaded) 51.3".

—Whitewall tires, wheel trim rings, aircraft-type heater and defroster, manual radio, rear folding seat. Heavy-duty battery. Padded instrument panel. Plus two option groups: De luxe body equipment group includes right-hand sun visor, front armrests, and cigarette lighter; comfort and convenience group includes back-up lights, outside rearview mirror, windshield washer, and glove compartment light. Full line of Custom Feature accessories.

*Available at extra cost.

ALL ILLUSTRATIONS AND SPECIFICATIONS CONTAINED IN THIS LITERATURE ARE BASED ON THE LATEST PRODUCT INFORMATION AVAILABLE AT THE TIME OF PUBLICATION APPROVAL. THE RIGHT IS RESERVED TO MAKE CHANGES AT ANY TIME WITHOUT NOTICE IN PRICE, COLORS, MATERIALS, EQUIPMENT, SPECIFICATIONS AND MODELS, AND ALSO TO DISCONTINUE MODELS.
CHEVROLET MOTOR DIVISION • GENERAL MOTORS CORPORATION • DETROIT, MICHIGAN

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

Here's the compact car that threw the book away!

The key to this small miracle is America's first and only rear-mounted aluminum engine—a lightweight 6 that's so revolutionary it can be packaged with the transmission and drive gears as a single unit. With power components tucked away in the rear, the Corvair's floor is practically flat. There's plenty of room for everyone, front and rear, including the passengers in the middle. That means you get the kind of 6-passenger comfort you'll find on no other American compact car. Shifting the engine weight to the rear also makes for smoother, easier compact car handling and gives glued-to-the-road traction for cornering and driving on ice, mud or snow. And with independent suspension at all four wheels—an advance as significant as the front wheel independent suspension on full-sized cars years ago—you enjoy a poised, unruffled ride that rivals even the most expensive makes. These are all things no front-engine compact car can give you. And with them you get economy and practicality that would never have been possible if Chevrolet engineers had been content to make the Corvair merely a sawed-off version of a big car. Your dealer's the man to see for all the short and sweet details. Chevrolet Division of General Motors, Detroit 2, Michigan.

corvair

Vulcan Corvair Enthusiasts, a chapter of the Corvair Society of America, is a non-profit club dedicated to the preservation and restoration of the Corvair automobile.

VCE meetings are held the third Friday of each month at the Hoover Municipal building, Birmingham, AL.

VCE dues of $15.00 pays for a family membership as well as 12 issues of the Oildrop newsletter

President: Jon Keeton
VP/Membership: Juanita Hathaway
VP/Activities: Jerry Smith
Secretary: Carol Keller
Treasurer: Sara Smith
Newsletter: Mike Donley
Hospitality: Buck and Jewel Hinkle

THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Next Meeting

Date: Friday, February 18, 1994
Time: 7:00 PM
Place: The Ranelli's home, 1725 Hendrix Drive, Birmingham (see map)

January Minutes

~~ Meeting came to order at Morrison's Cafeteria at 7:00 PM after a delightful meal.
~~ Wayne Moore announced his marriage to Judy Wilson. Wedding to be held February 12. Cake and good wishes were served.
~~ Sheila Ranelli offered the use of her home for the February meeting. Map is enclosed.
NEW BUSINESS----------
~~ Membership dues of $15.00 are now being accepted. If not paid by March, name will be dropped from mailing list.
~~ New officers introduced and special thanks to last year's were given.
~~ Welcome to our newest member, Larry Gulsby. We hope to see Mrs. Gulsby at next meeting.
~~ Possible club activities were discussed, including a possible rally with Pell City Antique Car Club.

Chevrolet Corvair primed and ready for winter

~~ Cheaha '95 set for December 1.(One night only)
~~ Please sign up for refreshments with Jewel, so she can plan.
OLD BUSINESS----------
~~ West Florida show-- Corvair Lover's Holiday, Feb.25-27. Hugh White had a block of rooms for our club. We were encouraged to sign up for one of these, and they were filled quickly.
~~ Harold hartline suggested a parts table at the show with the men donating parts to sell for the club's benefit.
~~ Meeting was adjourned.
~~ We were glad to see some faces who had not been to a meeting for a while- Grant and Mary Snead, and Ethel Mae Lankford(John never lets her come).
~~ Our best wishes to Juanita Hathaway for a speedy recovery from your illness - we missed you.

Carol Keller, Secretary

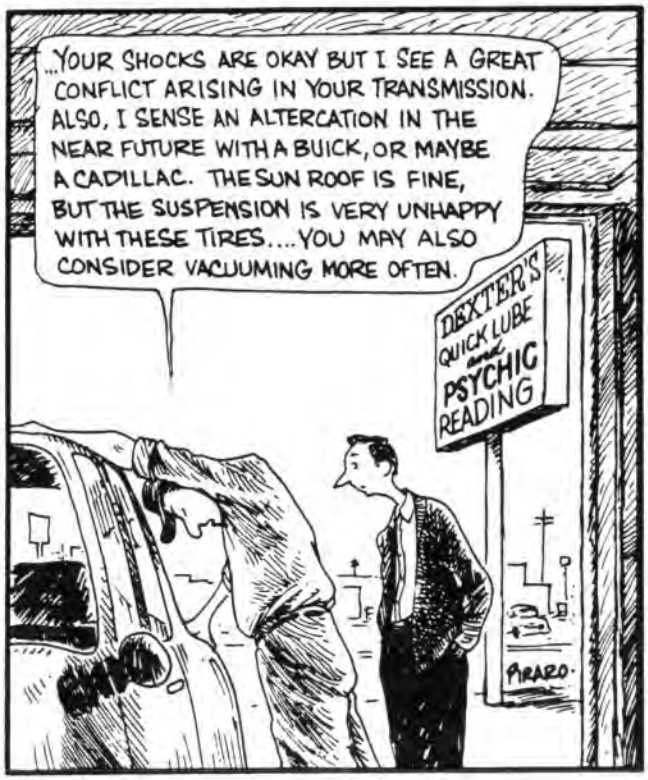
I need articles or tech topics each month, so it would be nice to receive unsolicited work to put in the newsletter. It will only take a minute to write down a funny Corvair story, tech topic or other article. It would really help me out.

Coming Events

Super Chevy Magazine will hold one of its Parts Plus Super Chevy shows on May 21-22 at Huntsville Dragway. I think we should try to get with the Huntsville club and attend this show which will be covered in Super Chevy Magazine. Lets talk about it seriously. I am planning on going if no one else is.

Happy Birthday

Mike Donley	2/23
Louise Hartline	2/23
Joyce Miller	2/25
Jan Trotter	2/27



BIZZARRO

Hail the returning Conquerors! The women return from shopping in Gatlinburg (See story next page)

1963 Spyder Convertible

MEMBERSHIP ROSTER

Attached is the most recent membership roster available to me. This is the mailing list, so if it's not correct, please let me know at the next meeting. I also would like to know your phone numbers or fax numbers, and I will print another list later in the year.

TRIP TO PIGEON FORGE
By: Owen Miller

On January 14th thru 16th, The East Tennessee Corvair Club held an unofficial Corvair meet at the Ramada Inn in Pigeon Forge. There was no car show and no vendors.

The Vulcan Chapter of Corsa was represented by the Hartlines, Hathaways, Kellers and Millers. The Hartlines and Hathaways rode up together on Thursday the 13th. Joyce and I met Ed and Carol Keller at their home about 7:30 a.m. on Friday the 14th and went from there in their car. After stopping for brunch at Shoneys, in Gadsden, we proceeded on to our destination. We arrived at the motel at about 3 p.m. as a light snow was falling. It was dry and posed no threat to traffic safety.

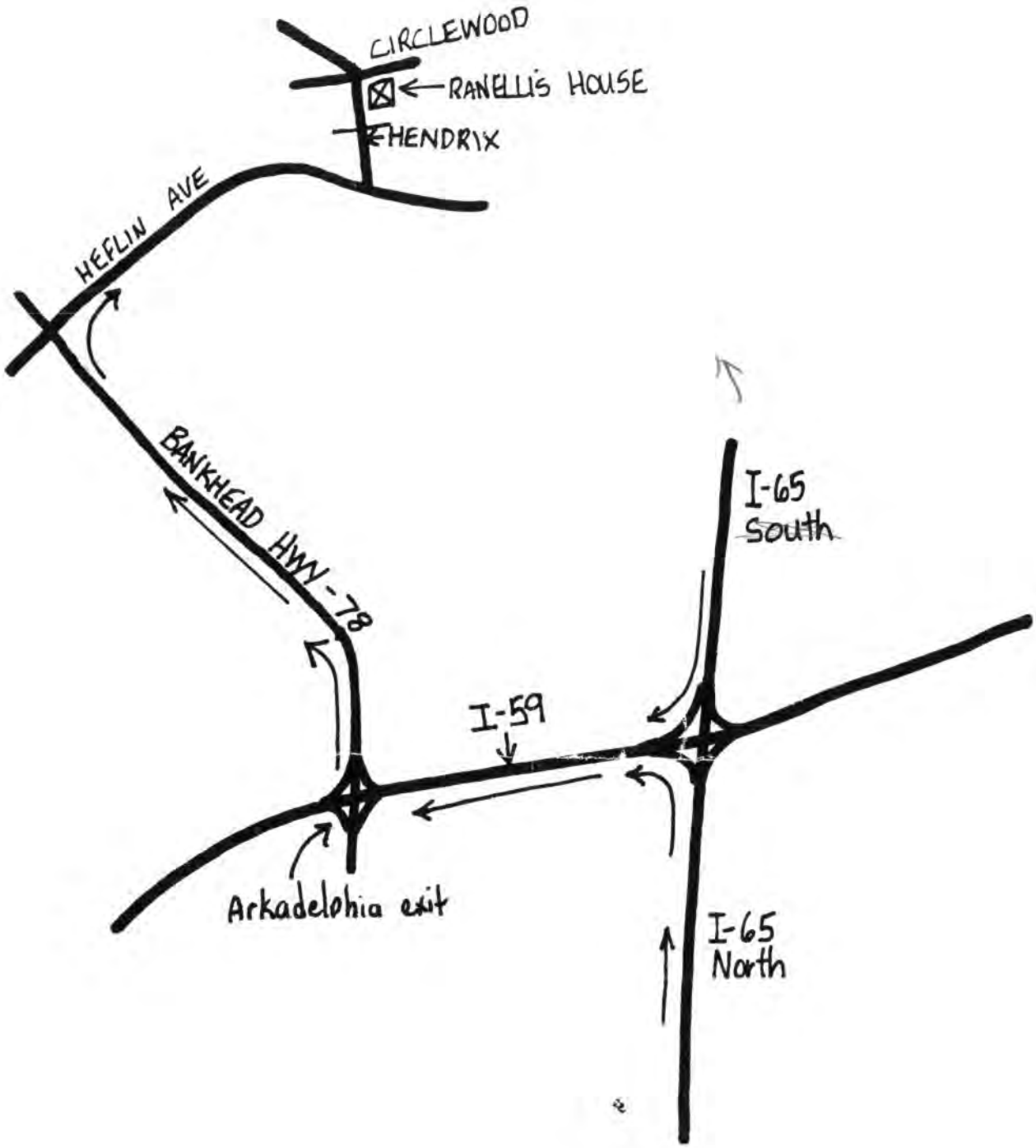
A good size crowd had already gathered in the enclosed pool area and we encountered a new familiar faces. That evening we went next to door to Duffs (not recommended) for dinner. Afterward, we rode into Gatlinberg. Snow was falling and mixed with the beautiful Winterfest lights, the scene was like a live Christmas card. Words cannot describe the beauty.

On Saturday morning, we arose to 8 degrees temperature. I've got to tell you that is cold weather for this ole Montgomery boy and I don't own any longhandles. Late on Friday night the Kellers' son, Keith and daughter-in-law Missey, arrived to join the group. After breakfast, Louise, Juanita, Carol, Missey and Joyce declared that the sub-freezing weather would not deter them from their appointed shopping trip - so with warm clothing on and credit cards at-the-ready-position, they departed the motel not to be seen again until well after dark. (Harold calls that 'Power Shopping'). All of us guys stayed close to the motel except for a brief lunch trip into Gatlinberg. We walked about two blocks from the car to the restaurant and folks, it was cold. Even with boots, heavy coat, hat and gloves, it was still cold. There seemed to be about a thousand teenagers in town. The cold didn't seem to bother them at all.

The ladies arrived back at the motel about 7 p.m. They brought in all of their packages, which covered one of the double beds in our room. The point being to make me think that they were all Joyce's purchases. Cute, huh? (But I knew better). That evening, we enjoyed a very good Italian dinner.

On Sunday morning, we arose to temperature of 1 degree. Now folks, you wouldn't' think there would be much difference between 8 and 1, but my nose knew immediately that it was colder. The local weather report for Sunday afternoon was not good, so after breakfast, packing and checkout, we departed about 10 a.m. and headed South.

It's always good to get back home! Now we are all looking forward to our annual Navarre trip in February. Hope to see everyone there!!



MAP TO Ranelli's

1994 Member List

Harry & Patricia Babyock
103 Meadow Brook Trail
Birmingham AL 35242
980-9383

Mike Donley
560 Larkwood Drive
Montgomery AL 36109
277-4308

Joe Doughty
1336 Stonehurst Drive
Birmingham AL 35235

Charlie & Marie Drake
6454 New Castle Road
Morris AL 35116
681-7143

Roy Dutton
6808 Avenue K
Lipscomb AL 35020

Jim & Bobbie Floyd
800 Bellwood Circle
Fairfield AL 35064
923-7968

John Garrett
NACC
12019 Runningmeade Tr
Huntsville AL 35803

R. Larry & Lynette Gulsby
915 Roywood Rd
Irondale AL 35210
956-3166

Kim & Chris Hammack
106 Hollywood Blvd
Homewood AL 35209
871-8066

Curtis Hare
3707 Havenview Circle
Birmingham AL 35216
823-2165

Harold & Louise Hartline
1920 Longview Drive
Birmingham AL 35226
491-5253

Phil & Carol Hartline
115 Crestview Dr
Clanton AL 35045
755-6869

John & Juanita Hathaway
812 Castlewood Ave
Birmingham AL 35206
833-5972

Buck & Jewell Hinkle
4142 Terrace R West
Birmingham AL 35208
780-0549

Dave & Margaret Jones
1416 Secretariat Drive
Helena AL 35080
663-2164

Jon & Sarah Keeton
340 Carriage Drive
Birmingham AL 35214
798-9361

Ed & Carol Keller
2461 Jannebo Road
Birmingham AL 35216
823-5424

John & Ethel Mae Lankford
2924 Monte D'este Drive
Birmingham AL 35216
979-9553

Vic & Tammy McCarn
P.O. Box 1372
Huntsville AL 35807
837-7980

Owen & Joyce Miller
601 Avondale Road
Montgomery AL 36109
272-7085

Wayne & Judy Moore
P.O. Box 2283
Tuscaloosa AL 35403
345-3164

Joseph W. Popinski
P.O. Box 360404
Birmingham AL 35236
979-0903

Frank & Sheila Ranelli
1725 Hendrix Drive
Birmingham AL 35214
798-3787

Norman Rogers
508 South Broad Street
Albertville AL 35211
878-1810

Chris & Frannie Rothe
2020 Austin Way
Auburn GA 30203-2802
404-963-2245

Gene & Lanette Rothe
3516 Ave F Ensley
Birmingham AL 35218

Bob & Wilma Siemens
1725 Buck Island Drive
Guntersville AL 35976
582-2175

Jerry & Sara Smith
30 Browning Road
Odenville AL 35120
640-6952

Grant & Mary Snead
4427 Ridgewood Road
Tuscaloosa AL 35404
553-4210

Richard & Sandy Stolzmann
112 Burgess Drive
Springville AL 35146
467-7464

Frank & Edna Thompson
3418 Sagebrook Lane
Birmingham AL 35243
967-7464

Charles & Jan Trotter
102 Allen Road
Pell City, AL 35125
338-6828

Hugh & Sara White
1411 Gonzales Street
Pensacola FL 35210
904-432-5974

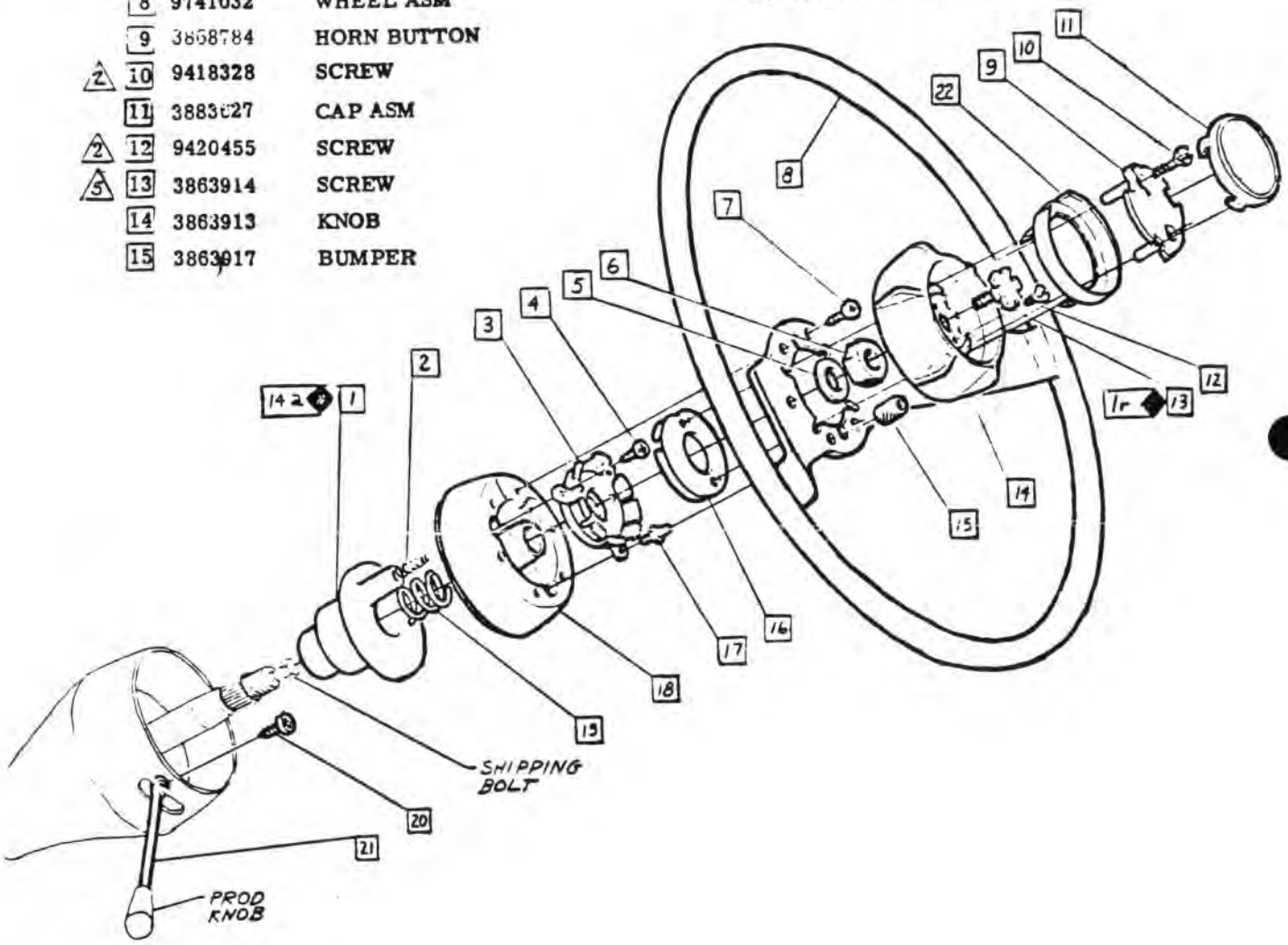
Terry & Mignon Wilkins
22425 Rosser Lane
McCalla AL 35111
938-2213

Dick & Barbara Witkos
3112 Clayborne Road
Dothan AL 36303
792-8528

ASSEMBLY INSTRUCTIONS

3862100 CORVAIR 10000 SERIES

	1	3863911	CAM ASM
(13)	2	3883684	SPRING
	3	3863904	CONTACT ASM
△3	4	9420146	SCREW
	5	3863921	P. WASHER
△1	6	114497	NUT
△2	7	9418712	SCREW
	8	9741032	WHEEL ASM
	9	3868784	HORN BUTTON
△2	10	9418328	SCREW
	11	3883627	CAP ASM
△2	12	9420455	SCREW
△5	13	3863914	SCREW
	14	3863913	KNOB
	15	3863917	BUMPER
	16	3863909	PLATE
△3	17	3863910	SCREW
	18	3863902	HUB ASM.
	19	3863915	SPRING
△4	20	9421137	SCREW
	21	3840903	LEVER
	22	3874633	LINER



(13) △1 30-40 LBS. FT.
△2 20-30 LBS. IN.
△3 15-20 LBS. IN.
△4 10-20 LBS. IN. △5 35-45 LBS. IN.

• CHEVROLET MOTOR DIVISION, GMC •	UPC	DATE	SYM	REVISION RECORD	AUTH.	DR	CK
TITLE: TELESCOPING STEERING SHAFT EQUIP. STEERING WHEEL & HUB	N36	L-23-65	13	TORQUE (1) [illegible] LBS FT	70038	[illegible]	
			14	WAS 3863916 SPRING	70122	KM	C1
MODEL: 10000	REF 3 2.						
DWG PREL 2-11-64 WS REF: Prel. 2 L-75033 L-75571	SHEET						
DATE REL 4-7-64 L- L- L-							

1965-239

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

Here's Corvair for 1961, refined and polished to win you over with a complete line of complete thrift cars. Including America's only rear-engined wagons: the nimble Lakewood Station Wagon with 58 cubic feet of cargo space inside (rear seat folded), plus another 10 cubic feet under that lockable hood. And the Greenbrier Sports Wagon—it gives you up to twice the space you're used to finding in a wagon. Twice! Naturally, all nine new Corvair models treat you and your budget more gently than ever. Sedans and coupes have more room for you—more room under the hood by nearly 12% for your luggage. Corvair's spunkier 145-cu.-in. air-cooled rear engine delivers even more miles per gallon than last year, and it starts you saving sooner with faster than ever cold-start warmup. There's a new heater*, too, that doesn't use a drop of gasoline. You're going to like what we've done with Corvair for '61—the way it looks and the way it saves. But find out for yourself—at your Chevrolet dealer's . . . Chevrolet Division of General Motors, Detroit 2, Mich.

Vulcan Corvair Enthusiasts, a chapter of the Corvair Society of America, is a non-profit club dedicated to the preservation and restoration of the Corvair automobile.

VCE meetings are held the third Friday of each month at the Hoover Municipal building, Birmingham, AL.

VCE dues of $15.00 pays for a family membership as well as 12 issues of the Oildrop newsletter

President: Jon Keeton
VP/Membership: Juanita Hathaway
VP/Activities: Jerry Smith
Secretary: Carol Keller
Treasurer: Sara Smith
Newsletter: Mike Donley
Hospitality: Buck and Jewel Hinkle

THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

MARCH 1994

Next Meeting

Date : Friday, March 18, 1994
Time: 7:00 PM
Place: Jon and Sarah Keeton's home
340 Carriage Drive
Birmingham, AL 35214

February Minutes

The February meeting was held at the Ranelli home with a covered dish dinner(a good time was had by all). Thanks to Frank and Sheila for their hospitality.
President Jon Keeton called the meeting to order and asked for reports from the officers. The minutes were approved as listed in the newsletter. **Treasurer Sara Smith** gave the balance as $555.60 and stated that the club needed more membership cards. **Membership VP Juanita Hathaway** brought up the 20th Anniversary of Vulcan Corvair Enthusiasts occurring this year and plans for publicity, etc. concerning this. It was confirmed that flowers would be sent to immediate family members and cards would be sent to others in the event of an illness or hospital stay. **Activities VP Jerry Smith** is to check on a location for the 20th Anniversary-- suggestions were made for Oak Mountain State Park, Tannehill, Pell City, etc. Other activities for this year will be a rally with other car clubs in Pell City, Super Chevy Show in Huntsville on May 21-22, and a pool party at the Stolzmann's home in July or August.
Old Business-- Having a parts table at Navarre was discussed.
New Business-- Sheila will contact Mike Donley regarding the artwork for our anniversary T-shirts. We need to locate the club banner-- Juanita is to call Charlie Drake to see if he has it. The meeting for March will be at **Jon and Sarah Keeton's** home-- again with a covered dish supper. Jon Keeton, and/or Richard Stolzmann will conduct a tech session.
The meeting was adjourned and the men dispersed to Frank's garage for a tech session.

Carol Keller, Secretary

Dues are due!

The following members have not paid their 1994 dues:
Kim and Chris Hammack
Curtis Hare
Dave and Margaret Jones
Frank and Sheila Ranelli
Gene and Lanette Rothe
Terry and Mignon Wilkins

If your dues are not paid by the April meeting then your name will be removed from the mailing list.

PLUGGERS

You're a plugger if your tires are worth more than your truck.

Corvair Lover's Weekend

22 members of VCE traveled to Navarre Beach, FL and four couples took their Corvairs-- The Smiths, Siemens, Ranellis and Keetons. I didn't count, but I would estimate that tere were 30 cars and trucks in the show. Interestingly, there were no Lakewoods or Greenbriers to be found, but the classes of closed, open and FC were well represented. Jim and Bobbie Floyd came over Saturday for the Concours. Jim brought parts to sell as did Frank Ranelli and Jon Keeton. Jim, by far, sold the most.

Some members made their way to Navarre on Thursday and were treated to a trip to Hugh White's collection in Pensacola. It seems that the rest of the club came down on Friday afternoon. The weather was made to order with cool nights in the 40's and warm days in the 60's and brilliant sunshine. This weather combined with a beautiful location made it a success for the West Florida Corvair Club. The Holiday Inn was very hospitable and attentive during the entire event.

The car show was held on Saturday morning in a restricted area of the parking lot. This place had all the amenities including a place to wash and vacuum the cars. The show was judged by such notables as Ed Keller, Harold Hartline, and Bob Siemens. They began judging around 11:00 am and by 1:00 pm it was over.

Meanwhile, many of the ladies went to Pensacola to visit the local merchants and to visit the flea markets along the way. Speaking of money, the price of the ticket included a fabulous meal at the Tropics Restaurant. The choices were the prime rib special or the shrimp/flounder dinner. The Vulcan group were gathered at one long table , quite impressive. The evening was left free and we went to the balcony to watch the waves and the stars, and some of us even took an after midnight dip in the whirlpool bath.

Sunday morning we were provided with an exquisite brunch with a breakfast bar, fruit table, and a grill to cook your pancakes to order while you wait. All of this was topped off with a glass of champagne if you desired. If you have never made this event you have missed a lot and if you do go to the Corvair Lover's Weekend then you won't miss it again. This was a top-notch way to spend a weekend in February!

Jon Keeton, President

BIZARRO

Mary Snead's Rotini Salad

Cook 2 1/2 cups rotini macaroni, drain, rinse in cold water, drain.
Add the following:
1/4 cup black olive
1/8 cup green olives
1/2 lb artificial crab legs
1/2 lg green pepper
1 sm red pepper
1/2 peeled green cucumber
4 Roma tomatoes
1 sm onion, if desired
1/3 bottle Kraft Italian dressing
1/4 tsp dill weed
1/2 tsp Italian Seasoning
Place 2 or 3 sliced Roma tomatoes on top. Enjoy.

For Sale

1964 Monza Convertible
Automatic, 110, Blue w/powder blue top, other parts go with it.
$2500.00
Contact: Gary Donaldson, 491-7903

DUAL EXHAUST FOR LATE MODELS

If you need an exhaust system for your late model Corvair, read the article on dual exhaust substitute mufflers elsewhere in this newsletter. It is reprinted from the April 1992 CORSA Communique. The article describes a workable substitute muffler which is similar to stock but is slightly shorter and smaller and has a smaller outlet pipe.

If enough club members are interested, we can make a group purchase of mufflers similar to those described in the article at a pretty good price. We can get mufflers from NAPA which are made by Walker, have the same part numbers as Walker and have a lifetime guarantee. We can also get the front U-pipes from the manifold to the muffler from NAPA. We need to buy a total of at least 6 mufflers or 6 pipes to get this price. The prices will be about what is shown below depending on how much extra the shipping cost.

Muffler # 22327 $27 (substitute)

Muffler # 21513 $61 (stock)

U-pipe # 41152 $18 (passenger side?)

U-pipe # 41153 $17 (driver side?)

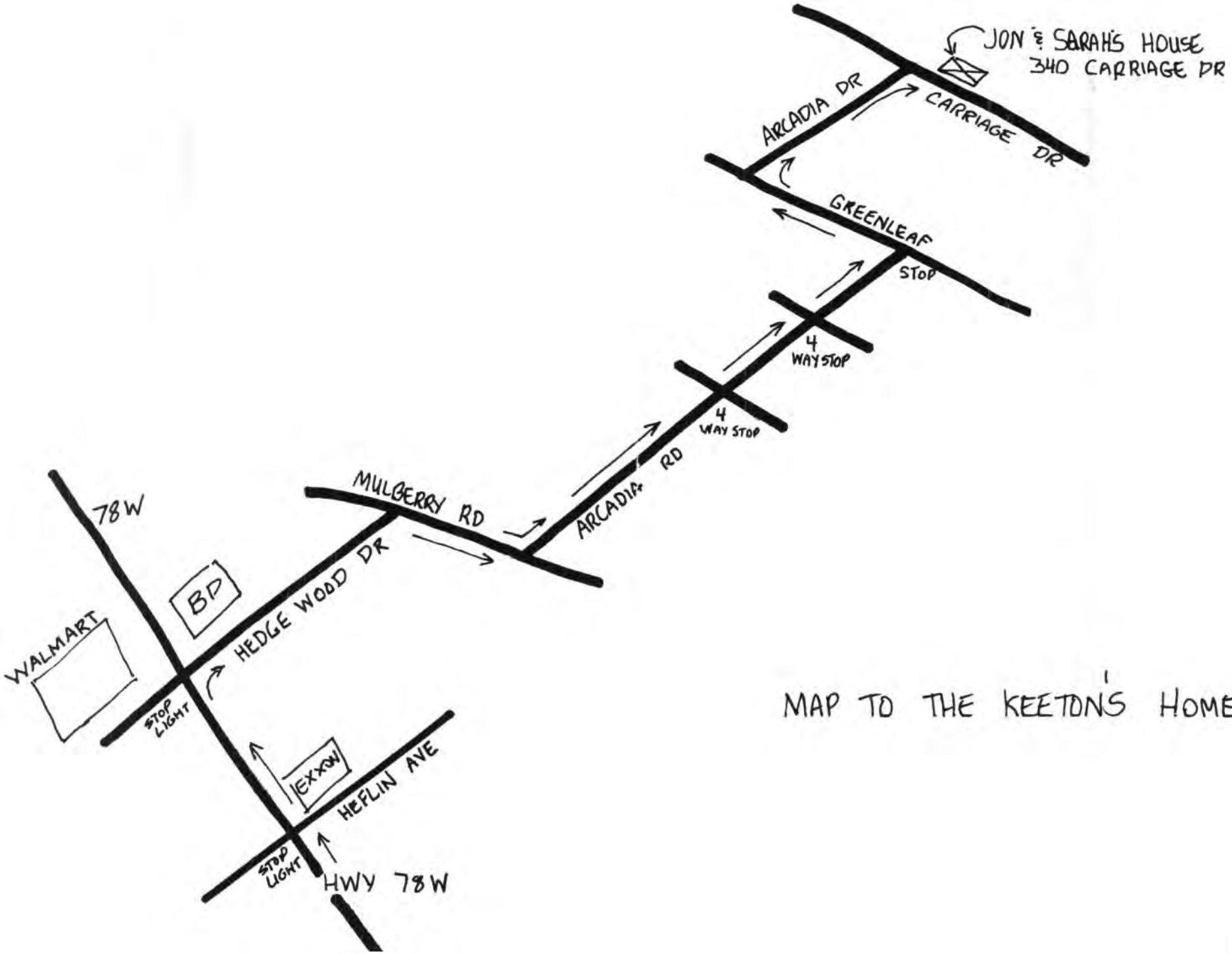
I am installing a set of these pipes and 22327 mufflers on my '65 110 Monza now and have had to make a few changes. These U-pipes are made for 140 HP exhaust manifolds. The exhaust studs are closer together on standard manifolds so you have to file out the inside of the holes in the collar.

The stock muffler straps are too long for the smaller size muffler and have to be shortened so they will hold. The heat shield on the driver's side of the car is held to the original size muffler with a strap around the front of the muffler. Because this muffler is shorter than the original, the heat shield is longer than the muffler and will not bolt right on. The smaller size muffler body also does not quite line up with the stock hanger on the driver's side. However, the smaller size makes them easier to fit in the limited space on the driver's side.

If you are interested in buying any of these parts, see me at the meeting or call me at 928-1550 and tell me what you want. If enough people are interested, the club will buy the mufflers and/or pipes and sell them to members at cost.

Bill Nutt *

*Corvair Atlanta: Connecting Rod



MAP TO THE KEETON'S HOME

It's getting tougher to keep your cool!

By Bob Stevens

Slowly but surely, retail supplies of R-12 refrigerant, commonly known as Freon (a DuPont tradename), have dried up around the country — at least consumer-size quantities. It now requires a state-issued license, proper installation and retrieval equipment and bulk quantities to purchase the material that has been the mainstay of automotive cooling systems for decades. Some credit R-12 with being the material that made the modern automotive air conditioning system possible. The Environmental Protection Agency credits it with thinning the earth's protective ozone layer.

So the government, using data that has been challenged by some in the scientific community, decreed R-12 an enemy and banished it from use via Clean Air Act amendments that were adopted on July 14, 1992. Although some scientists have disputed the effects, if any, of chlorofluorocarbons such as R-12 on the upper atmosphere, the EPA has, essentially, banned it for consumer use. And, eventually (in just a year or two) it likely will not be available to professional installers either. We've already heard of some licensed shops charging $50, $75 and up to $120 to recharge an air conditioning system on an older vehicle.

Cans of R-12 used to be available in discount stores and auto parts shops for $2 to $4 a can, and even less when on sale or when bought at swap meets in bulk quantities (by the case). Recently, cans of R-12 have been fetching $8, $10, $12, $15 and more per can. It's gotten a little ridiculous, in fact.

The reason for the sudden panic is that the replacements developed for R-12 are not compatible with older systems. Incredibly, a number of new cars still being sold (most '93 models and even many '94s) are not compatible with the R-12 replacement. Automobile manufacturers are, of course, switching over to the new brands of refrigerants and should complete their conversions by the end of this model year, if not earlier.

Chrysler was set to complete its conversion by Jan. 1, 1994, a full two years ahead of the federal mandate. General Motors, which had already converted a majority of its models and the bulk of its fleet to the R-134a refrigerant by the end of 1993, was looking at the fall of 1994 for complete conversion. Further, GM is planning to eliminate all CFCs (chlorofluorocarbons) from its products and all of its operations worldwide by Jan. 1, 1996. Ford has also announced that its cars and trucks will be free of CFCs by the end of 1994, if not earlier.

In the meantime, owners of older cars are left at the mercy of the dwindling number of licensed R-12 installers who can recharge their air conditioning systems and charge whatever they want for the service. These installers, however, must purchase special equipment for recovering R-12 and buy the substance in 20 and 30-pound containers. Eventually, of course, there will be no R-12 available at all, as the refrigerant manufacturers will cease production soon; some say as early as late '94, but no later than the end of 1995. Although the law allows R-12 to be manufactured until Dec. 31, 1995, the economics of the situation won't permit it (DuPont, the largest maker of R-12 automotive refrigerant, has already announced that it will suspend all Freon production by the end of 1994). When that happens, the old systems won't be chargeable at all, most experts agree, without an extensive and expensive (and non-original) conversion to the new type of system. Air conditioning, which has typically added from $2,000 to $10,000 to the value of a collector car, could be reduced to mere decoration worth little or nothing on resale.

Some estimates of conversion have been as low as $300 per system, while some have been as high as $800, $1,200 and more. A lot depends on the type of the car and the type of system originally installed. Also, the condition of the system can influence the cost of a retrofit of the new technology.

For owners of really older cars, the news is even worse. Automakers plan to introduce retrofit kits for the new replacement refrigerant, R-134a, for only a limited number of model years. Chrysler, for instance, will soon market a line of kits for its models dating back to 1988, while Ford is designing a retrofit system that will service its models as old as 1985. General Motors hasn't unveiled its retrofit plans yet, but indications are that its system will only go back about 10 years, as well.

Overall, by the end of 1995, it is estimated that there will still be approximately 150 million vehicles registered for operation in the U.S. that cannot use the new type of refrigerant, and must use R-12 or convert. Licensed stations dispensing the then scarce R-12 will have equipment to recapture old refrigerant from the system being charged. The CFCs cannot be permitted to escape into the atmosphere, the law states, which is why the EPA has removed the material from the retail market ... to prevent the do-it-yourselfer from charging his own system without the benefit of the recovery/recycling equipment and technology. The EPA has also recommended, but not required, that installers repair all system leaks before recharging the system.

The federal government says it will adopt a series of taxes on R-12 inventory to discourage shops and businesses from stockpiling the refrigerant. Also, some state and local governments are considering their own measures to further control the use of R-12, even by licensed professionals.

DuPont, which owns the Freon name, has called its new refrigerant SUVA Trans A/C. It first hit the market in 1992 and was used in about 35 percent of all cars by the launch of the '94 model year. More models are being converted to the SUVA Trans A/C list every month, as the automakers phase out R-12. DuPont's new SUVA will be marketed in 15 and 30-pound cylinders, and in 12-ounce cans.

It has been reported that the new stuff is about twice as expensive as R-12, but then R-12 has skyrocketed in price with supplies dwindling in recent months. Unfortunately, the rising costs and scarcity of R-12 have forced some to employ dangerous alternatives. A number of cars, estimates run to 50,000, have already been recharged with a substitute, OZ-12, which is a mixture of propane, butane and isobutane. The blend is both flammable and explosive if exposed to spark or flame. It's already banned in more than a dozen states, and the EPA has called for a ban on its use in mobile air conditioning systems by Feb. 15, 1994.

Some repair shops and new car dealerships are refusing to service an older system unless they're convinced it has been charged with R-12, and not OZ-12. Warning labels have been provided with OZ-12 for mounting under the hood so technicians would be aware of the potentially hazardous condition, but it's likely that few of the labels have actually been applied.

The use of OZ-12 and other similar refrigerants has been reported across the country, but usage appears to be highest in the Southwest and in Florida where R-12 shortages have been acute, and where the need for year-round air conditioning has kept demand at a peak level.

Naturally, authorities are advising do-it-yourselfers, as well as professional installers, to handle disposal of OZ-12 with extreme care.

There are still a number of scientists who question the validity of the CFC scare, claiming that the hole in the ozone layer is a natural phenomenon. It was first discovered and documented back in 1956 by Gordon Dobson, who is revered by many in the field as the Albert Einstein of atmospheric science. Chlorofluorocarbons were not in widespread use back in '56, so they can't logically be held responsible for the ozone situation, it is reasoned. Some scientists and researchers, in fact, claim that there is not a single piece of scientific evidence supporting the contention that CFCs have attacked the ozone layer or interfered with its ability to filter out the harmful rays of the sun.

Some industry observers suggest that the CFC ban is nothing more than a sham perpetuated purely for economic gain. They contend that it's a symptom of environmental protection gone awry, a reflection of the environmentally sensitive '90s.

Next Month
The economic opportunities
of the new environmentalism

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

MONTGOMERY AL 361 03/14/94 PM

NEW SUPERCHARGING CONCEPT

CROSS BREED YOUR AUTO ENGINE with a Turbine and Enjoy the Fantastic Performance of a Pneumatically Coupled Turbo-Reciprocating Compound Engine.

FEATURES

• Horsepower Boosts of 100% or Greater Guaranteed or Your Money Back • Adaptable to All Makes and Models • Low Cost — Light Weight — Compact • Powered by 45 HP, Self Contained Turbine Engine • Turn On or Off at Will • Instant Response • Transferable Car to Car • Simple Installation • The Economical Way to Big Horsepower. • Obsoletes Competition • Doubles Power Strokes

TURBONIQUE, INC., P. O. BOX 8641, ORLANDO, FLA.

☐ $1.00 encl. Send literature, prices. ☐ $2.00. Send 33⅓ rpm recording of operating noises. ☐ $5.00. Send technical manual. ☐ $5.00 Send 8 mm x 50 ft. color demonstration film, or ☐ $10.00. Send everything. All money refunded first order.

Auto Model_____

Name_____

Address_____

City_____ State_____

Vulcan Corvair Enthusiasts, a chapter of the Corvair Society of America, is a non-profit club dedicated to the preservation and restoration of the Corvair automobile.

VCE meetings are held the third Friday of each month at the Hoover Municipal building, Birmingham, AL.

VCE dues of $15.00 pays for a family membership as well as 12 issues of the Oildrop newsletter

President: Jon Keeton
VP/Membership: Juanita Hathaway
VP/Activities: Jerry Smith
Secretary: Carol Keller
Treasurer: Sara Smith
Newsletter: Mike Donley
Hospitality: Buck and Jewel Hinkle

THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Next Meeting

Date: Friday, April 15, 1994
Time: 7:00 PM
Place: Hoover Municipal Building

March Minutes

The meeting was held at the home of Jon and Sarah keeton with a covered dish dinner. Thanks to our greatg hosts.

Jon called the meeting to order. Reports were given by the officers. Treasurer-written report was passed out by Sara Smith. Membership- Possible new member, Fred Lovell, of Springville area, was assigned to Richard Stolzmann to contact. He has a 1965 4-door parts car and a 1964 coupe. Activities- Jerry Smith reported on the locationfor the Anniversary Party. It was decided that the party would be held May 22, 1994 at Sportsman's Lake in Odenville area. Cost for a pavillion is $10.00. The men are to provide the meats and the women the rest of the meal- more details at the meeting. The Anniversary T-shirt, designed by Mike Donley, was adopted by the club. Sheila is to get prices for shirts and screen printing. Publicity- Sheila will contact Serra Chevrolet about a possible car show at the dealership in September.

Old Business-- The North Alabama club wishes to thank our members Jerry and Sara Smith, who followed their member, Steve Harris from Navarre in February. Steve lost a rear wheel bearing but got back as far as the Smith's home in Moody. The Smith's loaned him a van to drive home to Huntsville. he later came back and repaired it using parts from Jerry. Thanks Jerry and Sara!

New Business-- There will be an Air Show in May in Pell City. The Antique Car Club is to have a display of cars. Jerry is to find out if they would like to have a Corvair display. Looney's Tavern Play in Double Springs was brought up as a possible activity in summer. Laslie Stewart has retired form the Corvair collecting business. He has sold his inventory to Ike Keller in Santuck. Ike won't sell anything until he completes inventorying everything. Ed Keller says that Corvairs of New Mexico has a great reference book called "The Care and Feeding of Your Corvair." We can order these for $5.00 each or $4.00 each for 10 or more.

The meeting was adjourned.
Carol Keller, Secretary

YENKO STINGER

A New Column

Greetings fellow VCE members. I have been informed by a certain Mrs. hartline that I am to serve as "Gossip Columnist" for the Oil Drop. She called long distance to give me this information. I am confident that she she would not have told me this were it not true. However, for the life of me, I cannot remember being nominated for, running for, volunteering for, or in any other way seeking this position. Oh well, I guess I might as well get to the business at hand.

Item: I am told that John Lankford retired on April 1st. Congratulations, John. Welcome to the leisure class. Enjoy.

Item: Well folks, if we're going to have a gossip column then you are all going to have to feed me the information. Send to me at:

601 Avondale Rd
Montgomery, AL 36109

See ya in Helen.

Bye,
Owen Miller

Harold Hartline has several bottles of Ospho which he will bring to the meeting for those who are interested.

TECH

METRIC LIGHT SWITCHES ? .....

While shopping at my favorite junk yard for some early Corvair door-jam switches (dome light), I found that early Chevys and Corvairs didn't use the same switch. Knowing that I wasn't about to find any Corvairs there, I looked for a substitute. I found that the *Toyota Celica* and other upscale Toyotas use a beautiful chrome-plated switch that uses the same spud or connector as the Corvair, and is the same thread body size. The threads are different (metric), but that is unimportant as both switches are self threading types. Be sure to take your metric wrenches if you go after some and also be sure to collect a few of the aluminum spacers or washers that go with the switches. The switches are not self adjusting and require some number of washers under them to set them. You won't believe how attractive they are until you see them on your Corvair.

Mr. Techwrench (Smitty Smith), *Tidewater Corvair Club*

TECH

BE GOOD TO YOUR CORVAIR and IT WILL BE GOOD TO YOU.....

A good place to start is to make sure that your Corvair has an adequate amount of oil in the crankcase. If the lifters rattle when the engine is started after a night in the garage, that's a good sign the oil level is low. A good way to determine if there is sufficient oil is to check with the engine idling, and add enough oil to bring the level above the full mark....remember to stop the engine before adding the oil. This will insure that, when the engine is stopped, there will be sufficient oil to completely cover the hydraulic lifters. (If the lifters are not covered, they will pull in air before the oil pump gets up to pressure - that's the rattle.) There is no ill effect from running the oil level a little high, since in a Corvair, the crank shaft is above the cam shaft and lifters. It would take quite a bit of oil to bring the level up to where the crank shaft would splash into the oil.

Ralph Reynolds, *Corvair Houston*

DEAD BATTERIES and HEATER HOSES

from CORSA West

If your '61-'64 car's battery goes dead overnight, check to see if the heater hose is touching the starter. If it is, it will drain the battery in a short time, since the hose has a steel coil inside. There is supposed to be an original equipment rubber sleeve around the hose to prevent this from happening. Should it rot away or not be reinstalled when changing hoses, it could cause this problem. Note: A leaky fuel connection in this area could really cause problems.

[from *Rear Engine Review*, Inland NW Corvair, Sept.'89]

Seatbelts for your F.C.

BY BOB SLUSHER, CORSA OREGON

My thanks to Bob Kirkman for his previous CORVAN ANTICS article on three-point seatbelt installation in a Rampside. Several important features from that proposal were incorporated in the following design.

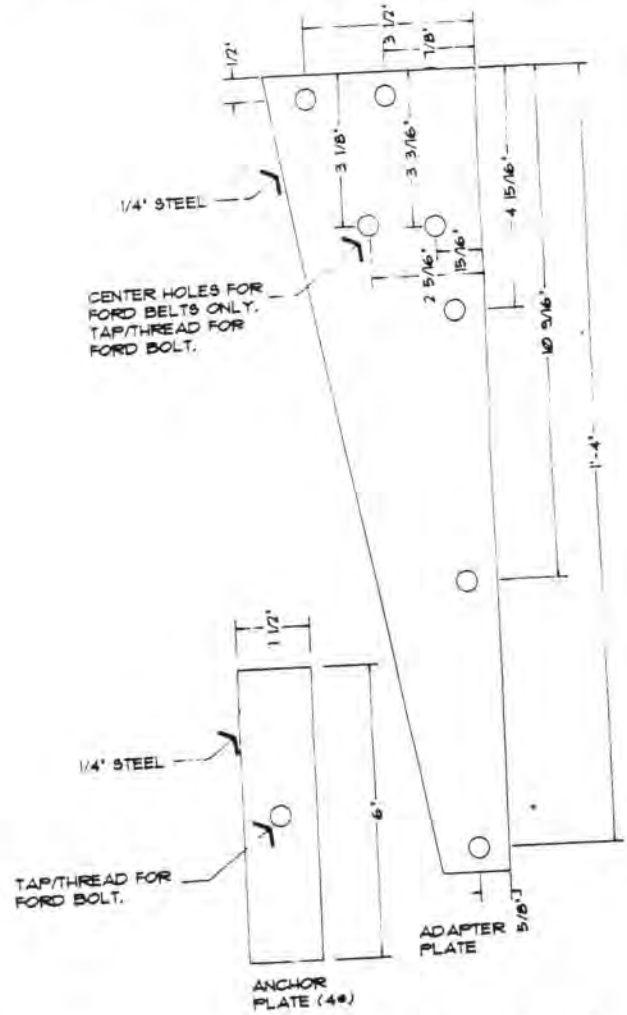
ASSESS NEEDS: COMPACT: The retractor unit has to be as small as possible to fit behind the seat when in the full back position. For us tall people who must run our seats full back, this is critical. CHEAP: To be affordable, these units had to be plentiful at wrecking yards. STRONG: Why install something that will fail when you need it? SIMPLE: Simple to purchase, simple to fabricated and, most importantly, simple to install.

SOLUTIONS: Wrecking yards are really entertainment centers for me so the search for the BEST retractor unit was fun. Small size Dodge, Chevy, Toyota, Isuzu, Ford pickups and utility trucks were logical candidates. The clear winner was the Ford belt system from 1986 to ? for small size Ranger pickups and Bronco II utility vehicles. Colors available are red, blue, tan and black. Tan and black were the most difficult to find. $40-50 for both units, the center passenger belt and all the bolts and hardware seemed about right. These are slick little units with really long belts that allow the wearer to stretch to retrieve an item off the cab floor without coming to the "end of the rope". Again, for us tall folks... a blessing.

FABRICATION INSTRUCTIONS: Per plans: I feel ¼ inch plate steel really should be the thinnest material used, especially when one considers how few bolt threads can be cut into that size material. It's your life!

No doubt you're wondering about the "extra hole" (next to the threaded hole) in the center of the adapter plate. Well, the Ford belt-lock relies on a steel bar sticking out the rear of the assembly to prevent rotation of the retractor, especially during a crash. That rod passes through this hole and stabilizes the unit, allowing a small pendulum to swing, which engages the locking mechanism and stops your departure through the windshield.

INSTALLATION INSTRUCTIONS: If you golf or plat chess you will have the patience to install these belts. I believe in simple. SIMPLE IS GOOD! This design is simple and yet, because your life may depend on proper installation, I beg you not to hurry this project. Allocate approximately four hours to complete this project and you will not be rushed.



1. Remove seat

2. Remove and discard five existing 5/16 inch bolts from the side bulkhead as shown.

3. Slice the existing plastic seal covering the side bulkhead hole. The Ford locking bar will pass through here.

4. Using the adapter plate as a pattern, drill ½ inch hole through the bulkhead using the "extra hole" as a guide. The Ford mounting bolt is long and will pass through here.

5. Install adapter plate with five new 5/16 inch grade 8 bolts with washers as shown. From here on, use all Ford mounting bolts from the host truck.

6. Install retractor assembly and webbing as shown. Install in reverse order of removal from host truck.

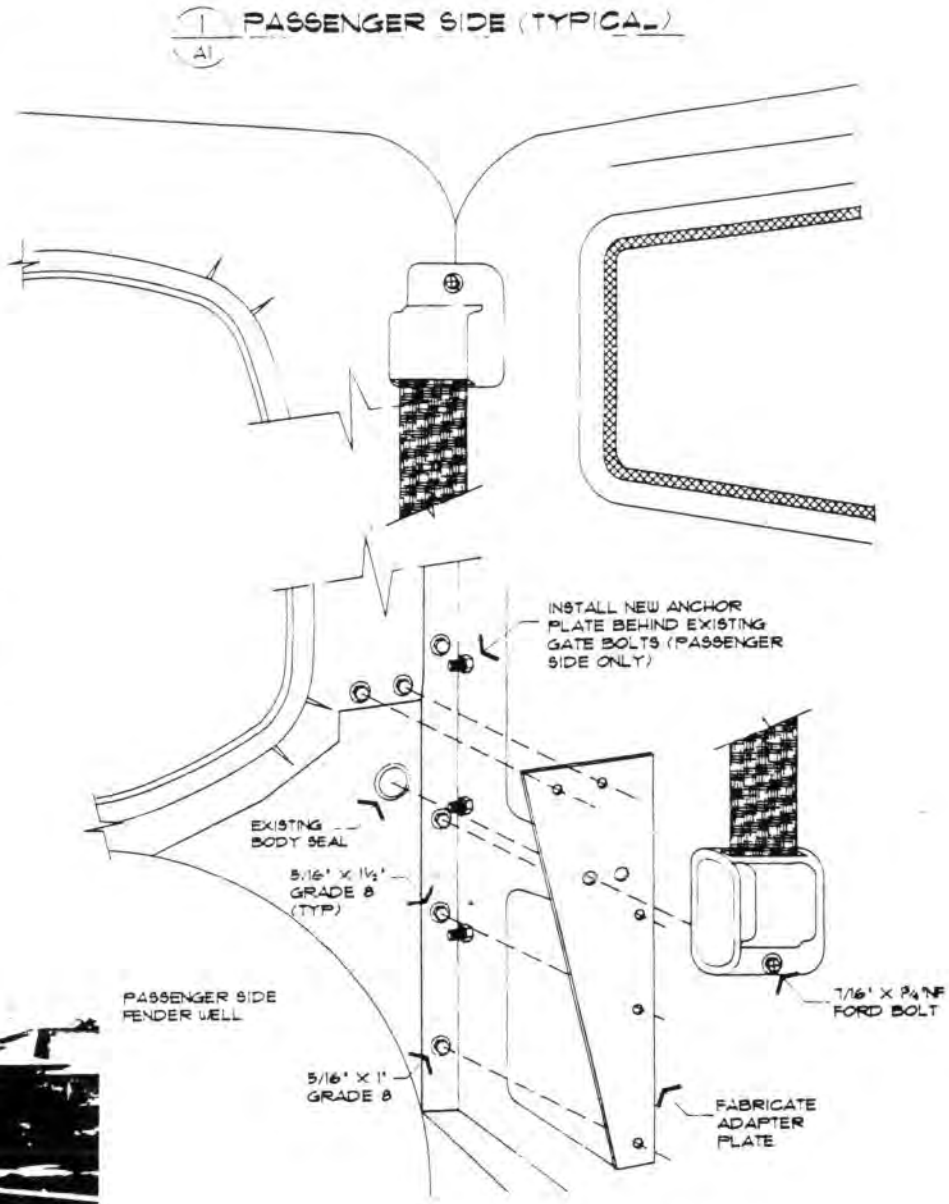
7. Measure approximately 38 to 46 inches from the cab floor and drill ½ inch hole in the upper corner of the rear bulkhead as show. This mounting height will determine where the belt will ride on your shoulder or neck. A test fit is recommended. A good guide is to

drill this hole no higher than your eyeball while sitting.

8. Drill the belt floor mounting holes through the double thickness of metal at the REAR of the factory installed broad metal gusset that is surface welded to the curved steel deck just behind the seat. This will form a right angle to the direction of pull from the belts when in use.

9. Loosely tape or glue each $1\frac{1}{2}$ inch x 6 inch anchor bar to a long rod (minimum 22 inches). Slide or "fish" these anchor bars behind each hollow corner vertical bulkhead until you can intersect it with your shoulder belt anchor bolt. Really very easy!

10. For the seat attachment points, "fish" the anchor through the front wheel well. There is a one-inch space between the fuel tank and the bulkhead under the seat.; that is your target. When in place, you will have to tilt the anchors slightly rearward in order to intersect with your floor mounting bolts. Two persons here is a must! Looks simple, but this one was tough for me.



Drafting Graphic CHEVROLET ASSEMBLY INSTRUCTIONS
3862100 CORVAIR 10000 SERIES

SHEET	TITLE
1.	CONTENTS

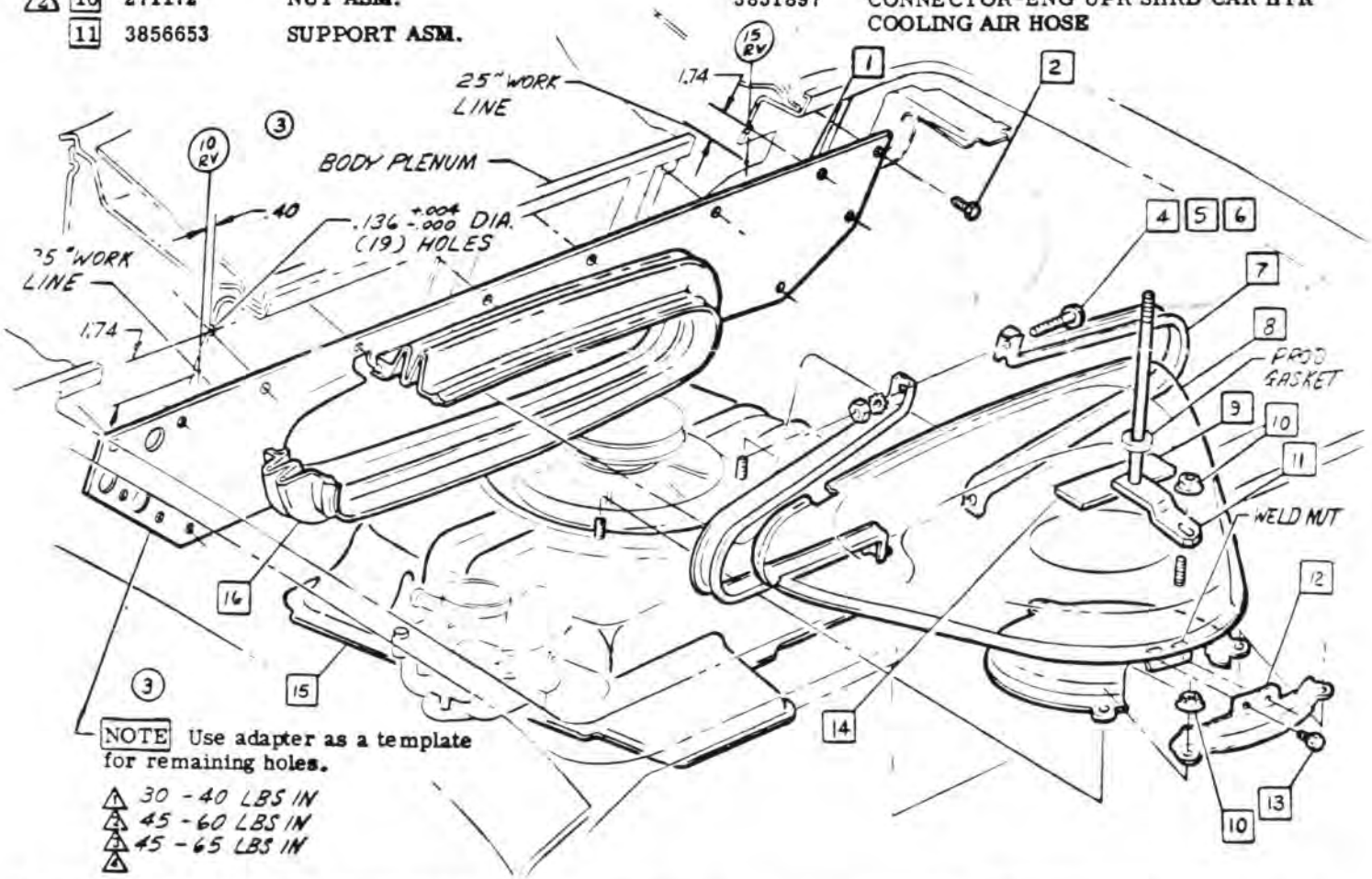
NOT ILLUSTRATED ON THIS SHEET

2. AIR CLEANERS

1	3856660	ADAPTER - DUCT TO PLENUM
△1 2	9417558	SCREW
3		
4	9412234	SCREW
5	121753	L. WASHER
△2 6	134551	NUT
7	3856667	RETAINER
8	3867234	DUCT ASM
9	3856669	PAD
△2 10	271172	NUT ASM.
11	3856653	SUPPORT ASM.
12	3867242	COVER
△3 13	9420751	SCREW ASM
14	3771312	CEMENT - .065 oz per job
◑ 15	3856664	SHROUD
16	3867232	SEAL ASM.

(2) THE FOLLOWING PARTS ARE ASSEMBLED SAME AS RPO L87

3863667	HOSE-CAR HTR COOLING AIR
3869520	CLAMP-CAR HTR COOLING AIR
9422524	SCREW-CAR HTR COOL AIR HOSE
9417227	RIVET-ENG UPR SHROUD CAR HTR
3851897	CONNECTOR-ENG UPR SHRD CAR HTR COOLING AIR HOSE



NOTE Use adapter as a template for remaining holes.

△1 30 - 40 LBS IN
△2 45 - 60 LBS IN
△3 45 - 65 LBS IN
△4

• CHEVROLET MOTOR DIVISION, GMC •	UPC	DATE	SYM	REVISION RECORD	AUTH.	DR	CK
AIR CLEANER HEAVY DUTY PRE-CLEANER-CONTENTS	K46	6-19-64		REDRAWN, REVISED & 64200	64395	RS	
				3 TORQUES ADDED			DF
10100-500		7-23-64	2	NOTE & PART NUMBERS	64798	RS	
				ADDED	64617		HB
DWG PREL 4-27 RS REF: Prel. / L-73867 L-	1.	10-12-64	3	HOLE DIM'S & ADAPTER NOTE ADDED	66467	RS	DF
DATE REV 5-22 L- L- L-	SHEET						

1965-222

RICHARD & SANDY STOLZMANN
112 BUNCESS DRIVE
SPRINGVILLE, AL 35146

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

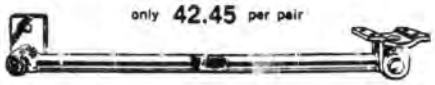
if you're the lucky owner of a

CORVAIR

THIS MESSAGE IS FOR YOU!

Newly engineered for all 60, 61 and 62 Corvairs (including the Spyder) — genuine Gold Seal Traction-Masters make a world of driving difference in these fine little cars. TM's will give you flat, smooth corners . . . end side sway . . . firm the rear end to insure solid "drag strip" starts . . . safety with performance. Clean arc-weld installation with precision fit.

only **42.45** per pair



And to add the cherry on the Corvair cake — put Traction-Master Nokofs on your wheels! Nokofs are the automotive world's most beautiful hubcaps.

Precision engineered of durable zamac, triple chromed spinners for elegance – these gleaming masterpieces give Corvair the authentic "working" sports car look!

set of 4
Bright Zinc Hubs..... **$24.95**
Full Chrome Hubs ... **29.95**

Traction-Master Co.
2917 W. OLYMPIC BLVD. CL LOS ANGELES 6, CALIF.

Vulcan Corvair Enthusiasts, a chapter of the Corvair Society of America, is a non-profit club dedicated to the preservation and restoration of the Corvair automobile.

VCE meetings are held the third Friday of each month at the Hoover Municipal building, Birmingham, AL.

VCE dues of $15.00 pays for a family membership as well as 12 issues of the Oildrop newsletter

President: Jon Keeton
VP/Membership: Juanita Hathaway
VP/Activities: Jerry Smith
Secretary: Carol Keller
Treasurer: Sara Smith
Newsletter: Mike Donley
Hospitality: Buck and Jewel Hinkle

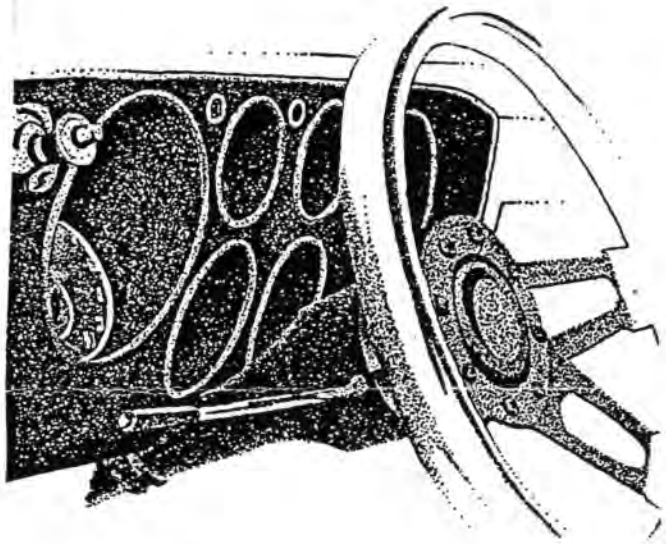
THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

MAY 1994

Next Meeting

Date: Sunday, May 22, 1994
Time: 11:00 AM -whenever
Place: Sportsman's Lake, between Springville and Odenville. (See Map)



April Minutes

The April meeting of VCE was held in the Hoover Library with Jon Keeton presiding. Officers were asked for reports. Secretary, Carol Keller, read the minutes which were approved with the exception that the CLub wiill furnish the meat and the men will cook it. Treasurer, Sara Smith, reported a balance of $600,00 before newsletter expenses were taken out. Membership VP, Juanita Hathaway asked that she be notified if anyone knew of a member being sick so they could be remembered with a card or flowers. Activities VP, Sheila Ranelli; was told by Serra Chevrolet to call them August 1st to set up a show- that they were interested. 20th Anniversary T-shirts: Creative Screen Printing is out of business. Jerry is to find out about a business in Pell City that does hand painting. Coca Cola is to sponser a banner and Frank or Jerry will check on details. The air show in Pell City is May 21, with time to be announced. The Anniversary Picnic will be Sunday, May 22, starting at 11:00 AM with Lunch at 1:00 PM.

Old Business~~ From Grant Snead: Looney's Tavern Play begins June 9th with shows Thursday-Saturday. There is a dinner cruise or several restaurants in the area.

New Business~~ Jerry Smith has maps to Helen, GA for Atlanta club's show. There is a Ferrari show connected with the Festival of Arts on Sat. April 14, and a Corvette show at Ivan Leonard's this weekend.

Car Restoration~~ Frank needed some information on restoring Sheila's car. After calling several vendors and getting confilicting vinformation , he called Larry Claypool- a walking encyclopedia on Corvairs. If you absolutely have to have the right information, he is the authority according to Frank.

Correction on Richard and Sandy Stolzmann's phone number: 467-6444.

Respectfully Submitted.
Carol Keller, Secretary.

Helen on Wheels

After a two-year absence, Atlanta has returned to Helen, GA and hosted a great weekend. The weather was beautiful as were the cars. On Friday night, the Atlanta folks again outdid themselves in hosting a hospitality party. There were hamburgers, hotdogs, all kinds of side dishes, as well as great desserts.

The Vulcan Chapter of Corsa was represented by the Hartlines, Hathaways, Siemens, Kellers, Hinkles, Smiths, Gulsbys, Stolzmanns, Millers, Norman Rogers and Chris Rothe. Also in attendance and lending their support were Bill and Janette Hand from Birmingham. We hope the Hands are prospects for membership in VCE.

A few of the VCE people were winners of door prizes. John Hathaway won a model car kit; Wilma Siemens won a picture frame; Jewell HInkle won two tickets to Talledega which she promptly put up for sale.

In keeping with tradition, the VCE ladies managed to get in some "power" shopping. Not to be outdone, Buck Hinkle bought a beautiful pair of Tony Lama western boots. They are black soft,glove-like leather. I was tempted to buy a pair, but Mama Joyce said that I had enough boots already.

On Saturday morning some of our ladies took "line dance" instructions at the Fest Hall. Then after the awards banquet that night , the ladies entertained the crowd. Saturday evening several VCE couples were at the old Heidelberg Restaurant. The "inhouse" entertainers were without a drummer in their group so our own John Hathaway agreed to fill in on a couple of numbers. Right on, John!

Congradulations to Jerry Smith For his First Place trophy!

A great time was had by all!!!

Owen Miller

Picnic Pickings

The meat will be supplied by the club, and the men will cook it.

Vegetables

- Potato Salad: Sara Smith
  Wilma Siemens
- Baked Beans: Carol Keller
- Veg-All Cass: Louise Hartline
- Chicken Cass: Sara Keeton

Salads

- Coleslaw: Sara Keeton
- Slaw: Rozelle Doughty
- Louise Hartline
- Juainita Hathaway
- Relishes: Mary Snead

Desserts

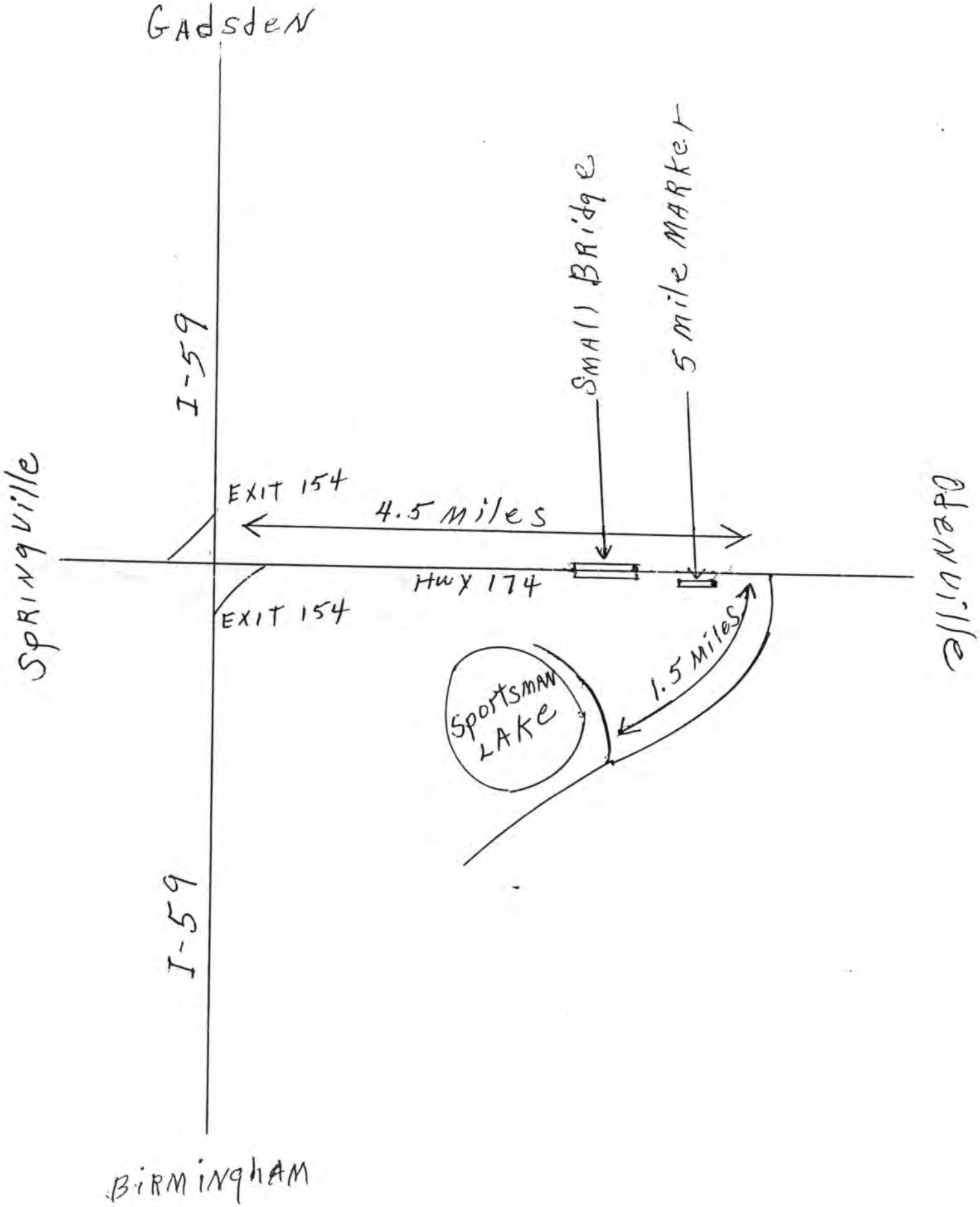
- Pound Cake: Sara Smith
- Cake: Jewell Hinkle
- Lemon Pie: Grant Snead
- Pineapple Cake: Sara Keeton
- Juanita Hathaway
- Louise Hartline

Needed

- Chips
- Hamburger Buns
- HotDog Buns
- Mustard
- Catsup
- Mayonnaise
- Pickles
- Plates
- Large Cups
- Cooking Utensils

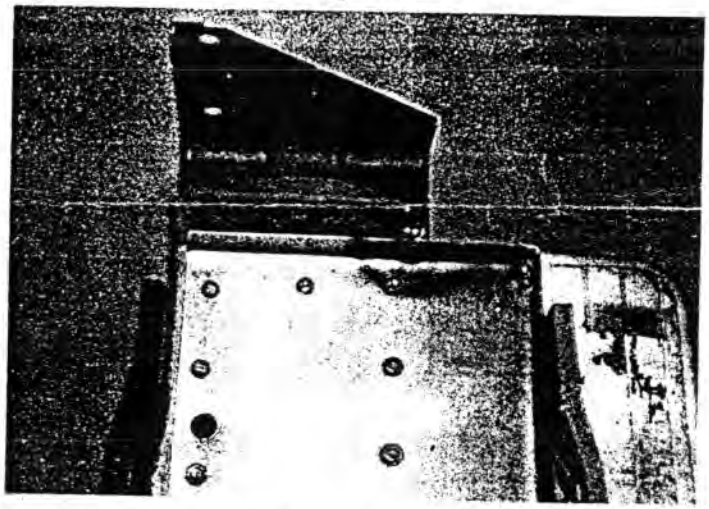
Bring your own drinks, and no alcoholic beverages allowed at the lake.

Bring your swimsuits and/or your fishing poles, and there is electric power available.

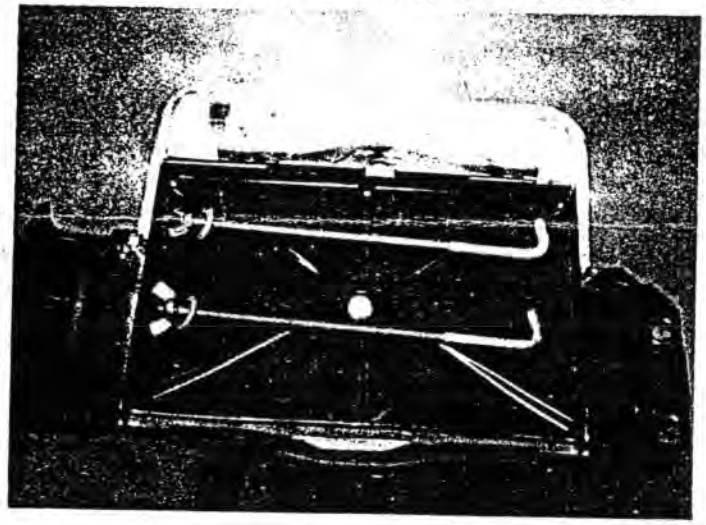

Gadsden
I-59
Small Bridge
5 mile Marker
Springville
Exit 154
4.5 miles
Hwy 174
Exit 154
Attalla
1.5 miles
Sportsman Lake
I-59
Birmingham

A Bigger Battery Box for the F.C.

I've never liked the long, narrow battery good, old GM put in the Forward Control, so I decided to make a change in my Rampside. After making a few measurements I went to the parts store, made by Delco, naturally. I found an Ultracell 1000 cca, group size 24R sealed battery that I figured I could squeeze in and that would keep all the electronics I planned to add running.

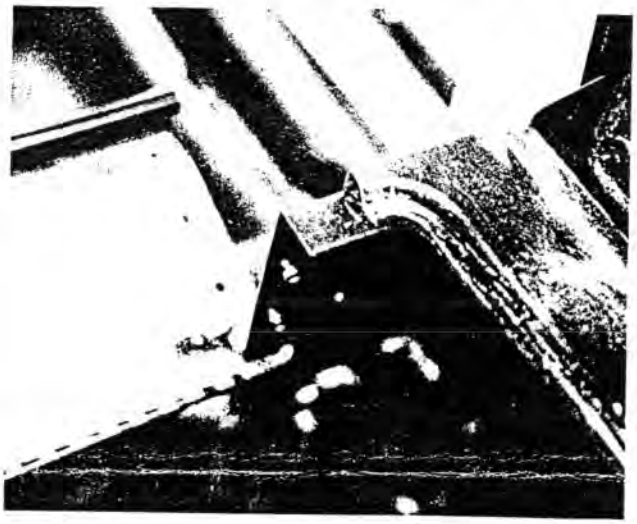


I removed the old battery support and cut off one side, keeping it to be reused later. I then made a new bottom for the box out of 18 gauge steel and flanged it on three sides,3/4 inch, to fit the battery. After sandblasting the old box, I spotwelded the bottom to it, then welded the cut off side back on. You need both sides for the hold down holes.

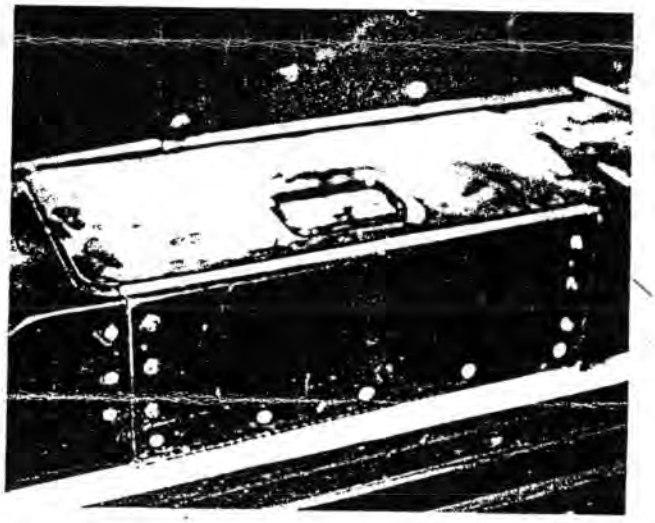


Back to the sandblaster to clean everything up. I then sprayed the whole unit with acid resistant paint. The hold down was short, so I cut it in half and added enough rod to make it span the battery. This was also sprayed with black, acid resistant paint. The hold-down bolts were long enough and worked fine. The tray was lined with a new material designed to absorb caustic runoff from the battery. I then bolt the box back in it's original position and reinstalled the drain hose.

How are you going to get that big, wide battery into that narrow slot, you say? That takes another modification.



Looking at the old opening from the engine compartment side, cut straight down the inside panel, but leave the formed radii at the corners of the opening. Then cut the piece out across the bottom. I installed a short section of piano hinge taken from an old early model seat flap. Make sure there is enough hinge clearance for the door to lay down and line up with the panel it came out of.



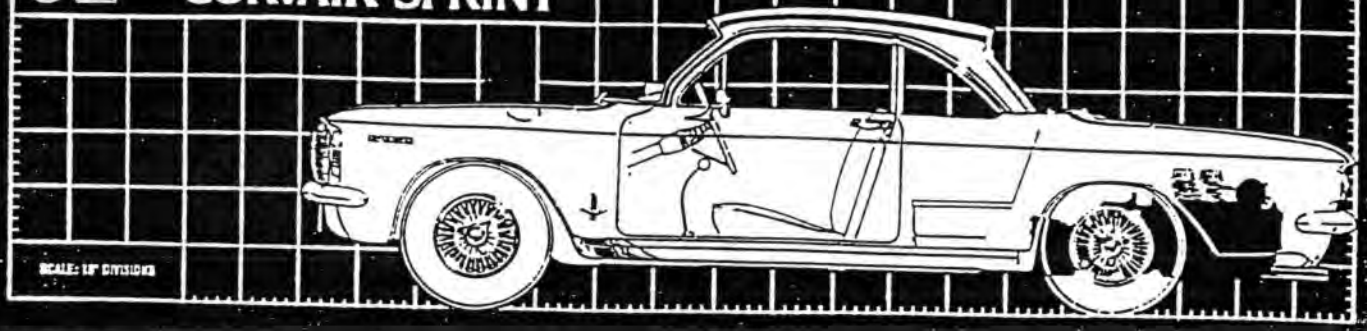
Doublers were fashioned to go inside the opening to screw the door to using nutserts. Then I pop-riveted the whole thing together and painted it. By opening this door you can easily install the bigger battery.

Dick Campbell

Van Nuys, CA

ROAD TEST

CORVAIR SPRINT



PRICE

List, West Coast.....$2394
As tested, West Coast.....$3627

ENGINE

Engine, no. cyl, type...Flat-6, ohv
Bore x stroke, in.....3.44 x 2.94
Displacement, cc.....2689
Equivalent cu in.....164
Compression ratio.....9.25:1
Bhp @ rpm.....155 @ 5000
Equivalent mph.....102
Torque @ rpm, lb-ft...202 @ 3600
Equivalent mph.....74
Carburetor, no., make.4 Rochester
No. barrels—diameter..one-1.25
Type fuel required.....Premium

DRIVE TRAIN

Clutch diameter & type...9.12 in, diaphragm
Gear ratios, 4th (1.00).....3.55
3rd (1.44).....5.11
2nd (2.18).....7.74
1st (3.20).....11.36
Synchromesh.....on all four
Differential, type & ratio: Limited slip, 3.55.
Optional ratios: 3.27, 3.08, 3.89.

CHASSIS & SUSPENSION

Frame type: Integral body-chassis.
Brake type.....Drum
Swept area, sq in.....198
Tire size.....640-13
Wheel revs/mi.....830.4
Steering type....Recirculating ball
Turns, lock to lock.....3.3
Turning circle, ft.....38
Front suspension: Independent with A-arms, coil springs, tube shocks.
Rear suspension: Independent with swing axles, coil springs, transverse leaf helper spring, tube shocks.

ACCOMMODATION

Normal capacity, persons.....2
Occasional capacity.....4
Hip room, front, in.....2 x 25
Rear.....57.0
Head room, front.....38.5
Seat back adjustment, deg.....0
Entrance height, in.....48.0
Step-over height.....14.2
Floor height.....8.5
Door width, front/rear.....43.0
Driver comfort rating:
for driver 69-in. tall.....95
for driver 72-in. tall.....95
for driver 75-in. tall.....75

GENERAL

Curb weight, lb.....2540
Test weight.....2920
Weight distribution
with driver, percent.....38/62
Wheelbase, in.....108.0
Track, front/rear.....54.4/55.1
Overall length.....180.0
Width.....67.0
Height.....50.9
Frontal area, sq ft.....19.0
Ground clearance, in.....5.4
Overhang, front.....30.3
Rear.....41.7
Departure angle, no load, deg.14.5
Usable trunk space, cu ft.....11.4
Fuel tank capacity, gal.....14.0

INSTRUMENTATION

Instruments: 100-mph speedometer, 8000-rpm tachometer, fuel gauge.
Warning lamps: Temperature, oil pressure, generator, turn signals.

EXTRAS

"Sprint" package includes Michelin X tires (exchange), 4-carburetor engine conversion, dual-muffler tuned exhaust system, rear suspension conversion, tachometer, quick steering conversion, wood-rim steering wheel, chrome stone guard, driving light, grab bar, luggage deck carpeting short-throw shift, seat track extension, panel covers, steering damper, heel-and-toe bracket, high-beam flasher—$665.
Optional extras ordered from dealer include 4-speed transmission, limited-slip rear end, chrome wheel covers, etc.—$340.85.
Custom paint—$225.

CALCULATED DATA

Lb/hp (test wt).....18.9
Cu ft/ton mi.....95.7
Mph/1000 rpm (4th).....20.4
Engine revs/mi.....2948
Piston travel, ft/mi.....1445
Rpm @ 2500 ft/min.....5100
Equivalent mph.....104
R&T wear index.....42.6

MAINTENANCE

Crankcase capacity, qt.....5
Oil filter type.....full-flow
Lubrication points.....4
Lube, oil and filter change interval, mi.....6000
Tire pressures, front/rear, psi.20/30

ROAD TEST RESULTS

ACCELERATION

0-30 mph, sec.....3.5
0-40 mph.....6.2
0-50 mph.....8.3
0-60 mph.....11.9
0-70 mph.....16.4
0-80 mph.....21.6
Passing test, 50-70 mph.....7.4
Standing 1/4 mi, sec.....18.4
Speed at end, mph.....74.5

TOP SPEEDS

High gear (5900), mph.....120
3rd (6000).....85
2nd (6000).....56
1st (6000).....39

GRADE CLIMBING

(Tapley Data)

4th gear, max gradient, %.....10
3rd.....16
2nd.....23
Total drag at 60 mph, lb.....130

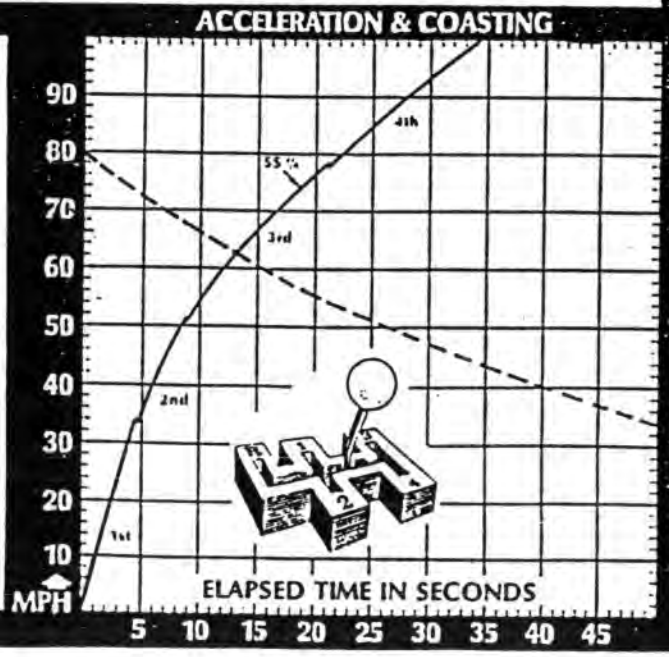
SPEEDOMETER ERROR

30 mph indicated.... actual 29.0
40 mph.....38.6
60 mph.....57.0
80 mph.....76.2
100 mph.....95.0

FUEL CONSUMPTION

Normal range, mpg.....15-20
Cruising range, mi.....210-300

ACCELERATION & COASTING



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

'64 CORVAIR Monza by CHEVROLET

CHEVROLET

See five entirely different lines of cars at your Chevrolet Showroom—CHEVROLET, CHEVELLE, CHEVY II, CORVAIR & CORVETTE

Vulcan Corvair Enthusiasts, a chapter of the Corvair Society of America, is a non-profit club dedicated to the preservation and restoration of the Corvair automobile.

VCE meetings are held the third Friday of each month at the Hoover Municipal building, Birmingham, AL.

VCE dues of $15.00 pays for a family membership as well as 12 issues of the Oildrop newsletter

President: Jon Keeton
VP/Membership: Juanita Hathaway
VP/Activities: Jerry Smith
Secretary: Carol Keller
Treasurer: Sara Smith
Newsletter: Mike Donley
Hospitality: Buck and Jewel Hinkle

THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Next Meeting

Date: Friday, June 17, 1994
Time: 7:00 PM
Place: Hoover Municipal Building

May Minutes

No meeting was held in May.

VCE Anniversary Party

Sportsman's Lake was a great place to hold the 20th Anniversary Party. The complex included a sizable lake with a roped off area for swimming, and a huge slide and diving boards, as well as a screened-in dining pavillion with a built-in barbeque grill. All this was available for only ten bucks.

The hamburgers and hot dogs, cooked by Jon Keeton, were provided by the club, and were superb. All the other food was provided by the members, and it too was excellent.

In attendance were the Ranellis, Keetons, Doughtys, Hathaways, Gulsbys, Kellers, McCarns, Smiths, Hinkles, Hartlines, Sneads, Mike Donley, Roy Dutton and Richrd Stolzmann. If I omitted anyone, please accept my apologies.

We have kept our club together for twenty years, despite predictions to the contrary. I hope we can continue our fellowship for another twenty.

TECH TIPS

Oil Pan Plug Gasket

Tired of the way those nylon oil drain plug gaskets get brittle, crack and allow engine oil to drip on your pristine garage floor or driveway? GM has been installing much improved reusable space-age gaskets on the metric drain plugs of their new cars since the late eighties, and now GM is making this new technology available in the proper 1/2 I.D. size to fit our Corvair drain plugs. They list at only 68 cents each. Ask for part # 24571185.

Dave Davis, Chesapeake Corvair Club

Duct Hose Removal

Are your heater hoses or A/C hose welded to the sheet metal or plastic outlets? If you don't want to tear them getting them off, then saturate the hose surface with Armor-All. After about an hour's wait the hose should slip right off with no problem.

Clay Wispell
North Texas Corvair Association

Main Jet Removal

After dissasembling the carburetor, spray a little WD-40 on the jet. Place the carb on a solid surface. and place a 11/32 punch on top of the jet. Give the jet a few sharp raps with a hammer. Using a straight shank screwdrive of the proper size, turn out the jet. It almost always comes free but may need to backed in and out a few times to free the threads.

Bob Jekel, Columbia Basin Corvairs

Changing Thermostats

The big problem is the little clip which holds the pin into the hole in the door. Three hands are needed. To make this easier, bend the ears of the clip together so it will stick on the arm with all holes registered. This way there is in effect only one hole to get the pin into. If the pin wants to swivel around, put some grease on the threads.

Cliff Toraason, Negative Camber

Shroud Paint

PPG defines GM shroud semi-gloss black as:

2 quarts Mixing Black #386
1 quart Universal Flattening Agent
1 quart Mixing Clear #310

Use PPG #DL-16 or DuPont #3608s thinner. **Do not use a slow dry thinner!** Paint will look thin but it is a perfect match (due to the clear). Stir well!

Unknown author

CORSA's Liability Insurance

Dennis Liggett

As a longtime valued customer of K & K's, we are happy that CORSA and all of its chapters have been a part of the Independent Club Event Liability (ICEL) program.

The insurance program you currently enjoy provides you with a $1,000,000 liability policy. This protects you for such things as business meetings, social functions, concours, tours, parades and caravans. Also, competitive events such as autocrosses, gymkhanas and rallies are covered at extra cost under the CORSA liability program.

Part of your liability policy includes $10,000 of Participant Legal Liability protection with the option to increase the limit. This limit offers you protection from a lawsuit from one of your participants during a CORSA competitive event.

The CORSA ICEL program also provides coverage to your members, officers, officials, car owners, drivers, pit crews, sponsors and advertisers while participating in your covered activities. Automatic coverage is provided for your food and soft drink products during your events.

Optional coverages also available are Accidental Death & Dismemberment benefits, Medical and Weekly Indemnity benefits for participants competing during a CORSA event.

Obviously, this is just a general summary of coverages that the CORSA insurance program provides. A follow-up letter and description of coverages will follow detailing a bigger and better CORSA insurance program.

TECHNOTES

TECH TIP

By: Len Macario, DELVAIR TIMES

1. PUSH ROD TUBE OIL LEAKS

It has probably been close to 20 years since the introduction of viton rubber push rod tube seals which have eliminated this leak source. The original seals lasted about 15,000 miles before the head from the exhaust port tubes fried them.

2. BLOWER CASE MOUNTING FLANGE

This is a unique situation, where 2 dissimilar metals, steel and aluminum are mated. Two hard paper type gaskets are used to sandwich the steel crank case breather assembly mounted within the blower case to the top of the block. When the engine reaches normal operating temperature, this area is stretched horizontally, as show by the main bearing clearances almost doubling their cold dimensions. This constant expansion and contraction sometimes causes the mounting bolts to loosen with resulting oil leaks.

Various solutions have been tried, including cutting the bolt flange off the breather and mounting it inside the blower case. My solution, starting about 12 years ago, is to put a thin coat of hi-temp red RTV sealer on both sides of the 2 gaskets, finger tighten the bolts to allow the sealer to spread out, wait about 4 hours for the sealer to cure and then torque the bolts to the minimum value. This allows the blower case to move as much as it wants to. I have never had one leak using this method.

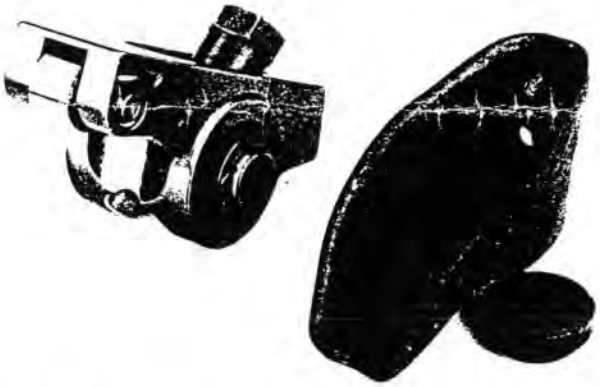
3. OIL PAN

The same problem of expansion also applies here. My fix is to use the same sealer on the original type GM paper gasket with the original steel oil pan. If a cork or rubber gasket had been previously used, the now deformed area around the bolt holes must be straightened before installing the pan. One additional step is to put "O" rings on the bolts. They are held by the washer and squeeze into the bolt holes. Note: If you have a pre 1964 engine, which used just lock washers, obtain the '64 and later bolts which have a large flat washer installed on them. The "O" rings should be obtainable at most auto supplies and measures approx. 1/4" inside and 5/16" outside diameters.

CORVAIR ROLLER ROCKERS

NEEDLE BEARING ROLLER TIP EXTRUDED ALUMINUM ROCKER ARMS

BY SC PERFORMANCE



For years, Corvair owners were forced to use stock rocker arms. Unfortunately, the roller rocker arms that were available had a built in misalignment (the rocker arm angle did not match the valve stem angle) of up to 3° - a real "no-no" with Corvairs.
Subsequently, this mismatched rocker caused excessive wear on the roller rocker arm, valve guide, valve stem tip and valve stem.
SC's (Sutcliffe Corvair's) new roller rocker arm design solves this age old alignment problem with a rocker arm designed specifically for both the "140" and "110"/Turbo Corvair valve arrangement.
This extruded 6061 aircraft aluminum roller body and tip needle trunion bearing reduces friction and increases horsepower and torque while providing unsurpassed reliability and long life.

FEATURES

- 10 - 15 HP
- ROLLER TIP - Low friction - less valve stem wear.
- NEEDLE BEARING - TRUNION - Replaces old style rocker ball design.
- EXTRUDED ALUMINUM - Body ten times stronger than stock stamped steel.
- PRECISE 1.58 RATIO - Stock stamped rockers can vary .05 ratio.
- LOWER FRICTION - Increased horsepower and torque.
- REDUCED OIL TEMPERATURE - Lower friction means lower oil temperature.
- DIRECT BOLT IN REPLACEMENT - Works with stock valve covers and valve train.
- CORRECT 6.4° AND 4.2° ROCKER ANGLES - Precisely matches Corvair valve angles.
- AVAILABLE FOR "140", "110" AND "TURBO" HEADS - No mismatching
- STREET, TRACK AND OFF ROAD TESTED AND PROVEN - Developed and proven in SC Performance test engines.
- USED BY LEADING CORVAIR ENGINE BUILDERS AND RACERS

SC 140 RR	*140 HP CORVAIR HEADS*	*(SET OF 12)*	*$280.00*
SC 110 RR	*110 HP AND TURBO HEADS*	*(SET OF 12)*	*$280.00*

Phone (909) 593-4497
Fax (909) 653-2466
Write: Bob Sutcliffe
SC Performance
995 Nashport Street
La Verne, CA 91750

CORVAIR DISTRIBUTOR SPECIFICATIONS

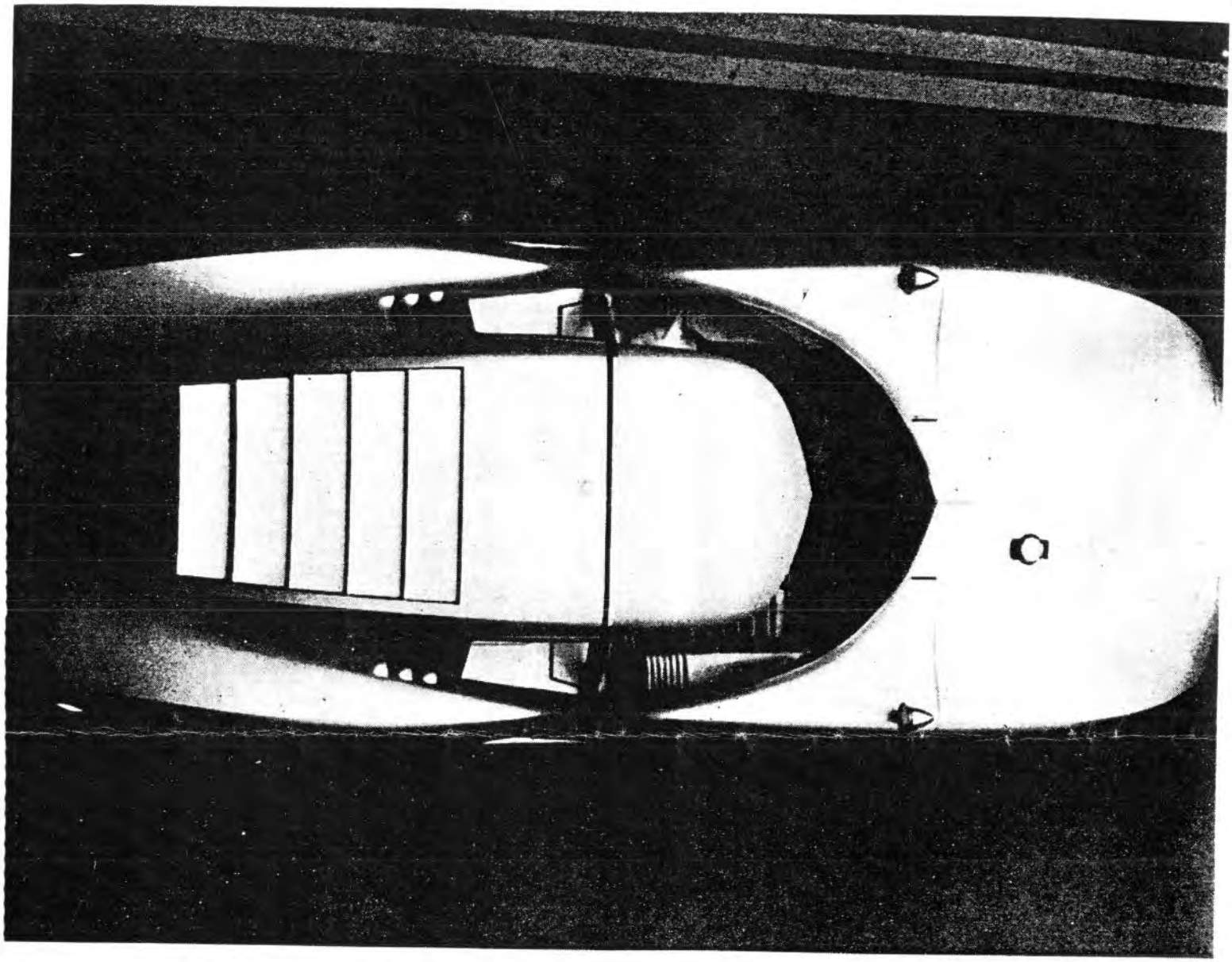
Distrib Part #	Year	Eng (hp)	Model	C Adv Begins (engine rpm)	Max C Adv (Deg @ eng rpm)	V Adv Begins (in Hg) ± 1"	Max V Adv (Deg @ in Hg)	Initial Timing (deg)	Point Cam	Shaft #	Vac Unit	Wts
1110252	60	80	man (early)	400	32 @ 3600	6	23 @ 15.2"	4	730A CCW	21	152M	C
1110256	60	80	auto (early)	1700	20 @ 3600	7	23 @ 16.2"	16	118A	87	177M	B
1110257	60	95	man (early)	700	24 @ 4800	8	15 @ 15.5	16	122A	27	152M	C
1110258	60-61	80	man (late)	600	32 @ 3600	6	23 @ 15.2"	4	730A CCW	21/87	152M	C
1110259	60-61	80	auto (late)	1400	24 @ 3700	7	23 @ 16.2"	13	122A	87	177A	B
1110260	60-61	95	man (late)	700	24 @ 4800	6	23 @ 15.2"	13	122A CCW	27	152M	D
1110260	60-61	98	all	700	24 @ 4800	6	23 @ 15.2"	13	122A CCW	27		
1110269	62	80	man	600	32 @ 3600	6	23 @ 14-16.25"	4	21	732	217	C
1110271	62	80	auto	1400	24 @ 3700	7	23 @ 15-17.25"	13	87	124	200(951)	B
1110272	62	102	all	700	24 @ 4800	6	23 @ 14-16.25"	13	27	124	199	D
1110275	61	84	auto	1600	20 @ 4100	7	23 @ 16.2	16	118A	03	177M	C
1110278	62	84	auto	1600	20 @ 4100	7	23 @ 15-17.25"	13	03	120	200(951)	C
1110290	62-63	150	turbo (man)	3900	12 @ 4500	1 psi	9 @ 2 psi ***	24	°	12	224	A
1110294	63	80	man	600	32 @ 3600	6	23 @ 15"	4	21	732	199/217	C
1110295	63	80	auto	1400	24 @ 3700	7	23 @ 16"	13	87	124	200(951)	B
1110296	63	102	all	700	24 @ 4800	6	23 @ 15"	13	27	124	199	D
1110297	63	84	auto	1600	20 @ 4100	7	23 @ 16"	13	03	120	200(951)	C
1110298	62-63	150	turbo (man)	3900	12 @ 4500	1 psi	9 @ 2 psi ***	24	201	12	224	A
1110310	64-67	95	man	700	28 @ 4200	6	24 @ 14"	6	21	532/728	229/217	C
1110311	64-68	95	auto*	1700	20 @ 4200	7	24 @ 15"	14	03	532	230/311	C
1110312	64			800	20 @ 4800	7	24 @ 15"	12				
1110314	64	150	turbo (man)	3900	12 @ 4500	1 psi	6.5 @ 3 psi ***	24	201	12/732	218/239	A
1110319	64-68	110	all xcpt A.I.R.*	800	20 @ 4800	7	24 @ 15"	14/24**	219	720	230/217	C
1110329	65-66	180	turbo (man)	4100	18 @ 4900	2.5 psi	8 @ 3.6 psi ***	24	201	738	250	A
1110330	65-67	140	man	800	18 @ 2800	6	22 @ 14"	18	21	522	248/217	C
1110339	66	140	auto	800	18 @ 3200	7	24 @ 15"	14	84	522	230/217	C
1110368	66-67	95	man w/A.I.R.						1967271	1967269	217	E
1110369	66	95	auto w/A.I.R.	900	40 @ 4400	7	24 @ 15"	TDC	156	540	230/217	E
1110369	67	95	all w/A.I.R.	900	40 @ 4400	7	24 @ 15"	TDC	156	540	230/217	E
1110370	66	110	auto w/A.I.R.						154	536	230/217	E
1110371	66-68	140	all w/A.I.R.*	900	32 @ 3000	6	22 @ 14"	4	157	532	248/217	E
1110372	66	110	man w/A.I.R.						158	540	230/217	E
1110389	67	110	all w/A.I.R.	900	26 @ 4400	7	24 @ 15"	4	132	526	230/217	E
1110389	68	110	man w/A.I.R.*	900	26 @ 4400	7	24 @ 15"	4	132	526	230/217	E
1110434	68	95	man *	900	28 @ 4200	7	24 @ 15"	6	21	532	230/217	C
1110435												
1110452	69	95	man *	900	28 @ 4200	7	24 @ 16"	6	21	532(A)	230/217	C
1110453	69	95	auto *	1700	20 @ 4200	7	24 @ 16"	14	03	532	230/217	C
1110454	69	110	man *	900	26 @ 4400	7	24 @ 16"	4	132	526	230/217	E
1110454	69	140	all *	900	26 @ 4400	7	24 @ 16"	4	132	526	230/217	E
1110455	69	110	auto *	800	20 @ 4800	7	24 @ 16"	12	219	720	230/217	B

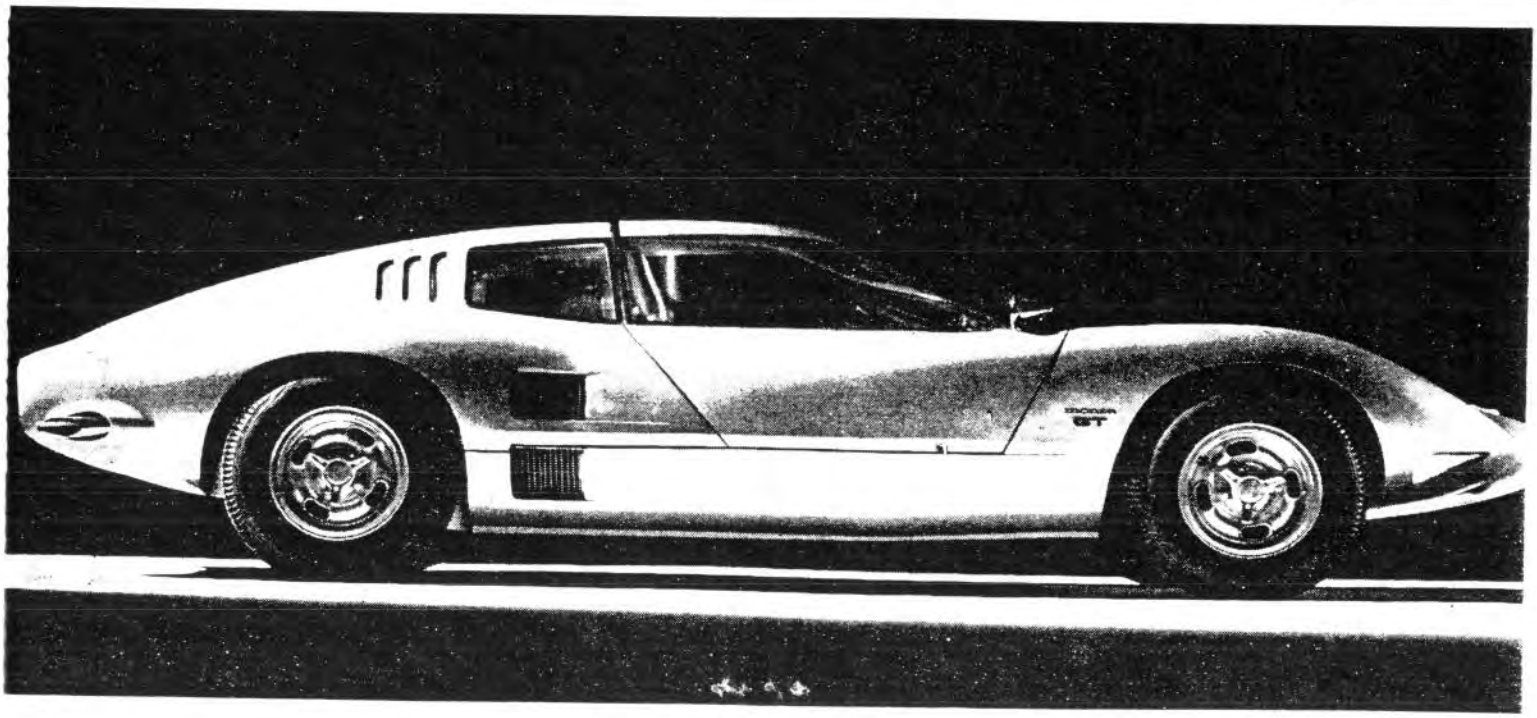
NOTES: MULTIPLE USEAGE UNDERLINED
* = A.I.R. WAS MANDATORY IN '68 & '69
** = 24° STATIC TIMING WITH AIR COND & AUTOMATIC
*** = VAC RETARD

SOURCE: SDCC (*AIR TIP* #10-1-83; LEW RISHEL, DAVID LANGSATHER, BOB HELT, & BOB BALLEW
(WILL BE UPDATED AS MORE DATA BECOMES AVAILABLE)

SHAFT #	HOLE DIAMETER	DEGREES ADVANCE
12	0.255	7
720	0.292	12
522	0.305	11
124	0.309	12
732	0.330	16
532	0.350?	?
540	0.396	22

VACUUM UNIT #	DEGREES ADVANCE
199	12
217	11
224	0
229	12.5
230	13
248	10.5
370	10
410	12.5





MONTGOMERY AL 361 06/13/94 PM

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

Youth movement

You can be a senior citizen, a person who's perennially 39 or a teenager. As long as you're the kind who gets a wallop out of fresh experiences, you've got all the makings of a Corvair enthusiast. For instance, you'll find the steering light and easy (no engine weight up front). You'll find you track cleanly and surely even through mud and snow (that's your rear-engine traction at work). And you'll find the ride solid and the cornering flat (that's where the four-wheel independent suspension comes in).

Does your car strike you as being a little stodgy these days? Maybe while it's been getting older you've been getting younger. Try a Corvair at your dealer's and see.

CHEVROLET | GM CORVAIR—Unusual the Chevrolet way

Vulcan Corvair Enthusiasts, a chapter of the Corvair Society of America, is a non-profit club dedicated to the preservation and restoration of the Corvair automobile.

VCE meetings are held the third Friday of each month at the Hoover Municipal building, Birmingham, AL.

VCE dues of $15.00 pays for a family membership as well as 12 issues of the Oildrop newsletter

President: Jon Keeton
VP/Membership: Juanita Hathaway
VP/Activities: Jerry Smith
Secretary: Carol Keller
Treasurer: Sara Smith
Newsletter: Mike Donley
Hospitality: Buck and Jewel Hinkle

THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

July 1994

Next Meeting

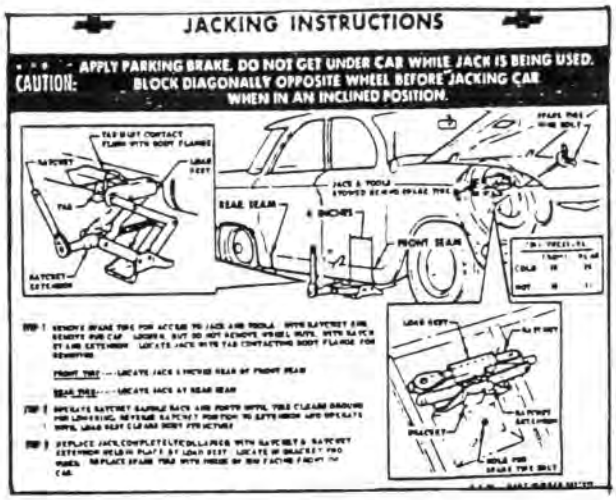
Date: July 15, 1994
Time: 7:00 PM
Place: Hoover Municipal Building

June Minutes

The meeting was called to order by Jon Keeton at 7:25 PM. Reports from the officers were called for.
Activities: A report on the outing at Sportsman's Lake was given.

Treasurer:	April balance	$600.06
	Expenses	$176.87
	May balance	$423.19

Secretary: No meeting in May
New Business
1.John Keeton brought a report on T-shirts - We can get cotton shirts with logo at a cost of $8.00/ea. After some discussion, a motion was made and approved to add $5.00 to the price of each shirt in order to build up the club treasury. The shirts will be offered to members at $13.00 each and a sign up sheet was passed around.
2. Swim Party Outing will be held July 17 at Richard and Sandy Stolzmann's. Gathering time is 12:00 PM with lunch between 1 and 2 PM. Richard will be cooking hamburgers and hotdogs. Members should bring a covered dish and any adult beverages (or otherwise) you like.
3."Cruising" at the Dairy Queen was discussed- more on that elsewhere in the newsletter.
4.Noccalula Falls Show will be July 23 and 24.
5.VCE has reservations at the Library Meeting Room through December.
6. John Lankford located a rampside in Huntsville. Jon Keeton has the phone number.



Old Business
1. A very complimentary report was given on the Air Fair 1994, put on by the Pell City Club. There were helicopter and balloon rides, as well as a variety of vintage aircraft and cars.

2. The National Convention was discussed.
The meeting was adjourned and refreshments were served by Juanita and Louise. (Quite a spread, I understand.)
A special thanks to the substitute secretary, Harold Hartline, as yours truly was lounging at the beach (in the rain). If things do not appear in this report as they actually happened, please remember your childhood game "Pass It On."
Carol Keller,
Secretary.

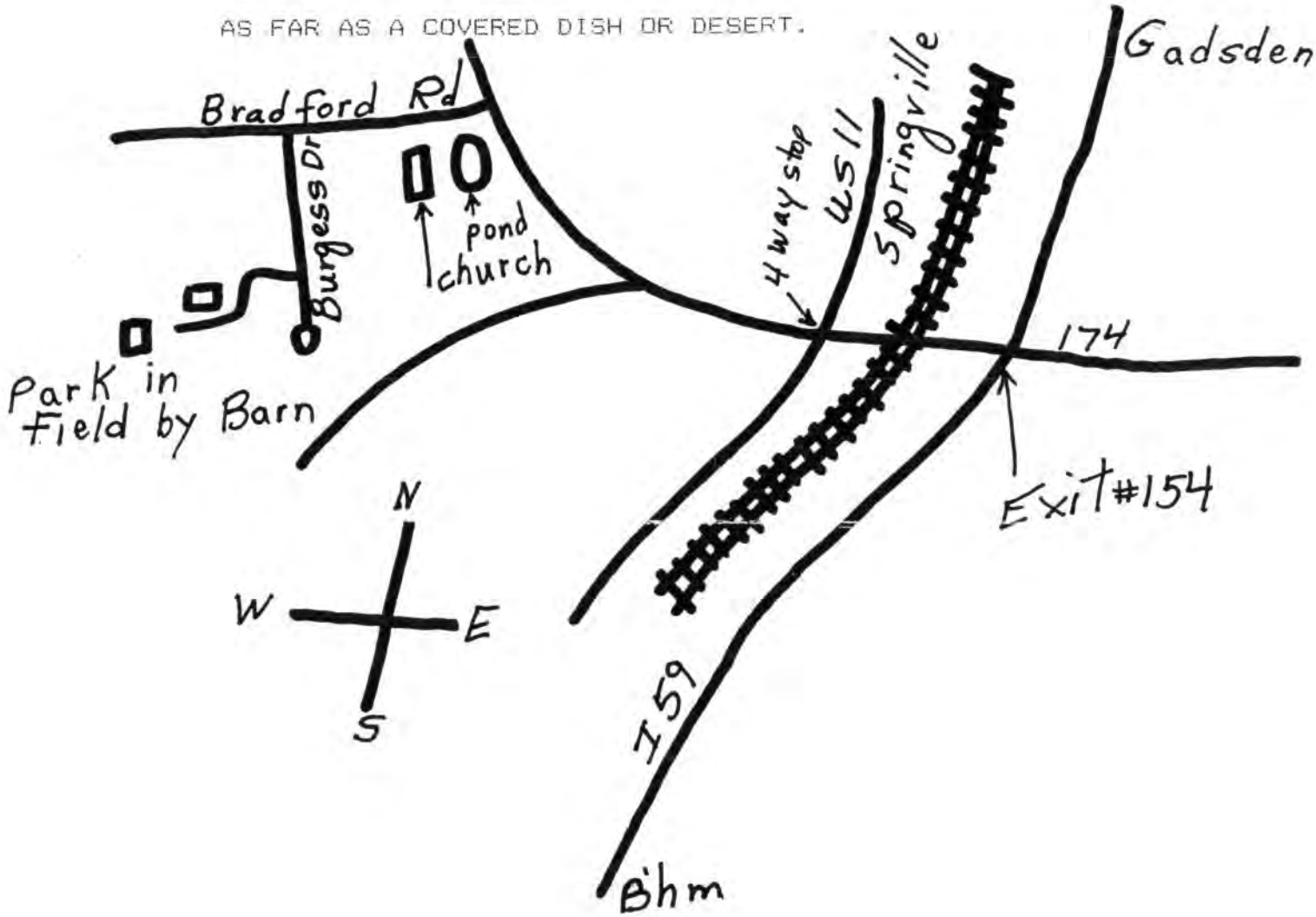
Refreshment List

July 15: Rozell Doughty
Ethel Mae Lankford
August 19: Joyce Miller
Lynette Gulsby
September 16: None
October 21: Sara Smith
Wilma Siemens
November 18: None
December 2-3: Cheaha

Coming Events

JULY MEETING AT THE STOLZMANN'S JULY 17TH.

SWIM PARTY STARTING AT NOON, HAMBURGERS AND HOTDOGS ON GRILL AT 1 PM, EAT AROUND 2 PM. BRING A CHAIR, SWIM SUIT AND A APPETITE! BRING YOUR FAVORITE ADULT BEVERAGE IF YOU SO DESIRE. TALK TO LOUISE HARTLINE TO SEE WHAT YOU NEED TO BRING AS FAR AS A COVERED DISH OR DESERT.



PARKSTREET PERFORMANCE

10 YEAR ANNIVERSARY
CELEBRATION

HELD AT
NOBLE PARK - SYLACAUGA, ALABAMA
AUGUST 6, 1994

CLASSIC HOT ROD & ANTIQUE CAR- TRUCK SHOW

CLASSES FOR ALL MAKES & MODELS OF CARS & TRUCKS

ALABAMA'S LARGEST OUTDOOR SHOW !!!!

OVER $9500 IN CASH AND PRIZES

$200.00 CASH & GIANT TROPHY FOR BEST OF SHOW IN: ORIGINAL/ANTIQUE & MODIFIED. 3 TROPHIES PER CLASS !!

SPECIALITY AWARDS FOR PAINT, ENGINE UNDERCARRIAGE, INTERIOR, & BEST CLUB PARTICIPATION PLUS MAYOR'S CHOICE AND CHAMBER OF COMMERCE AWARDS

FREE DASH PLAQUE, T-SHIRT & ENTRY PACKAGE FOR THE FIRST 200 ENTRIES!!

2ND ANNUAL CRUISE-IN-POKER-RUN
FRIDAY NIGHT
AUG. 5

CRUISE IN STARTS AT

CALL FOR MORE DETAILS

6:30 PM. until 10:30 PM.

ONLY SHOW QUALITY CARS/TRUCKS WILL BE ELIGIBLE TO ENTER

PRIZES WILL BE GIVEN OUT AT NOBLE PARK SATURDAY

COME RIDE WITH US AND WIN !!!

ENTRY FEE: $15.00

DRAWING FOR A 350 CHEVY ENGINE
ALL PROCEEDS GO TO LOCAL CHARITIES

SPECIAL FEATURE:
1994 Z-28 PACE CAR
MISS MOTORSPORTS HALL OF FAME

REGISTRATION STARTS AT 8:00 A.M.
RAIN OR SHINE
JUDGING BEGINS AT 1:00 P.M

INTERNATIONAL MOTORSPORTS

PRE-ENTRY FORM

NAME: _____

ADDRESS: _____

_____

_____

MAKE OF CAR: _____

MODEL: _____

YEAR: _____

CLUB: _____

FOR MORE INFORMATION CALL CLUB MEMBERS AFTER 6:00 P.M.

STAN CAIN (205) 245-6221
BYRON KING (205) 249-9895
RICHARD CONN (205) 249-4684
KEITH CHANDLER (205) 245-2540
PETER WALLENFANG (205) 268-2849

MAKE CHECK PAYABLE TO:

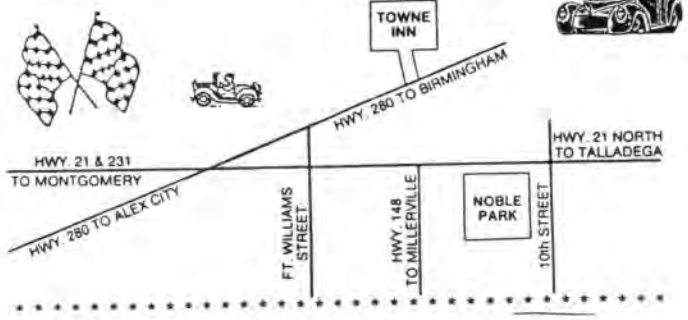
PARKSTREET PERFORMANCE
2585 ODENA ROAD SOUTH
SYLACAUGA, ALABAMA 35150

THANK YOU FOR YOUR INTEREST IN OUR CAR SHOW

CONCESSIONS BY:
YLACAUGA BABE RUTH

WILL NOT BE RESPONSIBLE FOR ACCIDENTS OR THEFT

SPONSORS AVAILABLE UPON REQUEST

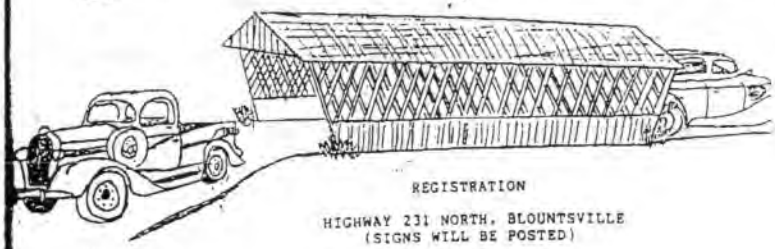


Covered Bridge Country Auto Club's 6th Annual Car Show

SATURDAY

SEPTEMBER 17, 1994

12 OR MORE CLASSES OF TROPHIES FOR JUDGING
CLASSES WILL BE ADDED AS NEEDED



REGISTRATION

HIGHWAY 231 NORTH, BLOUNTSVILLE
(SIGNS WILL BE POSTED)

8:00 AM - 12:00 NOON

ENTRANCE FEE $10.00 PER VEHICLE

ONE HALF OF PROCEEDS WILL BE DONATED TO TOYS FOR TOTS.

For more information call: (area code 205)
Elbert Lochamy 429-2000
Vernon Allen 429-3527 after 6:00 PM
Bill Madden 586-1068 after 6:00 PM

NAME _____ CLUB _____

ADDRESS _____

MAKE OF CAR _____ MODEL _____ YEAR _____

PLEASE MAIL APPLICATION AND $10.00 PER ENTERED VEHICLE TO:
COVERED BRIDGE COUNTRY AUTO CLUB
P.O. BOX 954
Blountsville, AL 35031

CRUISE NIGHT

1st Sat. Night of
Each Month 6:0
D.J's Restaurant
Hwy 231 Blountsvill

Saturday Nite Cruiser Info

McDONALD'S
(Roebuck)

2ND SATURDAY NIGHT OF EVERY MONTH

7:00 P.M. 'TIL

"DOLLAR" POT

WHEELS & TIME
DAIRY QUEEN
ALABASTER

First

SATURDAY NIGHT

OF EVERY MONTH

7:00 P.M. 'TIL

Just for fun!

EVERYONE WELCOME

D.J.

50's Music

'94

DAIRY QUEEN
(Trussville)

3RD SATURDAY NIGHT

OF EVERY MONTH

7:00 P.M. 'TIL

HEARTLAND CRUISERS

Shoney's in Bessemer

FOURTH

SATURDAY NIGHT OF EVERY MONTH

7:00 P.M. 'TIL

The eye-catcher is a Corvair Corsa Sport Coupe with eight new standard safety features, including outside rearview mirror. Always check it before pulling out to pass.

Some of the most enthusiastic Corvair owners are people who thought driving was a bore

Take Trudy here, for instance—a girl who's outgrown the awkward stage in more ways than one.

She found she had no patience with cars that are cumbersome to handle. Or have a habit of spinning their wheels in mud or snow. Or balk in front of hard-to-find parking places.

She was at that point of life that many sophisticated drivers come to eventually. She was ready for a Corvair.

She quickly became hip to how Corvair's flat-cornering suspension straightens out crooked roads. She dug its tenacious rear-engine traction. Wherever she went, she was a real swinger at the wheel of this nimble, easy-to-maneuver machine.

Even so, she's still not as worldly wise as she likes to appear.

Now she's got a schoolgirl crush on her Chevrolet dealer.

Chevrolet Division of General Motors, Detroit, Michigan.

CORVAIR—Unusual the Chevrolet way

Top 10+ Reasons to own a Corvair!

By Bill Artzberger

The name Corvair seems to immediately stir up a relationship with Ralph Nader. Ask anyone about the Corvair and they will state unequivocally that "Nader was the one who killed the Corvair!"

So, let's begin to set the record straight. The Corvair entered the automotive world in September of 1959 as the 1960 model. The first series of look-alikes continued through 1964. Then, in the fall of 1964, the new series arrived as the 1965 model. It continued through 1969. The Corvair covered a span of 10 years with new models for each year . . . a total U.S. production of two million cars.

The early 1960 models, priced at $1,869, were to compete with the ever-popular Volkswagen, the new Ford Falcon, the Plymouth Valiant, and the AMC Rambler. Although America was feeling the effects of a cyclic recession, an austere low-priced automobile was not what buyers were searching for.

The Corvair was outsold by "the other" more conventional and slightly more appealing compacts. But something happened in May of 1960. This milestone changed the way American autos would be built for years to come, and has endured to this day!

The Corvair Monza was born. The Monza was the sporty car with handsome, comfortable, colored vinyl front bucket seats, plush matching-colored carpeting, and quilted embossed vinyl door panels. The bright chrome-plated special door handles and window regulators were a compliment to the good looking armrests and flashed chrome trim. Further, the polished aluminum instrument panel and matching glove box door (with a Monza medallion) evoked a feeling of luxury. The thin, color-matched, deep-dished steering wheel with a chromed horn ring and Monza horn button added the finishing touches to the Monza sports car interior.

The exterior was equally pleasing. Stainless steel and bright anodized aluminum trim in eye-catching places, along with stainless steel full wheel covers gave the customers just what they wanted.

The Corvair Monza of mid-1960 was the automobile that set the trend for American car styling thereafter. General Motors sold approximately 12,000 in the next four months. As a follow-up, the Monza sold near 150,000 in 1961 and 220,000 in 1962.

But wait, if the Monza interior was not enough, another first was in store. To give car buyers the high performance *and* appearance they demanded, a new turbocharged engine was offered rated at 150 hp! This was christened the Monza Spyder. The Spyder included another special dashboard with a tachometer and a turbo boost gauge.

Our Top 10+ reasons to own a Corvair:

1. **Collectibility** A genuine "Milestone," "Special Interest," and one of today's most affordable collector cars.
2. **Engineering** A marvel of innovation and automotive engineering.
3. **Sportiness** Sporty Monza interiors and great looking convertibles.
4. **Raceable** Famous at sports car events, good autocross (gymkhana, pylon racing) car.
5. **Handling** Ahead-of-its-time four-wheel independent suspension.
6. **Lightness** All-aluminum engine with steel cylinders.
7. **Good breathers** Turbocharged or four-carburetor options (Spyder or Corsa series).
8. **House-trained** Corvairs do not leak oil (if re-sealed with Viton seals).
9. **Reliability** Corvairs do not throw fan belts (when using the proper high-cord belt).
10. **Good parts availability** Reasonable prices.
11. **Proven safety** The only automobile in the United States ever proven by the U.S. Department of Transportation to be safe to drive. (The only car known to be tested for that reason!)

One of the many reasons to own a Corvair is to enter it in the competitive arena, such as this race-prepped model staged in the paddock of Road America in Elkhart Lake, Wis.

Properly set up, tuned, and "tweaked," the Spyder would run the quarter-mile drag strip in the 17.5 second range at 80-85 mph. Not too bad!

And by 1964, things got better! The old 145-cid engine was stroked to 164 cid. The horsepower was raised again. Now, the drag strip times were increased to near 90 mph and in the low 17s.

Nineteen sixty-five was both a good and bad year for the Corvair. A brand new body style was on-hand with engineering changes to the four-wheel independent suspension. The trailing arm rear suspension was introduced and in effect, the Corvair was another new car.

Magazine writers could not praise the new Corvair enough. Photographers could not find a bad angle to take a picture. The coupes and four-doors were true pillarless hardtops. To top this, the 180-hp turbo was carried over and a new four carburetor engine was offered. The Spyder designation for the turbocharged version was dropped in favor of a new name – Corsa. The Corsa nameplate included both the 140-hp four-carb engine and the 180-hp turbo engine.

The Corsa included an exceptional dashboard, with a large tachometer, a turbo boost gauge (where applicable) and a cylinder head temperature gauge. Some writers still claim it to be as attractive and functional as any ever designed.

The drag strip times for the new Corvair with either the turbo engine or the four carburetor engine increased only slightly.

With the trailing arm suspension, the new 1965 model displayed great possibilities for a true racing car. Don Yenko, a Chevrolet dealer near Pittsburgh, Pa., a speed merchant, and a highly accomplished race car driver was the first to recognize this possibility. He immediately created the "Yenko Stinger." At least 125 were built in various stages of modification. The most powerful was a sizzling 240-hp version – over 10 hp per 100 pounds of automobile. These were campaigned with great success within the Sports Car Club of America road racing circuits.

As of this writing, many modified and Yenko-prepared Corvairs are still alive and performing well in the sports car racing circuits.

And for the occasional autocross (gymkhana, pylon racing) driver, all that seems necessary to compete in these activities is a suitable set of radial tires with the correct pressures, and to make a few front and rear camber adjustments. You will have a lot of fun with a competitive automobile that is (plus or minus) 30 years old!

We mentioned that 1965 was both a good year and a bad year for the Corvair. The bad part was that the 19641/2 Mustang with the largest sales and ad campaign ever known to the auto world had arrived.

The message was on the wall. The Mustang with a V-8 was eventually scheduled to be the Indianapolis pace car. The musclecar race was on. And no one would buy a six-cylinder car when they could buy a V-8 for nearly the same price.

GM recognized that the Corvair had its time.

In April of 1965, only seven months after the new series Corvair was introduced, the word from the top was: "Discontinue development . . . continue to meet safety and pollution requirements only."

GM had several replacements ready to take the Corvair's place. There was the Chevy II Nova, the attractive Chevelle Malibu, and the sporty Camaro waiting behind the curtains for 1967. The Corvair engine had always been expensive to make and was a major cost in the Corvair's design. It was not cost-effective to re-design the engine or to try to replace it with a V-8 or anything larger or heavier. The car was the epitome of balance with the engine it had. The Corvair had come to the end of its road.

You will notice that up to this paragraph, the name Ralph Nader has not been mentioned (except in the lead paragraph). The reason being that up to this point, he had little to do with the Corvair. He did not enter the public picture until November of 1965 (after the word to cancel the Corvair was made in April of that year).

Nader first drew attention to himself with an article he had written titled "The Safe Car You Can't Buy." At that time he was gaining popularity as a consumer advocate.

In November of 1965, his book *Unsafe At Any Speed* arrived on the bookshelves. In his book, he emphatically stated that early Corvairs (1960-'63) with rear swing axles handled poorly and were dangerous to drive. He further stated that GM highly improved the 1964 models with an added front sway bar and a rear transverse spring.

Nader had few comments in his book about the 1965 Corvair. He did confide that GM used its well-developed knowledge of a rear-engined race car designed by Zora Arkus-Duntov (of Corvette fame) to re-invent the Corvair.

Only the first chapter (41 pages) of *Unsafe At Any Speed* was devoted to the Corvair. Other chapters referred to other makes of cars such as Buicks, Chryslers, and Fords. The book has 354 pages! But Ralph Nader will be remembered only for those 41.

Conversely, Nader did us a great favor. His book created the turning point for the auto industry's awareness to build "safer-to-drive" automobiles.

So now that we understand the Corvair story, we should recognize the great injustice doled to the Corvair.

However, the story was not totally over. In the late 1960s, Senator Abraham Ribicoff was assigned to hearings on auto safety. The hearings lasted until March of 1973 . . . four years after the last Corvair came off the assembly lines! The hearings were based initially on the 1960-'63 Corvairs.

GM imprudently investigated Nader's background and was unable to discredit him in any way. This led to GMs entry into the hearings for reasons other than the reports on the Corvair. The hearings cost the taxpayers millions of dollars.

In the final analysis, the Corvair was exonerated. The U.S. Department of Transportation issued a statement in July of 1972. "The handling and stability performance of the 1960-'63 Corvair does not result in an abnormal potential for loss of control or rollover, and is at least as good as the performance of most contemporary vehicles, both foreign and domestic."

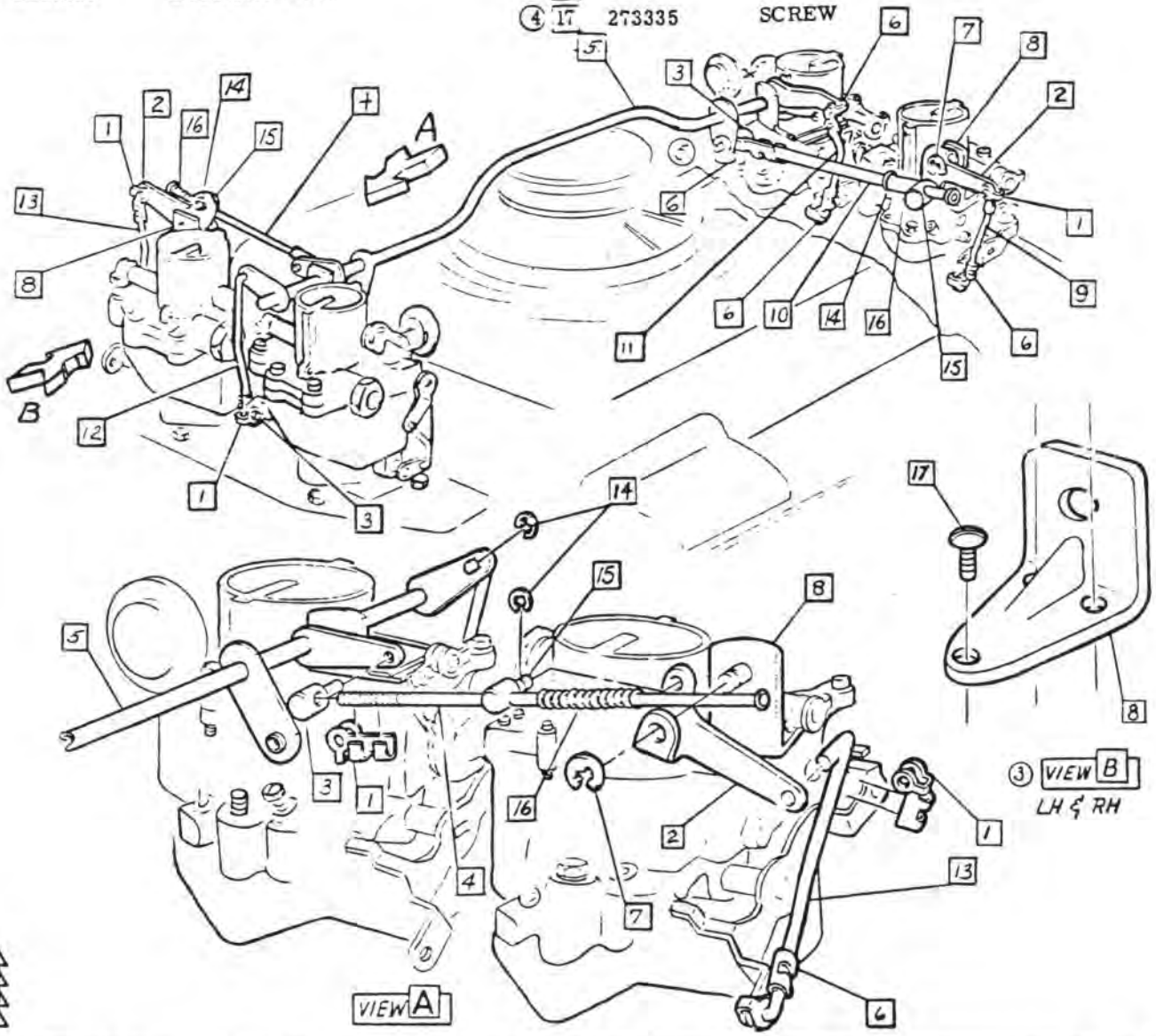
Not all Corvairs were sporty.

The Corvair today, because of its misunderstood reputation, remains "borderline" in the collectible world. But through it all, it has friends and followers. The Corvair Society of America (CORSA) has over 6,500 members in its organization. They have a high-class monthly magazine that lists at least five Corvair events each month. There is a yearly national convention (Ralph Nader attended the CORSA convention in Washington, D.C.) and the club's activities increase with each year.

In 1982, it was estimated through state-by-state registrations, that over 300,000 Corvairs were registered, licensed, and roadworthy. That is a remarkable 17 percent survival figure. That makes one more positive mark for the Corvair and says it shouldn't be overlooked.

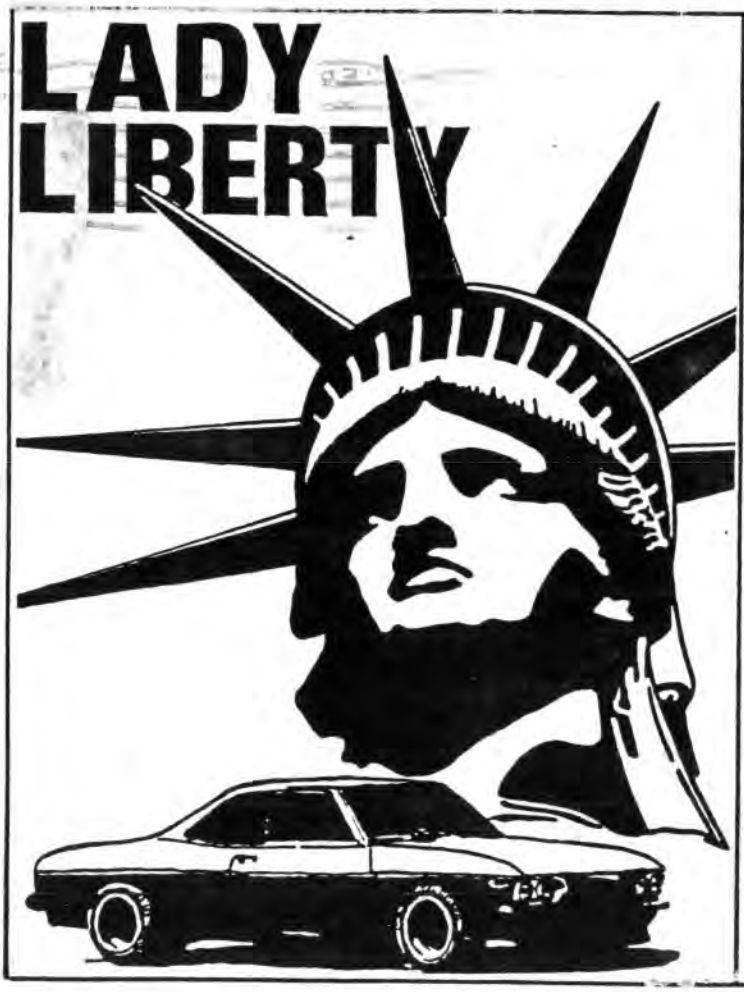
DRAFTING Graphic CHEVROLET ASSEMBLY INSTRUCTIONS
3862100 CORVAIR 10000 SERIES

1	554285	CLIP
2	3867209	LEVER
3	6255916	SWIVEL
4	3873991	ROD
5	3873988	SHAFT ASM.
6	2294788	CLIP
7	274574	RING
8	3867210	SUPPORT ASM.
9	3867212	ROD R. H.
10	3873992	ROD R. H.
11	3867206	ROD
12	3867205	ROD L. H.
13	3867211	ROD L. H.
14	274611	RING
15	3873993	SWIVEL
16	3873994	SPRING
④ 17	273335	SCREW



• CHEVROLET MOTOR DIVISION, GMC •		UPC	DATE	SYM	REVISION RECORD	AUTH.	DR	CK
TITLE: CARBURETOR LINKAGE		6	[illegible]	2	REDRAWN & REDESIGNED	67102	BP	CI
			3-4-65	3	VIEW B ADDED	15982	KM	
				4	ITEM 17 ADDED			CI
MODEL: 10700		D5.	3-31-65	5	CLIP & SWIVEL DWG. REVISED	—	KM	CI
DWG PREL 3-5	SB	REF: Prel. D 5 L-75715 L-75671						
DATE REL 5-5		L-76634 L-						
		SHEET						

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



Vulcan Corvair Enthusiasts, a chapter of the Corvair Society of America, is a non-profit club dedicated to the preservation and restoration of the Corvair automobile.

VCE meetings are held the third Friday of each month at the Hoover Municipal building, Birmingham, AL.

VCE dues of $15.00 pays for a family membership as well as 12 issues of the Oildrop newsletter

President: Jon Keeton
VP/Membership: Juanita Hathaway
VP/Activities: Jerry Smith
Secretary: Carol Keller
Treasurer: Sara Smith
Newsletter: Mike Donley
Hospitality: Buck and Jewel Hinkle

THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Next Meeting

Date: Friday, August 19, 1994
Time: 7:30 PM
Place: Hoover Municipal Building

July Minutes

President Jon Keeton brought the meeting to order at 7:45 PM on July 15, 1994. Several birthdays were announced, including Judy Moore, Ed Keller and Jon Keeton Larry Gulsby announced that he had spent the day at Boyds Classic Auto Parts in Calera, where a number of NOS Early Corvair parts were located.

Officers Reports

Treasurer: Balance after expenses and dues payment by George Miljus was $418.72.

Membership: Frank Thompson is recovering from heart surgery, and is doing great.

Our sympathies to the family of Larry Vann, who passed away in June.

OLD BUSINESS

T-shirts: Artwork was given to new printing company, with 40-50 ordered. Those who are going to the National Convention will be sent theirs before next meeting.

National Convention: The Millers, Hathaways, Kellers and Hartlines are planning to attend the Nationals.

The party at the Stolzmanns on the 17th was discussed and members need to bring appropriate side dishes, as well as drinks.

NEW BUSINESS

Various Cruise-Ins were discussed.

Car Show at Moore Oil Company in Centerpoint will be from 10-4 on August 13.

Michael Donley will be printing a revised mailing list in next month's newsletter.

John Hathaway has a Greenbrier for sale.

Bob Siemens gave a tech session on balancing flywheels.

Meeting was adjourned and refreshments were provided by Ethel Mae Lankford and Rozelle Doughty.

Carol Keller, Secretary

NATIONAL CONVENTION - WILLIAMSBURG, VIRGINIA
By: Owen Miller

On Monday, July 25, 1994, at 3:00 p.m. the Hartlines, Hathaways, Kellers and Millers finally got out of Birmingham on the road to Williamsburg. We spent the night in Knoxville, TN and at 6:00 a.m. the following morning, we were back on the road arriving in Williamsburg at about 5:00 p.m. our time.

The Williamsburg Hilton is the best location I've ever seen for hosting such a convention. The registration area, hospitality room and auditorium were all centrally located. There was plenty of space for showing off the cars.

I don't have any official figures but I understand there were about twelve hundred registrations. The parking area was full of Corvairs and folks, "There were a lot of beautiful cars".

On Wednesday Louise, Juanita, Carol, Joyce and I took a tour of the Colonial Town of Williamsburg. This is an area that every American should see. To me, it was a humbling experience to stand in the Anglican church where George Washington, Patrick Henry and Thomas Jefferson attended services while they were in the Colonial Capitol as members of the House of Burgesses. After the tour, we had lunch at the Trellis, a five-star restaurant located in Merchants Square at the foot of Duke of Glouchester Street. Needless to say, the ladies managed to get in some Power Shopping and as usual, a lot more packages came home than were carried up there.

John, Harold, Ed and I made a tour of the Busch Brewery and enjoyed a complimentary cup of their product. John felt the cups were rather small and he said something about registering a complaint, but I don't know if he did, That afternoon, we all went to Jamestown but the rain did not cooperate with us in our seeing everything we had planned.

The weather was very pleasant from a temperature standpoint but it rained off and on all week. This did not, however, dampen the spirits of the conventioneers. All activities seemed to take place as planned and on time.

On Friday morning, the entrants lined up for the Rally. We were admiring and discussing with the owner of a beautiful 1966 coupe in which he had installed a Buick V6 in the rear seat area. It was a very nice conversion job. The owner, whose name I can not recall, left and entered the Rally. We learned later that another car rear-ended the coupe at an intersection and put both the corvair owner and his wife in the hospital. Harold, I believe it was, saw the car after it was towed back to the lot and described it as "seriously broke". We learned later, they were from Griffin, GA, and knew the Siemans.

Having enjoyed three full days of activity, it was decided that we should head for home on Saturday. The Hathaways and Hartlines left and made it as far as Bristol, TN, before stopping for the night. The Kellers and Joyce and I traveled together. We left Williamsburg about the same time but we went by way of the James River road and stopped at two of the old plantations. We stopped in Raleigh, NC, that evening and visited with Ed and Carol's son David, who has lived and worked for several years there. The next morning early, we hit the road for Birmingham, arriving about 6:00 p.m. Joyce and I then drove the last leg of the journey arriving in Montgomery about 8:00 p.m. Needless to say, I think all of us had had enough riding for a while.

Colonial Williamsburg is a fascinating place. We hope to go again someday to make sure we didn't miss anything.

T-Shirts a Hit at Nationals

Congratulations go to Mike Donley on the design of the 20th Anniversary T-shirts. We all wore them on Wednesday at the convention. Lots of people admired them and even asked how they could get one like it. Good job , Mike!
Joyce Miller

MONZA SPYDER CLUB COUPE

Early NOS Parts

Boyd's Classic Auto Parts in Calera has a large supply of mostly NOS parts. Some are plentiful, others are 1 or 2. Since he really doesn't know what he has, there is possibly more than is listed here.

Crankshafts, Camshafts, Misc Engine Parts, Starters, Generators, Misc. Bearings(NO Axle), Axles, Valve Covers, Turn Signal parts(Canceling Ring, Housings), Complete FC and Early Headlight units, Choke Cables, Heater and Def cables, Taillight Lenses, Backup Light Kits,Chrome Door Edge Guards, Chrome Vent Shades, Trim Rings, Full Hub Caps, Arm Rests(Mostly Rear), Sunvisors(Green or Grey), Door Srikers, Headlight Switches, Pulleys, Horn Buttons, Wheel Well Trim, Floor Mats(1 or 2 pc front and rear), Black rubber carpet(full EM)

Larry Gulsby

PLUGGERS

Plugger jack.

Stock Tire Sizes

by Larry Claypool

Early model Corvairs, except wagons came with a 6.50 x 13 tire. Later day replacements for this size are B78,175,175 x 80, or 175 x 75. The 1965 Corvairs also used the 6.50 size for the majority of the run. In mid '65 (although the exact date is not clear) tire companies redefined tire sizes and the old 7.00 x 14, 7.50 x 14, 8.00 x 14, etc., were replaced by new sizes of 6.95, 7.35, 7.75, 8.15, etc. 13" remained the status quo, but Corvairs were upgraded at this time to the larger 7.00 x 13 size.

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

All 1966 and newer Corvairs (plus the 1961-62 station wagons) used the 7.00 x 13 size. Later day replacements include c x 78, 185, 185 x 75, and 185 x 80.

All trucks came equipped with 7.00 x 14's. Since this size was eliminated in '65, an exact replacement is unavailable. Most folks tend to go with a slightly larger replacement. Thus making E-78, 195, 195 x 75, or 195 x 80 modern day substitutes. Larger or optional sizes were never offered for any Corvair car or trucks.

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

Currently, the CORSA Concourse rules do not allow for deviation from the original whitewall width. Many changes to this policy are proposed, and frankly, I think they're needed; something like + or - ???????????. But that hasn't happened yet. So good luck trying to match these: 1960 and '61 "500" and "700" models used "wide whites". These are just under 2" wide, and go all the way to the rim. 1960 and '61 Monzas used the new narrow band whitewall- 15/16" thick.

All Corvairs and Forward Controls adopted this size in "62 and used it up through the switch to the 7.00 x 13 in late '65. The new "700"s introduced a 5/8" whitewall. This was used through the end of production in 1969.

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

Harry & Patricia Babyack
3103 Meadow Brook Trail
Birmingham AL 35242
980-9383

Bill Bankrell
P.O Box 99
Hayden AL 35079

Mike Donley
560 Larkwood Drive
Montgomery AL 36109
277-4308

Joe & Rozelle Doughty
1336 Stonehurst Drive
Birmingham AL 35235

Charlie & Marie Drake
6454 New Castle Road
Morris AL 35116
681-7143

Roy Dutton
6808 Avenue K
Lipscomb AL 35020-2124
424-4363

Jim & Bobbie Floyd
800 Bellwood Circle
Fairfield AL 35064
923-7968

R. Larry & Lynette Gulsby
915 Roywood Rd
Irondale AL 35210
956-3166

Curtis Hare
3707 Havenview Circle
Birmingham AL 35216
823-2165

Harold & Louise Hartline
1920 Longview Drive
Hueytown AL 35023
491-5253

Phil & Carol Hartline
??? Echo Trail
Morris AL ?????

John & Juanita Hathaway
812 Castlewood Ave
Birmingham AL 35206
833-5972

Buck & Jewell Hinkle
4142 Terrace R West
Birmingham AL 35208
780-0549

Jon & Sarah Keeton
340 Carriage Drive
Birmingham AL 35214
798-9361

Ed & Carol Keller
2461 Jannebo Road
Birmingham AL 35216
823-5424

John & Ethel Mae Lankford
2924 Monte D'este Drive
Birmingham AL 35216
979-9553

Andrew Mabrey
779 S 78th St
Birmingham AL 35206
833-2853

Vic & Tammy McCarn
131 Ce-Lee Drive
Huntsville AL 35806
837-7980

George & Ann Miljus
3520 Maple Trace
Birmingham AL 35244
978-1780

Owen & Joyce Miller
601 Avondale Road
Montgomery AL 36109
272-7085

Wayne & Judy Moore
10731 Albert Sanders Road
Northport AL 35476
759-2841

Frank & Sheila Ranelli
1725 Hendrix Drive
Birmingham AL 35214
798-3787

Chris & Frannie Rothe
341 Austin Way
Auburn GA 30203-2802
404-963-2245

Bob & Wilma Siemens
1725 Buck Island Drive
Guntersville AL 35976
582-2175

Grant & Mary Snead
4427 Ridgewood Road E.
Tuscaloosa AL 35404
553-4210

Frank & Edna Thompson
3418 Sagebrook Lane
Birmingham AL 35243
967-7464

Hugh & Sara White
1411 Gonzales Street
Pensacola FL 35210
904-432-5974

Dick & Barbara Witkos
3112 Clayborne Road
Dothan AL 36303
792-8528

Joseph W. Ropinski
212 Maple Trace
Birmingham AL 35244
978-1780

Norman Rogers
408 South Broad Street
Albertville AL 35211
878-1810

Gene & Lanette Rothe
3516 Ave F Ensley
Birmingham AL 35218

Jerry & Sara Smith
635 Browning Road
Odenville AL 35120
640-6952

Richard & Sandy Stolzmann
376 Burgess Drive
Springville AL 35146
467-6444

Charles & Jan Trotter
102 Allen Road
Pell City, AL 35125
338-6828

Terry & Mignon Wilkins
22425 Rosser Lane
McCalla AL 35111
938-2213

ASSEMBLY INSTRUCTIONS

3878200 CORVAIR 10000 SERIES

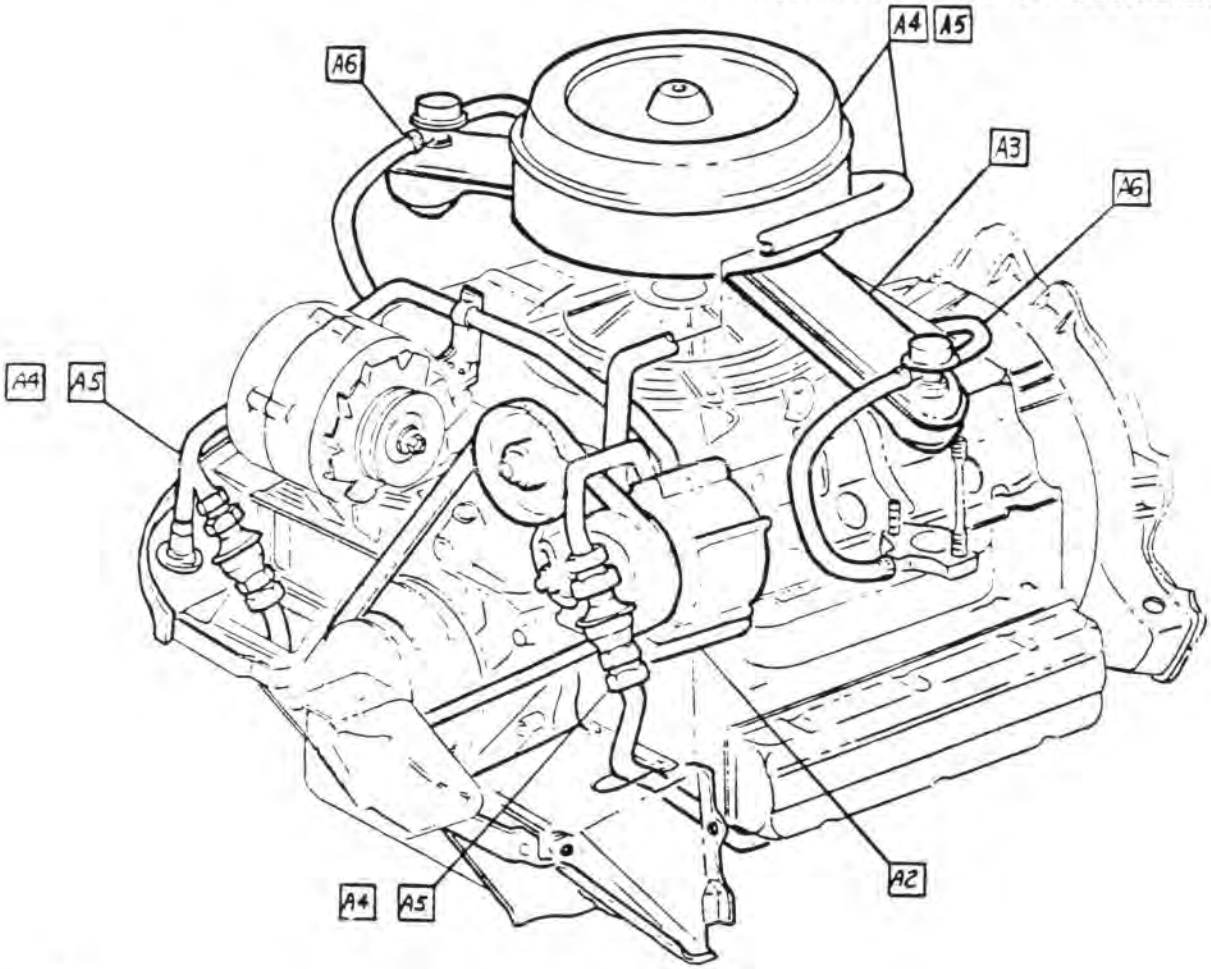
SHEET	TITLE
A1	CONTENTS
A2	BELT, IDLER & PUMP MOUNTING
A3	AIR INLET, HOSE & PIPE ROUTING
A4	PIPES, HOSE, VALVE & AIR CLEANER
A5	
A6	AIR INLET HOSE ROUTING
(5) A7	ENG. PRESS. & TEMP. SW. EXT. WIRES

NOTE THE FOLLOWING COMPONENTS ARE NOT ILLUSTRATED IN THIS RPO. SEE PARTS LIST OR BILL OF MATERIAL FOR PART NUMBERS.

UPC 6 ENGINE
- 6 ENGINE ASM. (AS SHIPPED)-
- (6) 6K-3 THERMOSTAT ASM.-
- (3) 6M-1 CARBURETOR-
- 6N-2 ACCELERATOR CONTROLS-
- 6Y-4 IGNITION COIL & WIRES ASSEMBLE SAME AS RPO C64

UPC 8 FUEL & EXHAUST
- 8C MUFFLER & EXHAUST PIPE-

ASSEMBLE-SAME AS PRODUCTION-SEE PARTS LIST OR BILL OF MATERIALS FOR PART NUMBERS.



(4)

• CHEVROLET MOTOR DIVISION, GMC •

TITLE	UPC	DATE	SYM	REVISION RECORD	AUTH.	DR	CK
AIR INJECTION REACTOR EQUIP. - CONTENTS	K19	[illegible]	2	REDRAWN & REDESIGNED 71881	70306	[illegible]	
			3	UPC 6M-1 ADDED	71733	[illegible]	[illegible]
MOD 10000		[illegible]	4	WAS EXHAUST EMISSION CONTROL	[illegible]	[illegible]	[illegible]
		[illegible]	5	SHEET A7 ADDED	73528	DN	[illegible]
ENG 4-19 REF: Prel. A1 L- L-	A1	11-3-65	6	UPC 6K-3 ADDED	[illegible]	[illegible]	[illegible]
DATE REL. 5-1 C1. L- L- L-							

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

Beautiful Shape for '65–CORVAIR
If this one doesn't knock you right off your chair, we can't imagine what would

It took one of the most dramatic car changes ever made to bring you this new beauty with the international look. Here, briefly, are some of the wonderful things we've done to the 1965 Corvair.

[illegible] new hardtop styling on every Corvair Sport Coupe and Sport Sedan—even the lowest priced ones.

And all are longer and lower than Corvairs [illegible] curved side windows to give you more shoulder room inside.

The steering is even quicker, too. The ride is [illegible] with its new 4-wheel independent [illegible]. The brakes are bigger. The wheels, [illegible] and rear, are spread farther apart [illegible] them as cemented to the road as the [illegible] itself.

[illegible] interior in Monza models that reminds you of those you've seen in some frighteningly expensive sports cars. Bucket seats, door-to-door deep-twist carpeting, business-like control panel with all the dials grouped into a cockpit-like cluster.

There's a whole brand-new top-of-the-line series of Corvairs for '65 called Corsa with special trim, special instrumentation and very special performance. The standard rear engine is 140 hp or there's a new 180-hp Turbo-Charged version that you can add instead.

We can't help but feel that the '65 Corvair is the new sporty American car Europeans will be clamoring to import. We can't help but feel you're going to be clamoring, too. So hurry and see one now at your Chevrolet dealer's. Then try to give up the idea of buying one. Just try. Chevrolet Division of General Motors, Detroit, Michigan

CHEVROLET

Please turn the page for more that's new.

Vulcan Corvair Enthusiasts, a chapter of the Corvair Society of America, is a non-profit club dedicated to the preservation and restoration of the Corvair automobile.

VCE meetings are held the third Friday of each month at the Hoover Municipal building, Birmingham, AL.

VCE dues of $15.00 pays for a family membership as well as 12 issues of the Oildrop newsletter

President: Jon Keeton
VP/Membership: Juanita Hathaway
VP/Activities: Jerry Smith
Secretary: Carol Keller
Treasurer: Sara Smith
Newsletter: Mike Donley
Hospitality: Buck and Jewel Hinkle

THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Tech Topics Issue

Next Meeting

Date: September 16, 1994
Time: 7:00 PM
Place: Hoover Municipal Building

August Minutes

No officers being present other than the secretary and the newsletter chairman, the secretary called the meeting to order at the Hoover Library. Reports were given as follows: Minutes were read and approved. Acting Treasurer, Jewell Hinkle, gave the beginning balance as $750. 97, and after expenses for t-shirts, newsletter expenses, etc., the ending balance was $150.47. She was available to receive money for the Anniversary T-shirts.

We welcomed Robert and Martha Alverson of the Cahaba Heights area to the meeting. They own a 1965 white Monza Coupe with 130,000 original miles(which they bought new.-Ed.)

Old Business~~1) The Anniversary t-shirts selling price was discussed and determined to be $15.00 for reg. shirts and $20.00 for golf shirts due to the extra colors added on the screen printing. A motion was made by Richard Stolzmann that we advertise these shirts in the Corsa Communique for anyone interested. The shirts would be the same price as for members plus shipping. we would take orders for additional shirts and keep the ones on hand for members. 2)Richard Stolzmann gave a report on the outing at his home. There was lots of good food and Richard's cars and parts were the topic of the day for the men. 3)Harold Hartline gave a report on the National Convention in Williamsburg. He said that there were more cars at this convention than others in recent years. He estimated that there were 1200 or so registered people and at least 100 cars in the show. Many local folks came to view the cars as well. The tech sessions were well attended and informative. People came from as far away as Canada and California. One gentleman and his

wife drove a '66 Turbo Coupe from Oregon. Our own George Miljus drove his Corvair to Williamsburg. Way to go, George! The rest of us from VCE drove "OC's" but looked good in our special Mike Donley T-shirts (Check out the inside front cover of the Communique.)

New Business~~ 1)The Nationals is in Dallas next year and the '96 Convention will be in Albuquerque. 2) Louise Hartline, our official officer's gifts procurer said that the gifts for 1994 officers had been taken care of at the Nationals, and hopes everyone approves of them. Way to go Louise! 3)Frank Ranelli, Jon Keeton, and Chris Rothe will aga in be going to the Hoosier Auto Show in Indianapolis, IN on Sept. 16-18. There will be 3000+ vendors booths with a setup by Circle City Corvairs. Claypool will be there with some interesting videos.

There was no more business or upcoming activities for the club so we adjourned, having consumed all the delicious food prepared by Joyce Miller and Lynette Gulsby.

Carol Keller, Secretary

TECH

BRAKE BLEEDING MADE EASY.....

Here's a tip which may be of use to novice, and not-so-novice, mechanics. For years when I was bleeding brakes, I put my wife or one of the kids in the cockpit and had them press or release the pedal on command, while I was under the car opening and closing the bleeder valve. Now I do it the easy way. I use an 18" piece of clear vinyl tubing of the proper diameter to press onto the end of the bleeder valve, screw a nut on the other end to give it some weight, and stick it into a jar. Fill the master cylinder and put some fresh fluid in the bottom of the jar. Open the bleeder about 3/4 of a turn, get in the car, and lean out so you can see the tubing. Pump the brake pedal and watch the bubbles in the tubing. **Be careful not to drain the master cylinder!** You can even lean out far enough to look under the car and see the right rear wheel - remember, this doesn't take much pressure and you can even press the brake pedal with your hand, if that is easier. Use fresh fluid in the jar and discard the old, so that you don't risk getting contaminated brake fluid back into your system. *Remember, brake fluid absorbs moisture from the air, and that can ultimately rust the system. Best bet is to switch to silicone-based brake fluid.*

Mr. Techwrench (Smitty Smith), *Tidewater Corvair Club.*

Gas Gauge Sending Unit Repair

I had a sending unit that gave no reading at all when tested with an ohm meter. With new units costing close to $40.00, and figuring that I had nothing to lose, I carefully pried open the two tabs on the top (flat side) of the sending unit to see how it worked and whether it could be repaired. As I opened the case, about a tablespoon of rust fell out. No wonder it didn't work.

The unit is a rather simple device. Inside the half-moon shaped sending unit there is a flat wire-wound resistor bent to fit the curved part of the case. The feeler which rides on the resistor to obtain a resistance reading is attached to the float shaft. As the gas level changes, the float rises and falls which causes the feeler to change position on the wire resistor, thus changing the reading.

Gently sandblasting the inside of the unit cleaned up the wire resistor and removed rust from the case. A quick blast of air to clean out any sandblasting dust, an application of WD-40 to lubricate the wire resistor and bending the "feeler" out a little for better contact was all I did prior to re-assembling the unit. Be careful in bending the tabs back in place. I am told they break easily but had no difficulty. Even if the tabs broke off, a little JB Weld would fix the case. (My contingency plan)

You will know you have repaired your sending unit when it reads from approximately 5 ohms to 34 ohms on an ohm meter depending the position of the float.

- Glenn Commons -

Interesting Advertising

These cars are from the Automobile Archeologists, Ltd. at 311 S Patton, Springfield, MO 65806, (417)864-7031. These are shown for your enjoyment, unless you have that kind of money lying around.

FOR SALE: 1966 Yenko Stinger #YS-003 Stage III. Raced since new, bill of sale from Don Yenko. Appeared in *Herbie Goes to Monte Carlo*. Under restoration, inquire.

FOR SALE: 1966 Yenko Stinger #YS-043 Stage III. Vintage racer, extensive race history, finished 3rd CSPRRC 1974. Set new lap record at Nelson Ledges 1974. One of the most successful racing Stingers. Restored, $38,500.00

FOR SALE: 1966 Yenko Stinger #YS-091 Stage I, street Stinger. This car was rebodied in 1981 due to poor condition of original chassis. $11,500.00

TECH TOPICS

CORSA COMMUNIQUE JUNE, '76

Tech Topics is the column of Corvair technical information submitted by CORSA members. Your tips would be appreciated and should be sent to the Communique editor: 145 Ivywood, Radnor, PA 19087.

Need an incentive to join that local club in your a? Following are technical tips that have appeared in local club newsletters, tips you're going to miss if you don't belong:

Instrument wiring If you're thinking of installing extra electrical gauges, use 16-18 gauge 3 conductor rubber-coated extension cord. Besides being easier to route through the tunnel or under the car, the color-coded wires make hookup simple. --San Diego Corvair Club

Oil filter change Changing oil filters to prevent oil spillage is easy: cut an ordinanry ½ gallon milk carton 3 inches from the bottom, slightly bang in two corners next to each other to clear the fan belt guide and engine mounts, and slip it under the oil filter. Loosen the filter retaining bolt and let the filter drop into the milk carton; lift the whole works out and discard. --Western Michigan Corvair Club

Clutch cable We all know it's a good idea to carry a few spare parts along, and one that might come in real handy is the clutch cable assembly. "Sure", you say, "but where do I put it?" One place is under the carpet just inside the passenger door. Shove the solid end under the corner of the rear seat, then the flexible end will curve up against the front floor board; it will be ready if needed. --San Diego Corvair Club

Dipstick tube grommet The seal, or boot, around the oil dipstick tube at the upper fan shroud is missing on many Corvairs; leaving an o ing for cooling air to escape and contributing to engine overheating. A replacement can easily be made from a spare spark plug wire grommet; just cut off the upper snout and the lower lip and work it down over the dipstick tube. New GM boots are of course still available: p/n 6257713 for '60-'64; p/n 3867245 for '65-'69.
-- Corvair Houston

Crankshaft pilot bushing If you don't have a special slide puller to remove the pilot bushing for replacement, here's another method: pack the hole in the bushing with grease and guide the trans input shaft into the bushing while supporting the shaft with your hand. Place a wooden block at the end of the shaft and smack it with a healthy size hammer. After a few blows, the bushing will be forced out of the crank by hydraulic pressure. -- Chesapeake Corvair

Engine overheating On '65-'69 models and all '61-'65 vans/pickups, inspect the sound insulation under the engine compartment lid. If it's coming apart or hanging down, it can be sucked into the fan and blown onto the engine, clogging the oil cooler and cylinder fins. Result: serious overheating and possible severe engine damage. -- Corvair Houston

Antenna trimming Few people have heard of the proceedure for trimming the radio antenna. This gives your radio a "tune-up" for crystal clear reception, matching the ac electrical resistance or impedence of the radio to the antenna. It's nc lone with a pair of scissors, but a small bl common screwdriver.

Raise the radio antenna to its fully extended lenght. Insert the ingnition key into switch and turn to accessory position. Tune radio to weak or distant station. Grasp the station selector knob and pull out firmly; it's held to the shaft by a spring clip. Remove the bezel nut. Look inside the radio face plate opening and you'll see a slotted screw head. Turn this screw either right or left until the weak station becomes stronger. Install the bezel nut and knob and you're done. --CORSA West

Transaxle bolts When separating the transaxle from the engine, the two mounting bolts on either side - at 3 and 9 o'clock - are usually the hardest to remove because of their location near the heater hose outlet flange. To ease reassembly without removing the flanges, slot the bolts with a hacksaw at the threaded end. Start the bolts by hand and then insert a small screwdriver through the threaded hole in the differential housing to the slotted bolts and draw tight. The bolt can now be fully tightened with a wrench in the conventional manner, usually with a full turn or less.
--Central Pennsylvania Corvair

Heater hose If your '60-'64 car's battery goes dead overnight, check to see if the heater hose is touching the starter. If it is, it will drain the battery in a short time, since the hose has a steel coil inside. There is supposed to be an original equipment rubber sleeve around the hose to prevent this from happening, but should it rot away or not be replaced when changing hoses, it could cause a problem. --CORSA West

Transmissions Early model 4-speeds all look the same, especially under 4 pounds of grease. Rebuilding a '64 transmission, the internals were to be installed into an earlier case. All went well until the reverse idler gear collided with the enlarged diameter first gear. The '64 (and '65) cases were redesigned to accomodate the different gear ratios, but by grinding off part of the reverse idler gear shoulder, all components will fit. --CORSA Northwest

Cylinder heads From experience, I find that 110HP cylinder heads are superior in power output to 140HP heads when rpm's are kept under 5500. This assumes that head work - shaping intake and exhaust ports for maximum flow - are equal. 140HP heads are superior past 5500 red line but engine life expectancy is grim.
--Blake Swafford of Otto Parts in Vintage CORSA newsletter

Overheat warning buzzer Spyder and Corsa owners: when was the last time you heard the engine overheat warning buzzer? Are you sure it is working? Here's how to check: Disconnect the oil pressure-head temperature connector at the rear of the engine. Turn the ignition switch on and using a lenght of 14 gauge wire, touch one end to the negative side of the battery or any good ground and the other end to the head temperature terminal in the connector on the body wiring harness side. Do not touch the wire to the connector terminal on the engine side. If the buzzer doesn't sound off, locate the buzzer under the left hand side of the dash (it looks like a horn relay) and check to ensure that the wiring connector is plugged in and that current is coming through with the ground wire attached as described above.
--San Diego Corvair Club

Spyder cylinder head temperatures A Chevrolet dealer bulletin advises the following: 200°-300° at idle, 350°-475° at 30 to 60mph cruise, and 460°-575° from 3000-5000rpm at full throttle. --San Diego Corvair Club

TECH TOPICS
Corsa Communique March '77

Tech Topics is a collection of Corvair technical information submitted by CORSA members. Your tips would be appreciated and should be sent to the Communique editor: Mrs. Scotty Smathers, 7022 Holiday Road N., Jacksonville, Florida 32216.

S...ing Push Rod Tube O-Rings

Per the recent discussions on the kind of sealant to use on push rod tube o-rings, NO sealant is required when Viton o-rings are installed in bores that are in good condition, using the following installation tips:

Thoroughly clean bores in head and crankcase to remove dirt, varnish, and baked-on o-ring residue (use hard plastic scraper).

Lightly lubricate o-rings and bores with a silicone lubricant or clean motor oil.

Insert crankcase end of push rod tubes through bore in head before installing o-rings on that end.

Seat push rod tubes completely by using 9/16" socket (or wooden dowel) and hammer (lightly).

Viton is firmer than the original equipment compound and therefore forms a tighter oil seal. Also, the firmness is retained at operating temperatures. Viton remains usefully elastic indefinitely (in other words it doesn't harden) under continuous exposure at 400°F and will withstand short burst to a much higher temperature, as shown by the following example.

On November 20, 1972, one of our first local customers, W.F. (Will) Mattern, Bellevue, WA, installed a set of Safari Viton o-rings in his 1965 Monza coupe (110/4). On February 1, 1975, a family member broke a fan belt, ignored the red light, and drove until the car stopped running. The engine had gotten so hot that the spark plug boots melted and ran down onto the heads! Also, the oil pressure switch had failed and sprayed the engine compartment with oil. Will replaced the fan belt and switch, added oil, and started the engine (honest!). It ran r...h and noisy, but smoothed out by the time he drove home. He c...ned the engine and found no o-ring leaks. Mileage on o-rings -- 32,500. I periodically check with Will and, as of January 26, 1977, still no leaks! Present mileage on o-rings -- 58,700.
Chuck Norris, Safari Enterprises, 762 S. 25 St, Renton, WA 98055

RTV Sealant Again

We install o-rings (and other gaskets) with RTV. On anything except a complete engine rebuild, you can assume there will be a slight film of oil on the aluminum. This will promote an even better seal since oil (or any petro-product) will keep RTV from bonding, thereby eliminating the scraping problem, and it will make the RTV expand when it cures, insuring a better seal.

There is available G.E. RTV 156 (red) silicone sealant. It is very hard to locate (specialty distributors only) and is expensive ($7 per 3 ounce tube), but it will operate at sustained temperatures of 600°F. We have used it as an exhaust gasket sealant on a special Yenko Stinger exhaust system we developed and it does work. One caution however, it takes a minimum of twenty-four hours to cure. The best system we have found for positive sealing of pushrod tubes is the combination of Viton o-rings and a good RTV in the presence of oil film.
T.K. Lageman, Western PA Corvair Club, Mount Lebanon, PA 15243

Water Leaks in '60-'64

I found water leaking into my early model along the rain gutters, chrome strips on the front door posts of the car. I removed the gutter by taking out the four screws which are easily located when you open the front door. Although the gutter may be stuck tight, it can still leak. You must pry it off in order to clean off the old sealer. Roofing cement can be used to seal the gutter back in place.

The drip pan or water gutter just below the rain gutter must be cleaned. I ...n ice pick to clean the joint of the drip pan where it meets the f..., of the car. I found small holes and cracks in the joint where the water drips inside the car. Using the point of a long nail, apply roofing cement along the joint. The drip pan must not be filled, cement only in the joint. This procedure stopped my water leaks.
Bob Ehrenreich, 1728 Manor Parkway, Sheboygan, WI 53081

Moisture Free Storage

When storing my Corvair during the winter months, I had the problem of moisture collecting in the interior and causing stains. The solution is to place two large bags of silica gel inside the car. Silica gel is a moisture absorbent and will keep the interior absolutely day. Where to get silica gel? Almost all motorcycle manufacturers ship their bikes with silica gel in the brakes to prevent moisture damage. More often than not, the five pound bag is still intact. Many cycle shops will give this to you free of charge if you ask, as they often throw it away. Change the bags about every three weeks and it will keep your Corvair dry and looking good.
Robert W. Paldino, RR#2, Box 89-P, Gaylord, MI 49735

More On Oil

Regarding oil changes, Larry Moeller's comments on impurities held in solution are correct, however, you cannot change oil too often. While it will be quite satisfactory to stick to the factory recommendations, all oil starts clean and slowly gets dirtier. No exceptions! Change the oil as often as you like. It can't hurt. Don't exceed the recommended intervals.

In 1923, the asphalt vs paraffin argument was valid. Modern refining techniques have literally eliminated the differences. It doesn't make the slightest difference where the crude came from in the final product.

Multigrades are generally excellent oils, but they do change in effective viscosity. Since the base is light and the higher number is the modification, a 10W-40 becomes less viscous at its running temperature. This process is apparently sped up by increased temperature. Corvairs, as we all know, run a little hotter than water cooled cars, so the change is faster. GM's own tests bear this out. Nevertheless, GM recommended multigrade as well as single grade oil because although single grade was better, multi was perfectly satisfactory for the application and was becoming more common and available because of its advantages.

I prefer and recommend single grade 40 and an oil change interval of 3,000 to 5,000 miles. One customer of mine used 10 weight and changed oil every 4,000 miles for over 75,000 miles with no problems at all. Others have used every imaginable combination without catastrophe, provided that the oil level was not allowed to drop too low. If the sump can pick the oil, it will work. Filling a half quart over the full line won't hurt anything. Since the usual reason for over filling is an attempt to stay ahead of oil leaks, remember that at the full mark the oil is just a hair above the bottom of the inner end of the push rod tubes. Over filling merely causes the oil to run out through the leaky seals faster.
Jon Kaplan, 12546 Maiden, Detroit, MI 48213

Solid Flywheels

Precision machined from super strong 4140 steel - no rivets! No flexing and distortion! Unbalanced average as balanced as stock GM - fine except for all out competition. Balanced available, or get and balance with your pressure plate. All use stock clutch disc and pressure plate. (average 1 1/2 lb. above stock)

'60-'63	C2296E	$100 17 lbs.
'64-'69	C2296	$100 17 lbs.
'64-'69	C2297	$117 17 lbs. (balanced)
Catalog $2.25		

CLARK'S CORVAIR PARTS
Shelburne Falls, MA 01370
413 625-9092

Filling The Oil Filter

When changing oil and oil filter, consider prefilling the filter before installing.

Tech Help

Need help solving a problem that's keeping your Corvair from being all it can and should be? Send a SOS to Tech Coordinator Jim Bradley, 307 Mill St., Mt. Holly Springs, PA 17065. Enclose a SASE and Jim will forward your request to the appropriate Tech Advisor. Next month, we'll print an example of the professional advice the advisors provide.

CARRIER—REAR DECK LID LUGGAGE
CHEVROLET—CHEVELLE—CHEVY II—CORVAIR—CORVETTE
EXCEPT STATION WAGON & EL CAMINO
986469

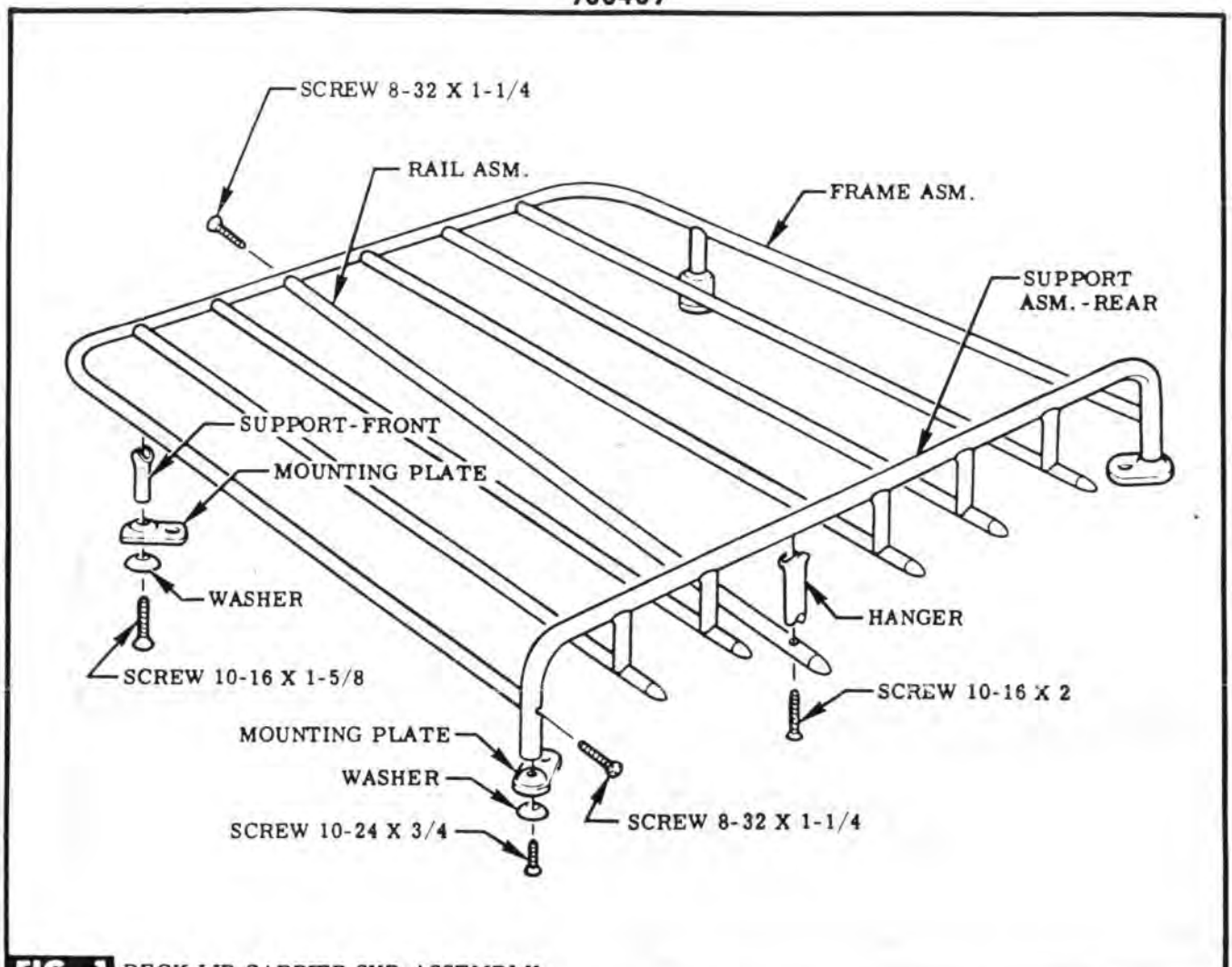


FIG. 1 DECK LID CARRIER SUB-ASSEMBLY

NOTE Corvette sport coupe models require the purchase of an adapter package for installing carrier. See sheet 3 for specific Corvette instructions.

STEP 1 SUB-ASSEMBLE REAR SUPPORT TO FRAME WITH PROVIDED SCREWS. SEE FIG. 1.

STEP 2 SUB-ASSEMBLE HANGERS & RAILS TO REAR SUPPORT & ATTACH RAILS TO FRAME. SEE FIG. 1.

STEP 3 LOOSELY ATTACH FRONT SUPPORTS & MOUNTING PLATES TO FRAME WITH PROVIDED WASHERS & SCREWS. SEE FIG. 1.

STEP 4 LOOSELY ATTACH MOUNTING PLATES TO REAR SUPPORT WITH PROVIDED WASHERS & SCREWS. SEE FIG. 1.

© 1965 Chevrolet Division
General Motors Corp.

PRINTED IN U.S.A.

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

Corvair 900 Sport Coupe

Corvair

CHEVROLET

One reason Corvair's such an obliging car to drive is that it's blessed with a split personality.

If what you want is a car that's economical, sensible and easy to park, Corvair fills the bill as neatly as any of the imports you see buzzing around.

Along with its superb handling and maneuverability, it has a thrifty knack for steering clear of places like gas stations. And it shares some other practical European notions about driving—like doing away with anti-freeze (via air cooling) and coming to grips with snow, mud and such impediments (by way of rear-engine traction).

But beyond this there's a robust Yankee side to Corvair's nature you're just not likely to find anywhere in the foreign legion.

Like a solid-built Body by Fisher that allows room for long American legs, luggage space for long American trips and power-team choices that include Powerglide transmission or a 110-hp Turbo-Air engine you can order. Not to mention such items as a full quota of GM safety features and the overall dependability (backed by parts and service available at some 6,400 dealers) you've come to expect from a Chevrolet-built car.

Check out Corvair's low price for yourself. Nice to know you can have the best from both sides of the ocean — without going any farther from home than your neighborhood Chevrolet dealer's.

Vulcan Corvair Enthusiasts, a chapter of the Corvair Society of America, is a non-profit club dedicated to the preservation and restoration of the Corvair automobile.

VCE meetings are held the third Friday of each month at the Hoover Municipal building, Birmingham, AL.

VCE dues of $15.00 pays for a family membership as well as 12 issues of the Oildrop newsletter

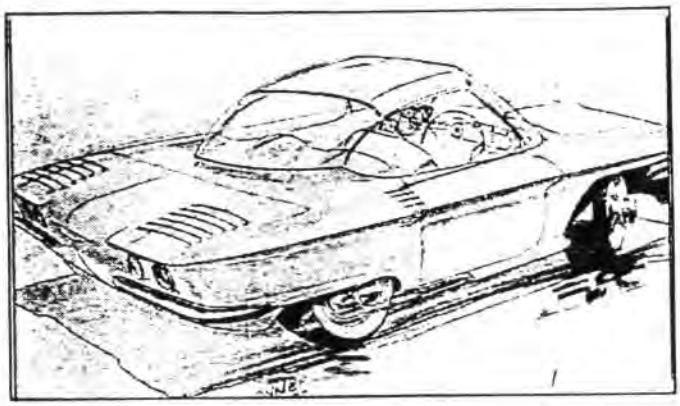
President: Jon Keeton
VP/Membership: Juanita Hathaway
VP/Activities: Jerry Smith
Secretary: Carol Keller
Treasurer: Sara Smith
Newsletter: Mike Donley
Hospitality: Buck and Jewel Hinkle

THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Next Meeting

Date: Friday, October 21, 1994
Time: 7:00 PM
Place: Hoover Municipal Building



September Minutes

The September meeting of Vulcan Corvair Enthusiasts was called to order by Vice President Juanita Hathaway. John Hathaway, acting treasurer, gave the report for Sarah Smith, who was out of town. Beginning balance was $150.47. After collecting for T-shirt sales, the ending balance was $437.57. The minutes were approved as read.

Membership: Juanita read a thank you note from Frank Thompson after his recent illness. Our sympathies go out to Jerry and Sarah Smith on the death of his family member. get well wishes go to Sarah Keeton after her foot surgery.

Old Business: Cheaha will close the first of January, with no schedule for reopening according to State Park authorities. At present, maintenance is the biggest problem. Discussion was tabled until next mmeting as to whether we will still have our Christmas party there in December.

TRW • GM • OTTO • CLARKS • DALE
INTERIOR KITS • CONV. TOPS • EMBLEMS
BUY • SELL • TRADE

LARRY'S corvair PARTS

COMPLETE REBUILDING SERVICE

Mon.- Fri. 9—6 Sat. 10—5

Larry Shapiro
(310) 970-9233

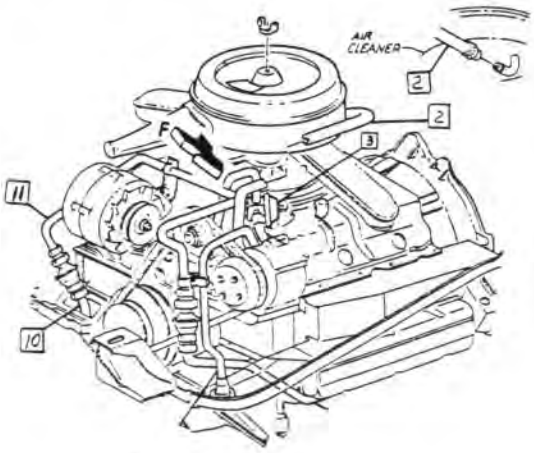
13224 S. Prairie Ave.
Hawthorne, CA 90250

New Business: East Tennessee Corvair Club has scheduled their family retreat for January 13-14. the Dixie Region of AACA will have an outing to Piedmont, Alabama on Saturday, September 17. Several members are meeting at Shoneys at Eastwood.

Refreshments for October will be supplied by Wilma Siemens and Sarah Smith.

The smallest Future Corvair Owner atrtended last month's meeting. Congratulations toSamantha and Jeff, and to the grandparents, Frank and Sheila. Congratulations to the Millers and Trotters on their new grandchildren also.

There was no further business, so the meeting was adjourned.



Cars for Sale

Corvair Powered Dune Buggy.
1964 Motor and Transmission, newly rebuilt. Less than 500 miles. Extra motor and transmission included. See photo below. $3500.00 Call Ricky Yawn at 205-371-4161 or can be seen at 21A Hampton Hills, Moundville, AL 35474.

PLUGGERS

The most important accessory in a plugger car is the tool box.

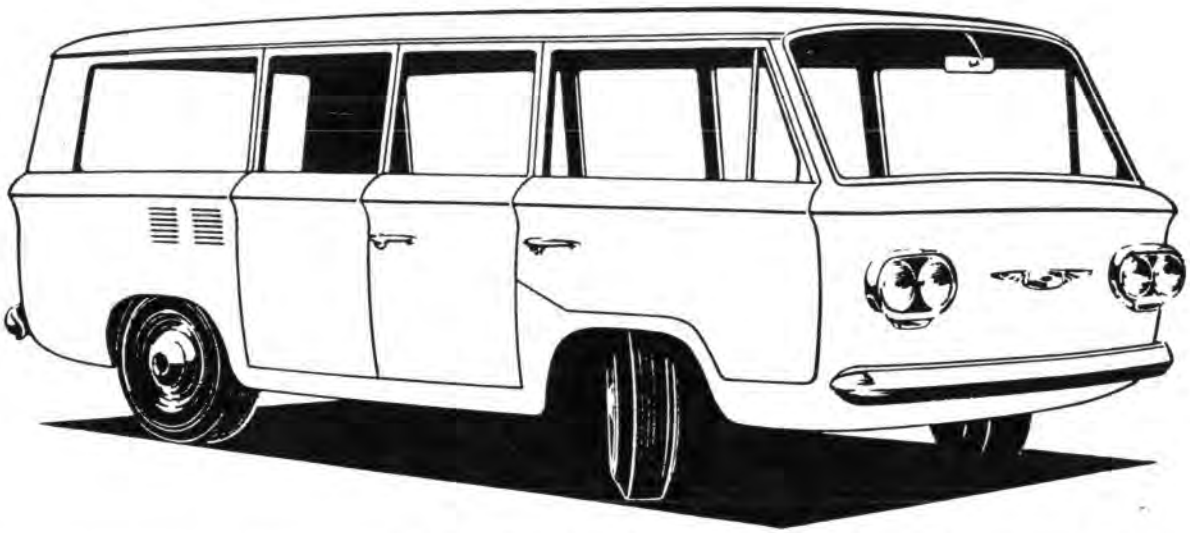
FROM C.C.C

SAGINAW TRANSMISSION GEARS

If you find a '66 or later Saginaw 4-speed (usually used in Chevy II's, Novas, and low horsepower Camaros and Chevelles) for sale cheap, buy it. Not only are the synchros, bearings, and other parts the same as '66-'69 Corvair transaxles, but the gears, except for the input gear, are those used in the "close-ratio" Yenko Stinger gearbox. The input gear can be used, so don't throw it away. (Most of these parts can still be bought new from parts houses as well as Chevrolet dealers. It's just much cheaper to buy a good used unit.)

from *News and Affairs of Corvairs*

AN EXCLUSIVE



THE CORVAIR MONOBUS IS A COMPACT STATION WAGON WITH MANY POINTS SIMILAR TO THE POPULAR VOLKSWAGEN MICROBUS.

UTILITY CORVAIRS

CORVAIR will be among the first of the new compacts to expand its line of models from sedans to station wagons and compact pickups. It's been no secret that such versatility has been in the planning stages for some time now, even before the Corvair and other compact cars hit the market a few months ago. But just what direction would be taken and what would be involved has been pure speculation until now. Now, Chevrolet is getting set to invade the newly-made compact car field with a variety of utility models that will lure some of the market now held by Volkswagen's microbus.

Corvair engineers and stylists are concentrating on a combination of economy, function and utility that will expand the usefulness of their rear-engine creation without a major change in tooling. The project, however, has brought additional problems because of the engine location on the Corvair. Usually, by keeping basic sedan body tooling, it is relatively easy to convert sedan production into station wagons or utility models. The roof merely is extended straight back over the rear deck, enclosing the entire area behind the rear seat as part of the main passenger compartment. This utilizes previously wasted volume above the trunk compartment (and below the level of the extended roof line) and involves very little additional tooling.

With a rear-engine location on the Corvair, however, this is a bit more complicated. There just isn't enough unoccupied space behind the rear seat to make a conventional station wagon practical. Unless the engine were moved to the front, which would flaunt original Corvair design, there was only one solution: an entirely separate body for the wagon, but so designed as to involve only simple tooling conversions. The basic shell could also be used for other utility models, much in the same manner as that employed by Volkswagen.

Corvair's version probably will be called the *Monobus*, and it will have a high, squarish body, similar to the Volkswagen microbus. It has been designed so the driver sits directly over the front wheels and behind a steeply-inclined steering column. Large, wide doors give access to either side of the driver's seat, with double doors directly behind (on the right side) that latch together in the center and open outward to give a huge opening area into the rear compartment. There will be no pillars between the doors, and two bench-type seats in the rear compartment can be easily removed for carrying bulky loads, still leaving a large space behind the rear seat and above the engine.

Modifications of this body, which will form other utility models, is quite simple. It becomes a pickup truck merely by chopping off the rear part of the body, making an open bed in the back. The rear of the bed is a bit higher than usual because of the rear engine, but by stepping down the floor between engine compartment and driver's cab, there is a greater carrying volume in relation to height since there is no driveshaft to contend with. More room can be had by

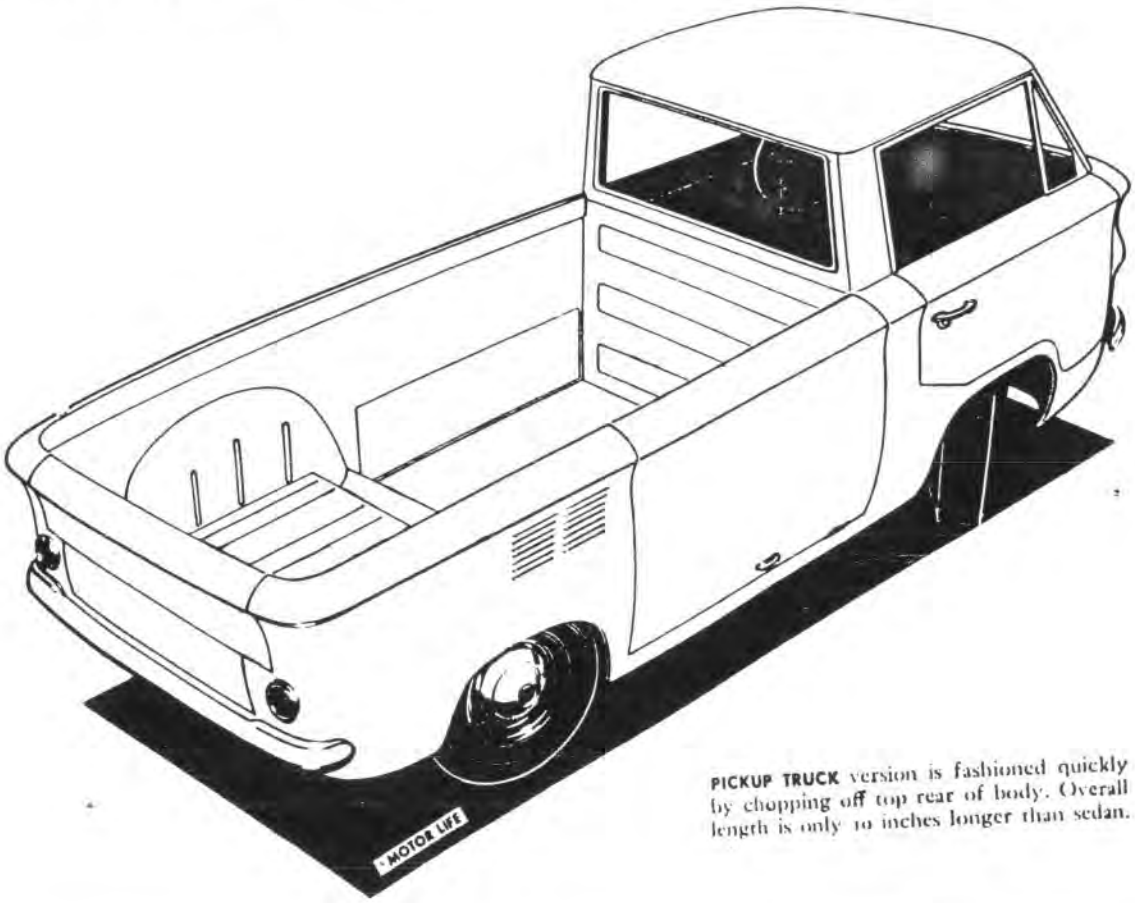
Chevrolet's Compact has soon-to-be announced wagons and trucks with unique rear engine features

employing drop-down doors on the *sides* of the bed as well as on the back. Current prototypes of the Corvair have a full drop-down door located just behind the cab on the right side, with a shallow compartment-type door that opens onto the rear floor at the left. These side doors should increase the utility of this unusual pickup by 100 per cent. The drop-down door, roughly 35 inches high and only about 13 inches above ground level at the hinge, can be dropped to form a ramp for loading heavy freight.

There are other possibilities, too. The wagon body may have the rear section paneled and, with the seats removed, will form an out-and-out panel truck. With such a versatile body design, even such specialty vehicles as the VW camper are not impossible within the next three or four years.

The Monobus is not as big as it appears in the accompanying sketches. It will use the same 108-inch wheelbase as its parent sedan and probably will keep the same floor plan. Overall length is about 190 inches, or about 10 inches longer than the Corvair. It will be 73 inches tall, slightly less than the VW bus. Standard Corvair suspension, suitably beefed up for heavy loads, also is being used. Engine and transmission also will be standard Corvair, with a raise in final drive ratio. Powerglide will be optional.

Overall, the new Monobus is neat but bulky looking. The distinctive Corvair lip that runs around the body at the belt line has been retained. Generally, Chevrolet stylists have done an outstanding job in making a workhorse look like a racehorse. Prototype development suggests that production won't begin before next summer, and public introduction might be expected in the fall, but it could be earlier. •

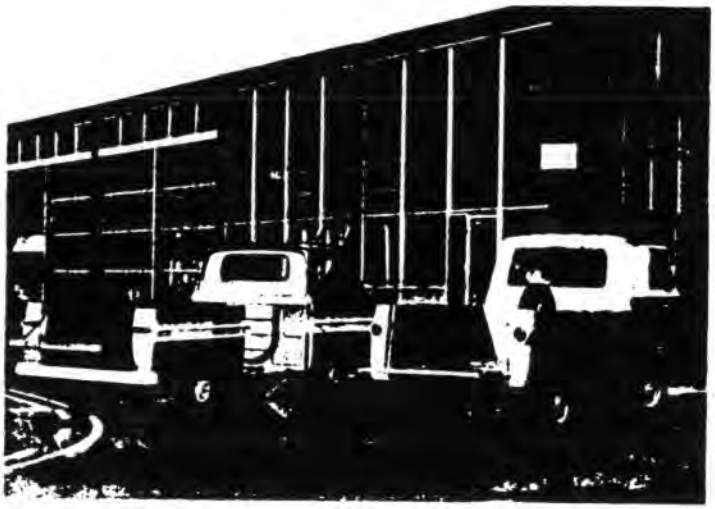


PICKUP TRUCK version is fashioned quickly by chopping off top rear of body. Overall length is only 10 inches longer than sedan.

IN PICKUPS, TOO, THE CORVAIR 95 PAYS OFF IN EXTRA WORTH AND WORKING ABILITY!

Corvair 95 pickup offers nearly 2 feet more cargo loading length! Econoline's limited pickup box load space is mainly due to its excessive cab length, which is necessitated (and mostly used up) by the bulky engine box. Driver compartment location of the engine makes a full-width seat (standard on Corvair 95 pickup) not possible on the Econoline. And the Corvair 95 pickup box side panels are double-walled; Econoline pickup box is single-wall constructed.

The Rampside's exclusive side ramp—which offers no-lift loading and unloading ease—is not available on any Ford. And Corvair 95's low 16" side loading height (empty) can't be matched by Econoline, either. Corvair 95's loading height is over 9" lower at the full depth cargo area. Rear bumper is standard on the Corvair 95 pickup, optional at extra cost on the Econoline. Corvair 95's spare tire is stowed neatly behind the driver's seat; the Econoline's spare tire takes up valuable cargo space in the pickup box.



Corvair 95's Lead Ford Econolines All Down the Line... in Quality, Working Ability, and Value

	CHEVROLET CORVAIR 95	FORD ECONOLINE
MAXIMUM GVW RATING	4600 lb	4100 lb*
MAXIMUM PAYLOAD		
Van	1700 lb	1600 lb
Pickup	1900 lb	1650 lb
CHASSIS		
Independent Front Suspension	Yes	No (I-beam)
Independent Rear Suspension	Yes	No
Coil springs	Yes (All 4 Wheels)	No (leaf)
ENGINE		
Location	Rear	Front (next to driver)
Air cooled	Yes	No
TRANSMISSION		
3-Speed	Standard	Standard
4-Speed	Extra Cost	No
Automatic	Extra Cost	No
CAB (Pickup & Van)		
Dual door locks	Yes	Extra Cost
Flat floor at door entrance	Yes	No
Door hold-open device	Yes	No
Insulated floor mat	Yes	No
Hand throttle	Yes	Extra Cost
Glove box door	Yes	Extra Cost
Glove box door lock	Yes	No
Seat, full-width (Pickup)	Yes	No
(Van)	Extra Cost	No
Bumper, rear (Pickup)	Yes	Extra Cost
(Van)	Yes	Yes
ELECTRICAL (12-Volt)		
Generator	30 amp-hr	25 amp-hr
Dual headlights	Yes	No
PICKUP BODY		
Capacity	80 cu ft	73 cu ft
Double-wall side panels	Yes	No
Double-wall tailgate	Yes	No
Rampside model	Yes	No
Positive tailgate latch	Yes	No (hook & chain)
VAN BODY		
Left-side loading doors	Extra Cost	No
Double-walled construction of loading doors	Yes	No
Loading door hold-open device	Yes	No
Rear door windows	Yes	Extra Cost

BODY DIMENSIONS

	Corvair 95 Pickup	Econoline Pickup	Corvair 95 Van	Econoline Van
Overall Dimensions—Length	179.75"	163.3"	179.75"	168.4"
—Width	70"	72.5"	70"	75.8"
—Height	70"	77.6"	70.75"	79.2"
Interior Dimensions—Length	105.75"	84.8"	120.87"	106"
—Width	61.25"	63.2"	59.25"	65"
—Height	15"-28"	22.8"	53.75"	54.3"
Side Door—Width	45.62"	—	53"	49.4"
—Height	28.12"	—	49"	47.8"
—Step Height	16.25"	—	16.25"	25.4"
Rear Door—Width	—	—	44.25"	49.4"
—Height	—	—	35.37"	47.8"
Load Height Rear	29.5"	26.2"	29"	25.4"

**4100-lb. GVW rating requires heavy-duty front and rear springs and heavy-duty front and rear shock absorbers.*

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

Vulcan Corvair Enthusiasts, a chapter of the Corvair Society of America, is a non-profit club dedicated to the preservation and restoration of the Corvair automobile.

VCE meetings are held the third Friday of each month at the Hoover Municipal building, Birmingham, AL.

VCE dues of $15.00 pays for a family membership as well as 12 issues of the Oildrop newsletter

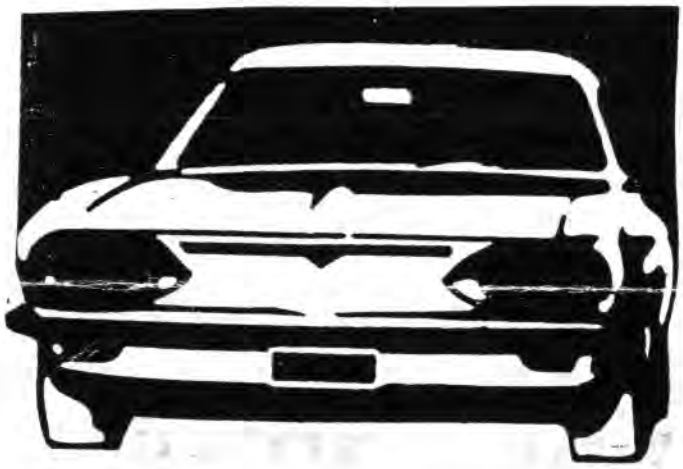
President: Jon Keeton
VP/Membership: Juanita Hathaway
VP/Activities: Jerry Smith
Secretary: Carol Keller
Treasurer: Sara Smith
Newsletter: Mike Donley
Hospitality: Buck and Jewel Hinkle

THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Next Meeting

Date: Saturday, November 19, 1994
Time: 12:00 Noon
Place: Wayne and Judy Moore's
10731 Albert Sanders Road
Northport, AL 35476
1 205 759 2841



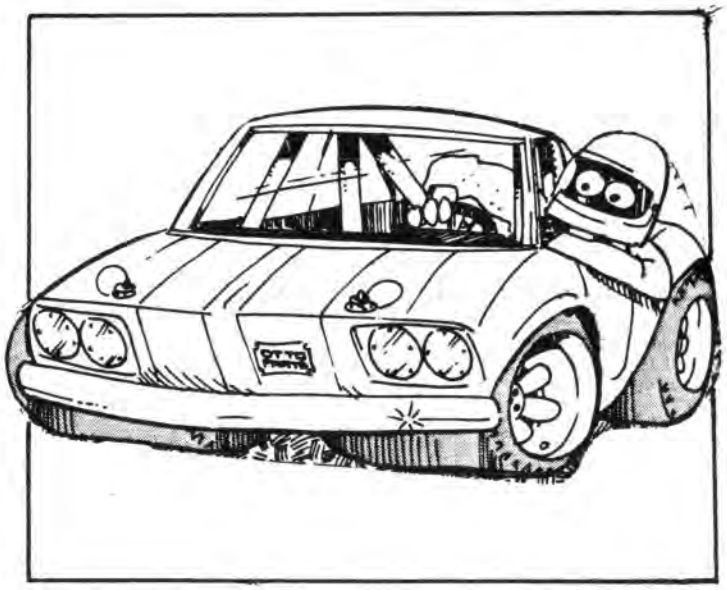
October Minutes

Jon Keeton was back and opened the October meeting at the Hoover Library. We dispensed with the reading of the minutes as they were recorded in the September newsletter. Treasurer Sarah Smith reported a balance of $436.07 after the bank charges were subtracted. Newsletter expenses will be returned to Mike Donley for the last three months.

Old Business: A decision on having the December meeting at Cheaha had been tabled from the September meeting. After some discussion, it was decided that we would send a check to the treasurer in the amount of $46.00 for a room reservation for the " Last Hurrah at Cheaha." If there were not enough reservations to fill the lodge, we would cancel (There is a 30 day notification policy). Checks would have to be in by October 28 to meet the November 1 notification date.

T-Shirt Sales: Jon and Sarah Keeton volunteered to be in charge of the T-Shirt sales (recieving orders, shipping,etc.). It was decide that the shirts would be sent Priority mail at a cost of $3.00 per package. Jon Keeton is to write up the ad for CORSA. There has to be a minimum of 12 orders submitted to the T-shirt supplier according to Sheila Ranelli.

New Business: The November "Western Thanksgiving" will take place at Wayne and Judy Moore's home on November 19 at 12:00 Noon. We will caravan from the Petro Truck Stop at exit 100 off I-459 at 11:00 AM.



Come wearing your jeans and boots in your Corvair and bring lots of side dishes- Wayne and Judy will provide the turkey and dressing. **Note: This outing will take the place of the regular Friday meeting.**

We welcomed a visitor, Charles Abbot, from Bessemer. He owns a '64 Greenbrier as well as a '64 Corvair 4-door. He brought his friend, James Holmes, to the meeting.
A report was given on the Hoosier show in Indianapolis by Larry Gulsby, Jon Keeton, Frank Ranelli, and Chris Rothe.(I think they had a good time.)
The nominating committee for selecting officers for 1995 was selected. They are as follows:
Ed Keller
Larry Gulsby
Jerry Smith
George Miljus
If you have any suggestions to offer, give one if them a call. A slate will be presented at the November meeting and we will vote at the December meeting.
Our best "get well wishes" go out to Gene Rothe who has just undergone surgery in October, and also in August. We expect Chris and Frannie to bring you and Lanette to a meeting very soon.
The meeting was adjourned and we enjoyed all the refreshments furnished by Wilma Siemens and Sarah Smith.
Carol Keller, Secretary

Menu for Western Thanksgiving

Wayne and Judy: Turkey and Dressing
Potato Salad
Cranberry Sauce
Unsweet Tea
Cups
Plates
Napkins
Carol Keller: Dessert
Sarah Smith: Dessert
Jan Trotter: Sweet Potato Casserole
John Lankford: Casserole
Wilma Siemens: Turnip Greens
Rozelle Doughty: Green Beans
Jewell Hinkle: Corn
Lynette Gulsby: Bread
Wilma Siemens: Cornbread
Carol Keller: Congealed Salad

Cars for Sale

1965 Monza Convertible
110 HP 4 speed, Appraised at $6050.
Needs valve seat. Southern car
Must Sell- Make offer
Bob Tunaitis, Decatur, AL
H: 1 205 350-5924 W: 1 205 350-9770

CAR LIFE

ICD

AUGUST 1962 50 CENTS

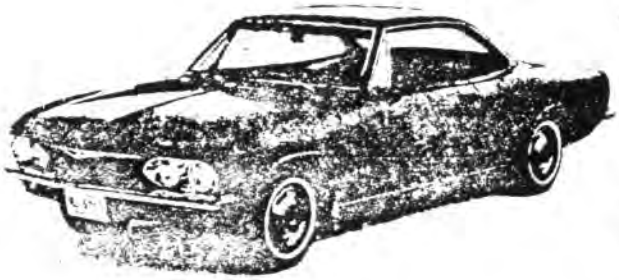
302 MPH FROM 302 CUBIC INCHES!

ROAD TESTS:

FORD FAIRLANE 260
OLDS DYNAMIC 88

Buyer's Guide to Corvair Accessories

Corvair Corsa Sport Coupe



Win some, lose some

"We have to go on record and say that the Corvair is—in our opinion—the most important new car of the entire crop of '65 models, and the most beautiful car to appear in this country since before World War II."

Car and Driver

"On tight corners, the '65 Corvair will hold its own with anything on the road."

Hot Rod

"We'd feed the Corvair into the turn with increasing force on the steering wheel, applying as much power as was available, and come scorching out the other end of the curve without so much as a tailwag."

Car Life

"In the '65 Corvair, the superfluous has been stripped away from a classic form and the result is a clean, beautiful car. The new Corvair's styling is going to attract most people—it's an obvious selling point. Its hidden virtue, handling, will soon become apparent to—and much appreciated by—the enthusiast driver."

Car and Driver

"Not counting the Corvette, Corvair has the closest thing to performance handling characteristics you'll find on this side of the ocean, with no sacrifice in ride qualities."

Motor Trend

"On test runs at GM's Michigan proving grounds the Corsa started and stopped with no dipping, and it cornered—even at wild speeds—with smooth intent and no sign of sway."

Sports Illustrated

"If the automotive enthusiasts loved Corvair in 1964, the '65 will drive 'em clean out of their minds."

Car and Driver

"The result of all this is a new American sports car that will be eminently acceptable at rallies but that can, in the American manner, double at church picnics."

Sports Illustrated

"We personally . . . feel that the hood looks a trifle short."

Car and Driver

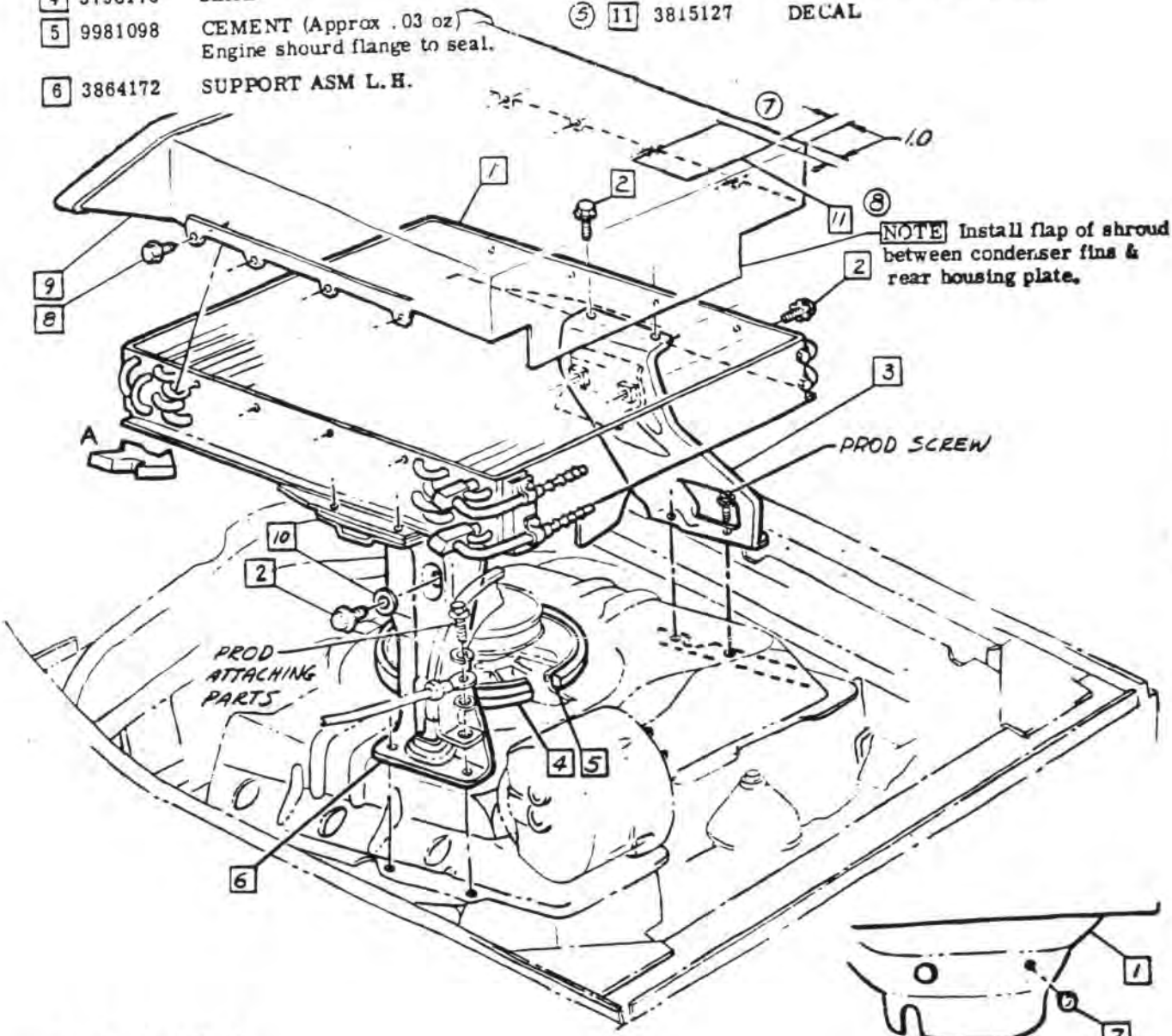
CHEVROLET

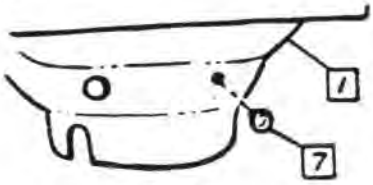
Chevrolet Division of General Motors, Detroit, Michigan

ASSEMBLY INSTRUCTIONS

3862100 CORVAIR 10000 SERIES

(1)	1	3869587	CONDENSER ASM
△1	2	187979	SCREW
	3	3157843	SUPPORT ASM R.H.
	4	3798176	SEAL
	5	9981098	CEMENT (Approx .03 oz) Engine shourd flange to seal.
	6	3864172	SUPPORT ASM L.H.
	7	3721637	PLUG
(6)(2) △2	8	3873950	SCREW
(3)	9	3869588	SHROUD ASM
(4)	10	3748358	PL WASHER (L.H. ONLY)
(5)	11	3815127	DECAL





VIEW A

△1 35-50 LBS IN
△2 10-20 LBS IN

CHEVROLET MOTOR DIVISION, GMC	UPC	DATE	SYM	REVISION RECORD	AUTH.	DR	CK
AIR CONDITIONING-CONDENSER ASM	C64	2-31-64	1	WAS 3855374 CONDENSER	64774	TM	
			2	ITEM 8 & TORQUE ADDED			
			3	ITEM 9 ADDED			
			4	ITEM 10 ADDED	15843		
10100-500	B1.		5	ITEM 11 ADDED	—		DF
		12-30-64	6	WAS 3861264 SCREW	66967	JC	CI
		-19-65	7	DECAL DWG. REVISED	15959	BY	
	SHEET		8	"INSTALLATION" NOTE ADDED			CI

DWG REL 4-17 | DATE REL 4-17 | REF: Prel. B1 L-72245 L-75717

1965-177

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

Vulcan Corvair Enthusiasts, a chapter of the Corvair Society of America, is a non-profit club dedicated to the preservation and restoration of the Corvair automobile.

VCE meetings are held the third Friday of each month at the Hoover Municipal building, Birmingham, AL.

VCE dues of $15.00 pays for a family membership as well as 12 issues of the Oildrop newsletter

President: Jon Keeton
VP/Membership: Juanita Hathaway
VP/Activities: Jerry Smith
Secretary: Carol Keller
Treasurer: Sara Smith
Newsletter: Mike Donley
Hospitality: Buck and Jewel Hinkle

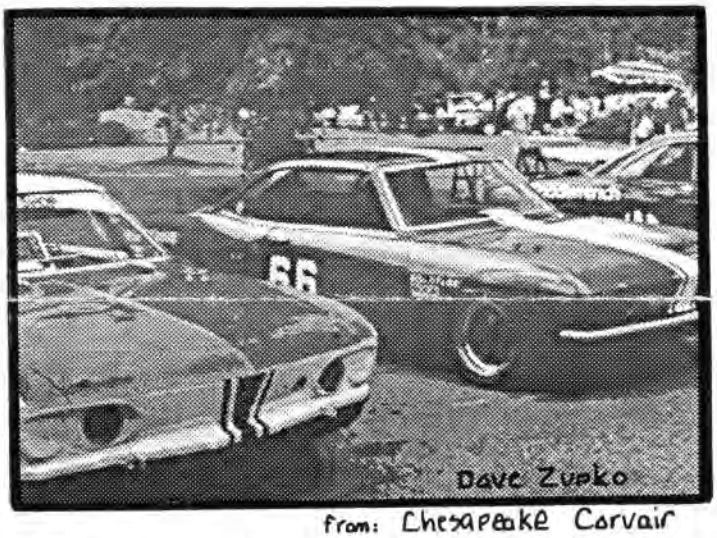
THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

December 1994

Next Meeting

Date: Friday, January 20, 1995
Time: 7:00 PM
Place: Morrison's Cafeteria on Hwy 31 toward Vestavia. Up the hill from the Hoover Library.



from: Chesapeake Corvair

November Minutes

Meeting was held at Wayne and Judy Moore's home in Tuscaloosa. A great time was had by all, as well as a hearty meal.

A slate of officers for 1995 was presented and there will be a vote at Cheaha. The nominees are:

Harold Hartline: President
Richard Stolzmann: VP/membership
Jan Trotter: Secretary
John Hathaway: Treasurer
Newsletter: Mike Donley

Various activities for 1995 were discussed, including:

** There is still a reservation for Cheaha in December 1995, since Cheaha will not close until the end of December, 1995. Ed Keller will check on the possibility of DeSoto State Park for 1996.

** West Florida will have its Corvair Lover's Holiday on February 17-19, 1995. 10 people have signed up from VCE. The number for the Holiday Inn at Navarre is 1-904-939-2321.

December Minutes

The December meeting was held December 3-4 at Cheaha.

The Treasurer's report showed $777.00 before Newsletter expenses and Officer's gifts were taken out. It was decided to leave the deposit with Cheaha until further notice.

New Business

It was decided to keep the Hoover Library as the meeting place for 1995 and to donate $50.00 to the Library.

The January meeting will be held at Morrison's cafeteria, as usual.

The East Tennessee Corvair Club's outing at Gatlinburg will be January 13-14.

No Activities VP was chosen this year and a signup sheet will be circulated at the January meeting to sign up for an activity each month. The list will be published in the February newsletter. So be thinking of an activity. We need more activities involving the cars, more public exposure, and more tech sessions.

The slate of officers was accepted as presented in November, and installed unanimously.

Carol Keller, Secretary

CORVAIR
THE ONLY WAY TO GO!!

Thanksgiving At The Moore's

Everyone who attended the outing at Wayne and Judy Moore's had a wonderful time. I beleive we had 6 or 7 cars in all, with 17-20 people. There was lots of good food as always. The day was picture perfect, just wonderful for getting together with good friends and spending the day visiting, having good food, and good fellowship. The ball game went in the way of the majority but there were no sore losers, and everyone was a good sport. There was an opportunity for the men to do some troubleshooting on Ed's car as well. The women enjoyed being outside in the swing, swapping recipes. Some will be printed in upcoming newsletters.

The Moore's have a wonderful home and I hope I can speak for the club when I say we all had a wonderful time and appreciate them opening up their home to us. we all had a great time and hope they will invite us back. Thanks again to the Moores.

Sarah Keeton

from: Dave Zupko, Chesapeake Corvairs

Christmas at Cheaha

In spite of the weather being nasty, coild and foggy, the temperature inside was very nice. The fireplaces were great and, as always, got a workout. Buck also

Chevrolet Corvair primed and ready for winter

got a workout putting logs in the fire.

We had seven cars driven to Cheaha and would have had more if the weather were not so bad. There were 25 people this year and that was a very good turnout for VCE. Carol brought the turkey and I took the ham. Everyone else brought all kinds of good vegetables, desserts, snacks, breakfast foods, cheese and wine. As always we overate, but it was so good we could not help ourselves. Sheila brought the tree, and the children, Jewell, and I decorated it. It was beautiful. We had pretty tablecloths and candles on the tables and it was looking a lot like Christmas.

The women ran in to watch the game. We had pulled all of the chairs in the front room to the front trying to upset the men, but they did not say a word of argument. Just when you have them all figured out! The game was good, but I think that some of us Alabama fans would disagree with some of the referees. As far as the condition of the Lodge, I think some of the rumors and newspaper articles were

somewhat overexaggerated. I arrived Friday afternoon, expecting the place to be filthy andsome serious cleaning before we could even get in, but to my surprise the lodge was very clean, the cleanest its been in years. I think tat everyone who stayed in the lodge will agree with me. Sometimes you have to go on faith that everything will be OK and not sweat the small stuff. Those of us who did had a wonderful time that will not be forgotten soon.

We also had a very special little guest, Samantha and Jeff's daughter Aubrey. This was her first time at Cheaha and everyone seemed to enjoy having a little one around. She is such a beautiful, sweet baby.

If you were not there, you missed a wonderful time. We missed you and wished you were there.

THE REVOLUTIONARY Corvair BY CHEVROLET WITH THE ENGINE IN THE REAR WHERE IT BELONGS IN A COMPACT CAR! ★★★

Corvair Atlanta

Cars For Sale

1963 Corvair 900 4 door
Factory air, automatic.
Needs brake work
$395.00 firm
Jerry Smith 1-205-640-6952

1965 Monza Convertible
180 Turbo, 4 speed, wood wheel, new tires, alum rims, dual master cylinder, new brakes, hit in front but driveable. 15,000 miles on rebuilt motor.

1966 Monza Convertible
110, 4 speed, power top, garaged 10 years, rust free.

Various parts.
Above items will be only sold together for $6000.00 OBO.
Vic McCarn 1-205-837-7963

YOUR CORVAIR FRIENDS OF EAST TENNESSEE INVITE YOU TO ANOTHER

SMOKY MOUNTAINS MID-WINTER FAMILY RETREAT

PIGEON FORGE - GATLINGBURG, TENNESSEE

JANUARY 13-14, 1995

THIS IS NOT A CAR SHOW

ENJOY A WEEK-END OF FUN AND FELLOWSHIP WITH YOUR CORVAIR FRIENDS AND THEIR FAMILIES, "JUST FOR THE FUN OF IT". RELAX, VISIT, SWIM, SKI, OR SHOP TO YOUR HEARTS CONTENT AT HUNDREDS OF SHOPS AND FACTORY STORES NEARBY.

DRIVE YOUR FAVORITE CORVAIR OR THE FAMILY SEDAN

RAMADA INN - PIGEON FORGE 615-453-9081

ROOM RATES $29.95 - $39.95 DEPENDING ON FLOOR PLAN.
BOTH INSIDE ROOMS (AROUND POOL AND PATIO AREA), AND OUTSIDE ROOMS AVAILABLE.

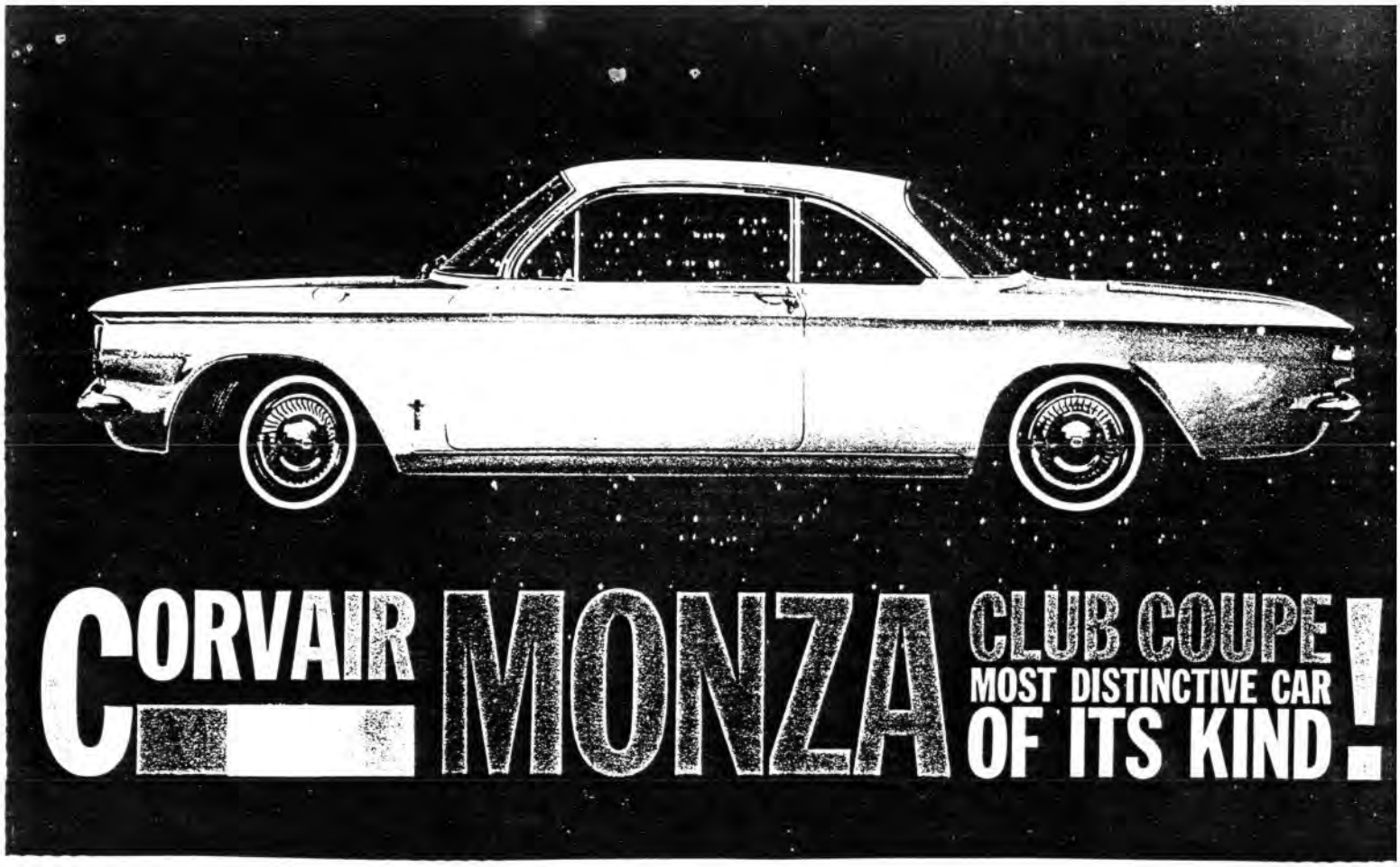
FOR RESERVATIONS TOLL FREE

OUTSIDE TENNESSEE 1-800-345-6799 - IN STATE 1-800-325-0987

**** PLEASE NOTE **** ALL RESERVATIONS SHOULD BE MADE NO LATER THAN JANUARY 1, 1995. (BLOCK OF ROOMS WILL BE HELD FOR THE CORVAIR LOVERS UNTIL THIS DATE)

NO REGISTRATION OR OTHER FEES

FOR MORE INFORMATION - Hugh and Evelyn Sayler 615-983-0944
Joe and Jean Bates 615-245-2723
Lowell and Betty Haynes 615-246-9869



CORVAIR MONZA CLUB COUPE

FEATURES AND FACTS

IDEAL WEIGHT DISTRIBUTION—Like every Corvair model, the Monza offers all the benefits of America's "CAR OF THE YEAR" design. With its air-cooled aluminum engine in the rear and the passenger compartment more toward the center of the car, weight distribution and ride remain nearly constant regardless of the number of passengers. This constant ride helps make all Corvairs easy to handle, fun to ride in.

BEST BRAKING—Weight distribution is also the secret to the Corvair's remarkable braking. Even in emergency stops, the ideally distributed weight puts a nearly equal share of work on all four brakes—gives straight, heads-up stops. You have better control while braking, more even brake wear. And, the Corvair's Safety-Master brakes are air cooled for greater fade resistance, feature bonded linings for longer life. Braking ease is similar to a full-size car with power brakes.

SUPERIOR TRACTION—Weight of the engine over the rear wheels gives the Corvair traction that's unmatched by any other car in its class. The added grip of the road makes the Corvair a sure-footed goer in every sort of weather and road condition . . . in every part of the country.

SUPERB HANDLING—In test after test, the Corvair has proved conclusively that it is the finest handling, most roadable car in its class. The credit for its outstanding performance capabilities must go equally to its rear engine design and its new suspension system . . . the first 4-wheel independent suspension on a modern U.S.-built car! With each wheel taking bumps and dips on its own, the Corvair clings to the roughest road . . . corners as tight, level and steady as a sports car. And with less weight over the front wheels, steering is so light and easy that power steering need not be offered as an option.

PERFORMANCE AND ECONOMY—The revolutionary Corvair Turbo-Air 6 is the first pancake designed aluminum engine in a modern U.S.-built car. It's a lightweight 80-h.p. performance package, with a highly efficient short-stroke design, that can deliver all the get-up-and-go you'll ever need. It can be teamed with either a 3-speed floor shift transmission or Corvair Powerglide*. On the economy side of the ledger, the quick warm-up of its air-cooled engine means less fuel consumption because less driving is done during engine warm-up. Automatic choke cuts off sooner, helps save on gas.

UNISTRUT BODY BY FISHER—Roof, floor, sides, front and rear sheet metal are all joined in a single welded construction of superior strength. A massive steel cowl extends the full width of the front, giving added protection. In the rear, a thickly insulated special bulkhead isolates passengers from engine compartment heat and sound.

EXCLUSIVE QUALITY EXTRAS—The Monza Club Coupe, alone in its field, gives you all these extras at no extra cost. Magic-Mirror Acrylic Lacquer Finish • Safety *Plate* Glass in every window • Electric Windshield Wipers • Extra-Wide Tyrex Cord Tires (only Corvair offers 6.50 x 13 tires as standard equipment) • Back-up lights • Hydraulic Valve Lifters • Dual Carburetors in every model.

ALL ILLUSTRATIONS AND SPECIFICATIONS CONTAINED IN THIS LITERATURE ARE BASED ON THE LATEST PRODUCT INFORMATION AVAILABLE AT THE TIME OF PUBLICATION APPROVAL. THE RIGHT IS RESERVED TO MAKE CHANGES AT ANY TIME WITHOUT NOTICE IN PRICES, COLORS, MATERIALS, EQUIPMENT, SPECIFICATIONS AND MODELS, AND ALSO TO DISCONTINUE MODELS. CHEVROLET MOTOR DIVISION • GENERAL MOTORS CORPORATION • DETROIT 2, MICHIGAN

*OPTIONAL AT EXTRA COST.

LITHO IN U.S.A.

HAPPIEST DRIVING [illegible] OF ITS CLASS! CHEVROLET

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

MAY IT BE FILLED WITH LOTS OF
GREASE & PEACE

Vulcan Corvair Enthusiasts, a chapter of the Corvair Society of America, is a non-profit club dedicated to the preservation and restoration of the Corvair automobile.

VCE meetings are held the third Friday of each month at the Hoover Municipal building, Birmingham, AL.

VCE dues of $15.00 pays for a family membership as well as 12 issues of the Oildrop newsletter

President: Jon Keeton
VP/Membership: Juanita Hathaway
VP/Activities: Jerry Smith
Secretary: Carol Keller
Treasurer: Sara Smith
Newsletter: Mike Donley
Hospitality: Buck and Jewel Hinkle