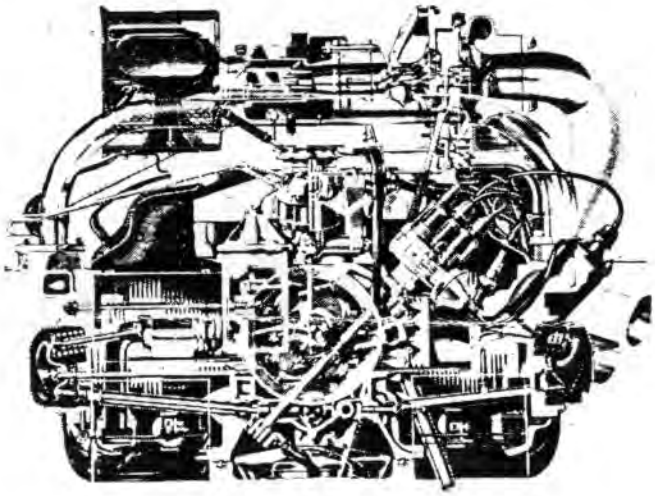
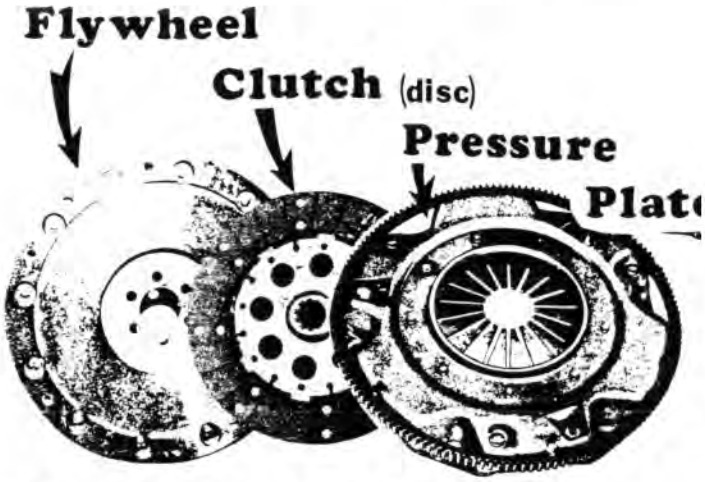
THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Next Meeting

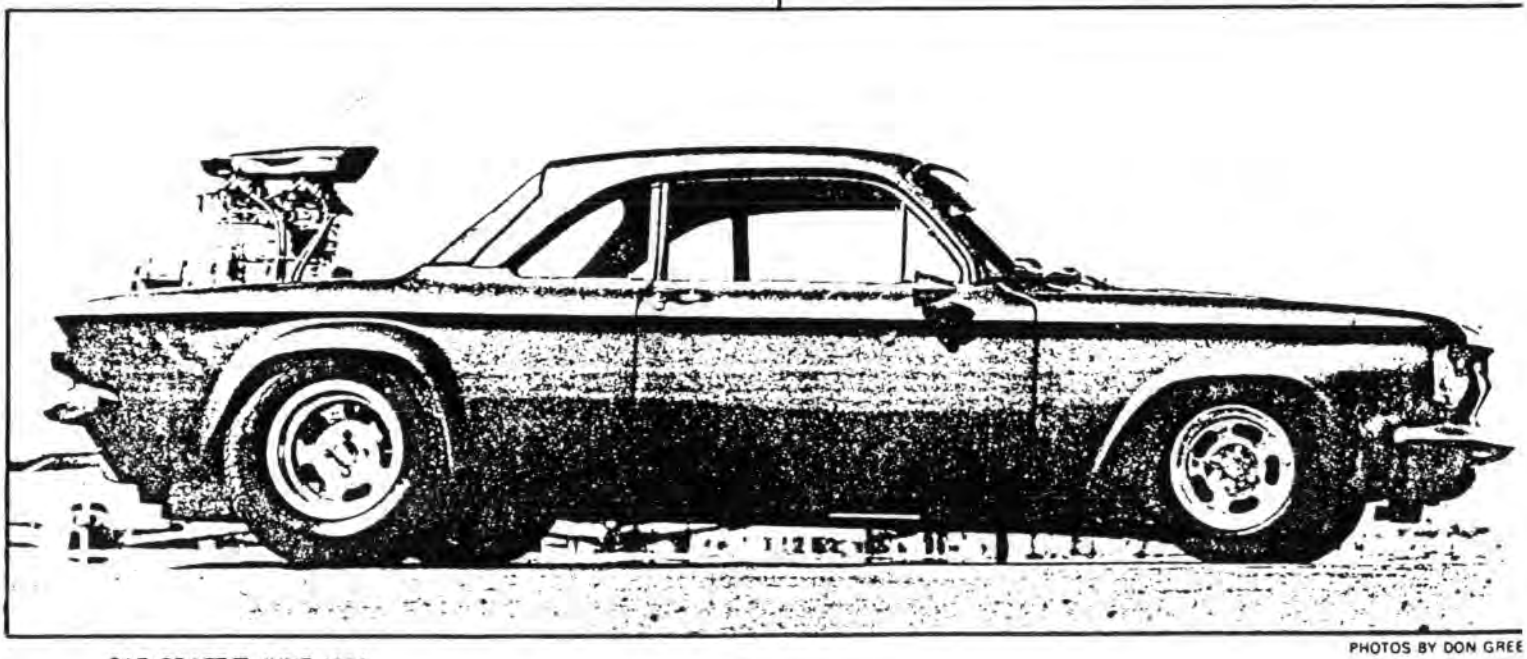
Date: Friday, January 20, 1995
Time: 7:00 PM
Place: Morrison's Cafeteria on Hwy 31, North of the Library.



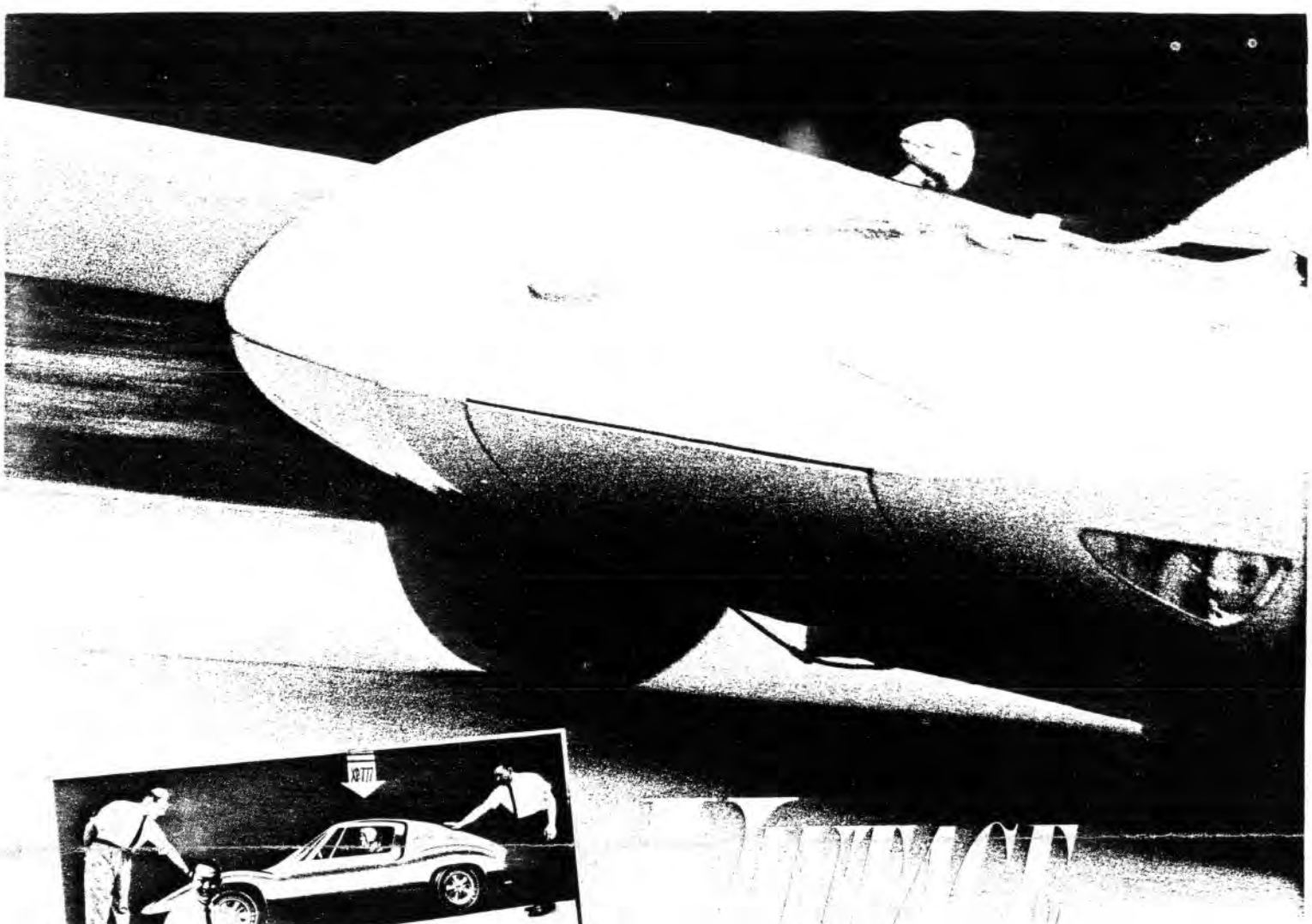


Kicked Out?

For some reason unknown to me we have once again lost the use of the room in the Hoover Library, so we must search for a place to hold our meetings. Please keep this in mind and let's have some suggestions at the meeting at Morrison's.



PHOTOS BY DON GREE

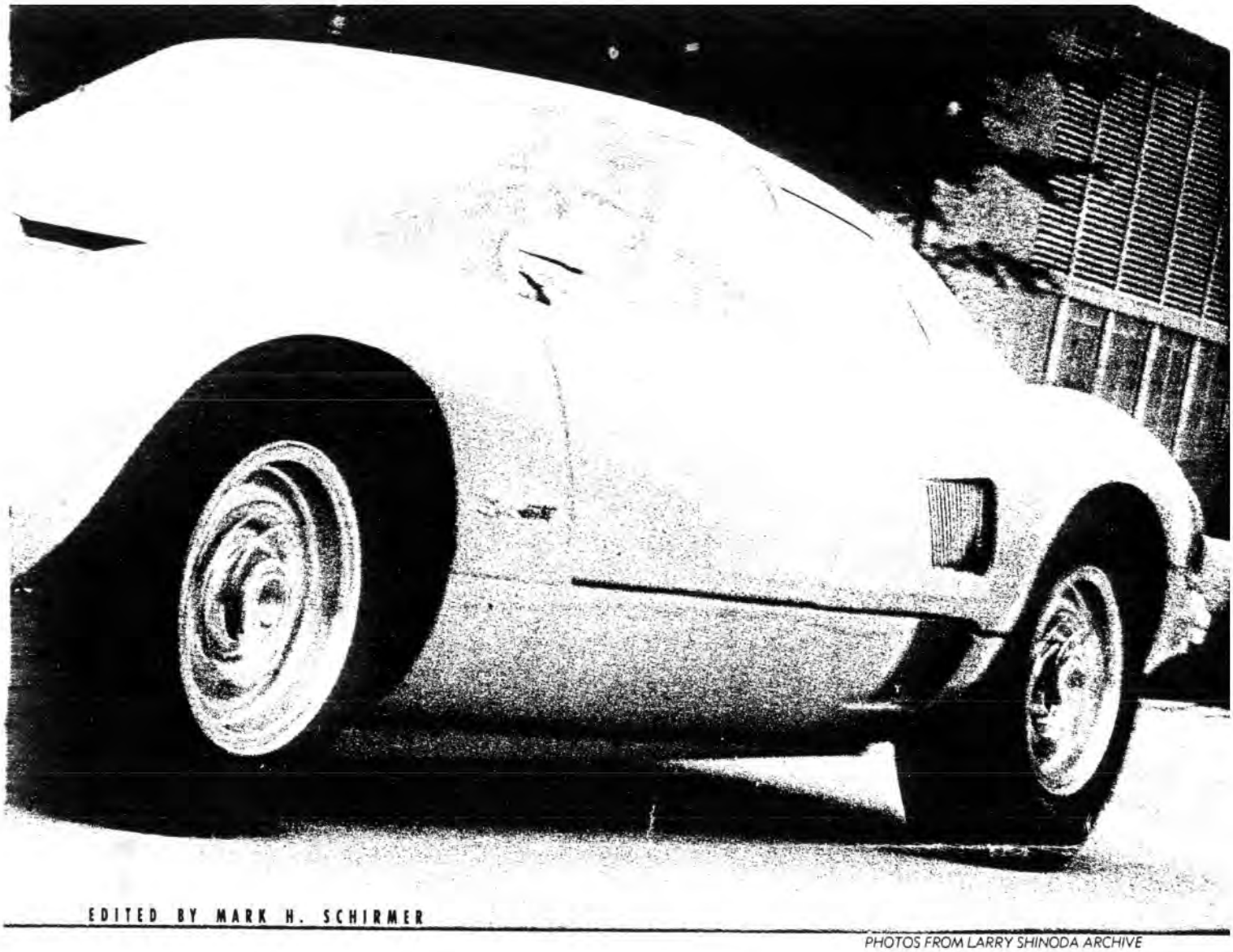


Top: Tony Lapine (left), Larry Shinoda, and their original Monza sketch. Early on, their boss, styling chief Bill Mitchell, was not entirely pleased. "That thing looks like a potato," he reportedly said. Middle: Shinoda and the clay mock-up. Bottom: The finished project, the Corvair Monza GT.

CORVAIR MONZA GT

The best sports car GM never made. Welcome to 1962.

BY ROBERT CUMBERFORD



EDITED BY MARK H. SCHIRMER

PHOTOS FROM LARRY SHINODA ARCHIVE

Oceanside, California—

Mid-engined sports cars were in the air in the early Sixties. Ford had its Mustang I show car and the racing GT40s, and American Motors made two or three AMXs, but only GM had the hardware necessary to make an all-American mid-engined car a production-line, commercial reality. People dreamed of mid-engined Corvettes to counter the Fords, but Chevrolet had no readily available pieces and virtually no inclination to make such cars. What *was* possible without much investment or difficulty was a mid-engined Corvair-based sports car, and not surprisingly, one was done very early in the life of the ill-fated compact.

As it turned out, the Corvair Monza GT was the cheapest show car GM ever built. Done quickly and easily by Chevrolet engineering and GM Styling (now called GM Design), the little sportster was seen at auto shows and racetracks, and it really did seem at the time as though there would be production follow-through. A lovely convertible version of the same basic design was done, called the Monza SS, and it showed up in a *Time* magazine article on Detroit design. But nothing ever came of the project. That was a bitter disappointment to those who worked on it and to the thousands of enthusiasts who could imagine themselves driving an all-American car with almost-racing-car specifications.

If the Monza GT did not fulfill the desires of attentive Americans, it had tremendous influence on other cars. Its nose graced the first Chaparral 2D racing cars, and its canopy shape showed up on Chaparrals that competed in championship races in Europe. Above all, its louvered rear window was picked up by Giorgetto Giugiaro for his Lamborghini Miura and the later Carabo Alfa Romeo, both done for Bertone.

Frank Winchell's research and development group at Chevrolet engineering built the chassis to fit a drawing provided by Larry Shinoda and Tony Lapine.

To the amazement of everyone involved (save perhaps Winchell, who expected everything to go right all the time), when the chassis arrived from Chevrolet, the body slipped on immediately and perfectly, without need for even the least adjustment. According to Shinoda, the fiberglass moldings were extremely thick and heavy, far heavier than they would have been for a fully tooled production body. The thick sections gave a flawless surface, important for a show car, and more than thirty years later, the skin is still unwaveringly straight.

The Monza GT began as one of many design exercises in Studio X, a room in the GM Design building where the "toy" cars were done. The studio's first venue was a suite of unused offices above the executive garage that connects the administration building with the long

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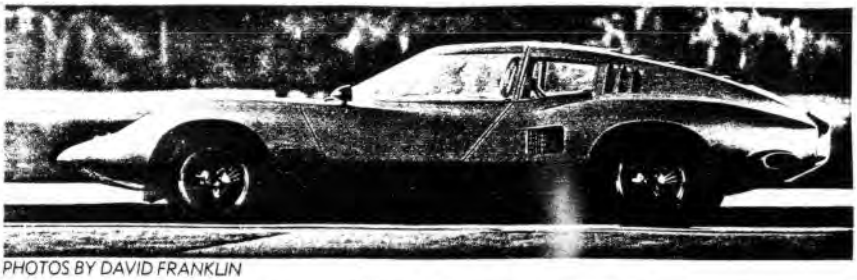
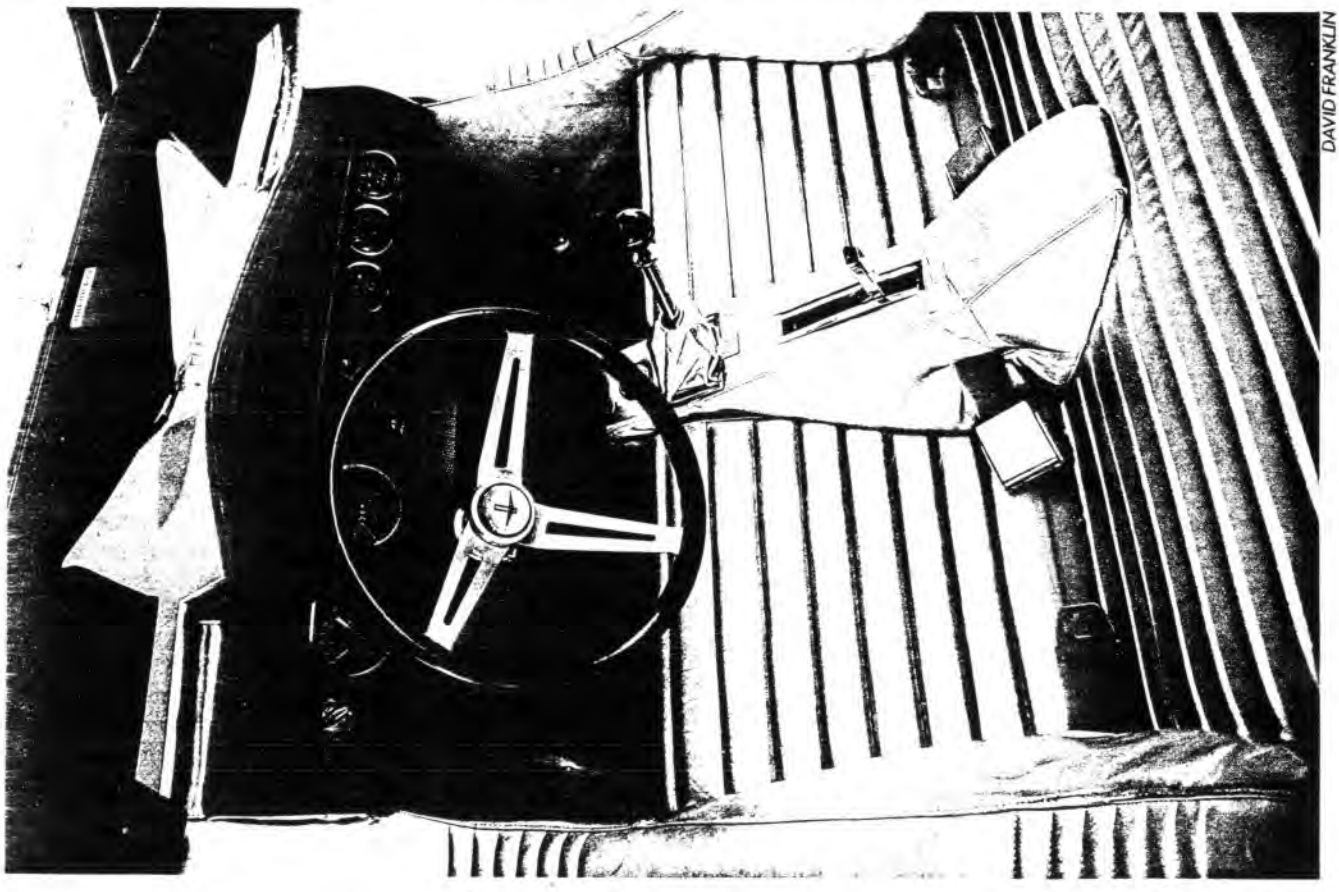


PHOTOS BY DAVID FRANKLIN

Above: Based loosely on the Corvair, the mid-engined, rear-wheel-drive Corvair Monza GT was sleek and low and the cheapest show car GM has ever produced. The headlight covers open and close like clamshells. Below: The interior, with its metal floor, is simple and austere. There are few soft trim pieces. A removable steering wheel aids entry and egress. The seats are narrow and stationary; the pedals are adjustable.



DAVID FRANKLIN

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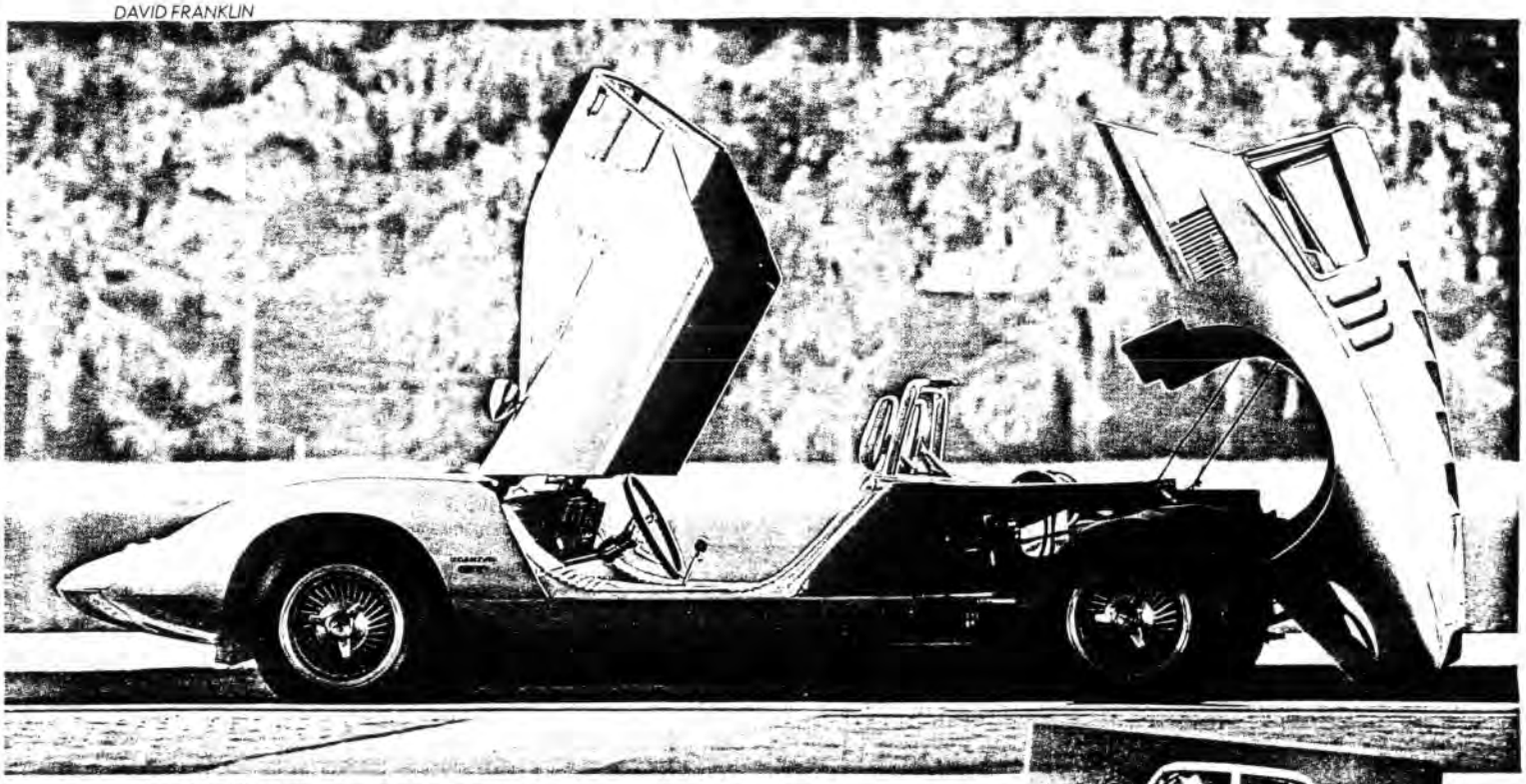

Above: The hinged canopy was popular but not practical. Right: Shinoda and Lapine were so taken with their creation that they immortalized it on a Christmas card. The boss was not amused.

CORVAIR MONZA GT

studio-and-shop structure that is the heart of GM Design. In 1956, Tony Lapine and I were told to go there and design the next Corvette (a design that, in the end, didn't come out for several years). Since there wasn't even a room number, we had a photostat made with the fanciful name, and it stuck for the next three decades. Eventually relegated to the basement of the shop building, Studio X was where the split-window Corvette was created; where 1958–77 styling chief Bill Mitchell's personal cars, like the Sting Ray racing car, were done; and where Larry Shinoda and Tony Lapine enjoyed one of the best situations in the world of car design.

Their initial version of the Monza had the layout and proportions of the final car. The two designers liked it, a lot, even having their Christmas card photo taken in the seating buck they had constructed, but it wasn't what Mitchell wanted to see. As Lapine reports, he said: "You have nothing! That thing looks like a potato. I'll show you how to fix it." And he did, mandating sharp-edged fender and roof-edge lines that are so much a part of the car's character. An interesting detail, created by Shinoda, is the line that marks the maximum width of the car at each station, seen above the door joint line.

I was able to drive the car briefly at the General Motors Technical Center on a rainy fall day. It was brought from Design Staff's storage garage by Mike Erdodi, who, at twenty-three, was much younger than the car. Certain details—such as the chrome strips around the windows and the shiny, metallic-finish leather—betray the car's early Sixties origin, but the ensemble is impressively modern. The tires, Goodyear Blue Streak Sports Car Specials (4.75 by 7.30-13 front, 5.25 by 8.10-13 rear), seem about right for a modern road car, although they were thought to be extremely wide at the time the car was made. Indicative of its semi-racing-car character was the marked negative camber of all four wheels.

Sliding across the wide sills into the reclined, body-hugging seats, one is struck by the relative austerity of the interior. The floor is diamond-patterned textured metal; there is little soft trim. Lowering the hinged canopy with its wavy plexiglass windshield, you are in a cockpit that recalls the feel of a home-

Sliding across the wide sills into the reclined, body-hugging seats, one is struck by the relative austerity of the interior.

built experimental airplane. There are lap belts only, unusual in that the buckle end moves outward from the center.

The steering wheel is offset about an inch and a half from the center line of the seat, and the pedals are offset still more toward the center of the car, to allow the front wheels plenty of room for a good turning circle. Instruments include an electric 6000-rpm tachometer operating in a quarter-circle arc. A yellow zone begins at 5000 rpm, the red section at 5400. There is a 160-mph speedometer with an odometer that read 4617 miles when I climbed in. Oil pressure, fuel level, and cylinder-head temperature gauges complete the panel.

Turning the key, placed to the left of the steering column, brings the flat-six engine to life with alacrity. It's quite loud but very sporty in its sound. A certain amount of valve-gear clatter keeps it from being mistaken for a Porsche, but the exhaust beat is similar. The clutch action is straightforward, and the car moves off smartly, thanks to its excellent weight distribution for maximum acceleration. Which I was definitely not seeking, not in a one-off as precious as this one, not in the wet.

Even at moderate speeds, the Monza GT feels like a clapped-out racing car. It lacks insulation and soundproofing, and there is a lot of banging and rattling from the bodywork, but that doesn't keep it from being a very nice car to drive. I liked the way it turned in to corners, and even the drum brakes worked well, although they lack the bite we've come to expect from discs. It's quite comfortable, too. You can buy a great number of cars today—including some from Germany—that have markedly less agreeable ride qualities. The old plastic windshield is no longer perfectly clear, but laminated safety glass would have handled that if the car had been developed.

I regret that it was not, because this is a real watershed design, a shape and concept that pleased when it was first proposed and that pleases now. Recalling the car on the track at the 1987 Monterey Historic Automobile Races, where Chevrolet was the honored make, I was astonished by its modernity and visual appeal, the excitement it embodied in motion. It was driven by Larry Shinoda, who was accompanied by his wife, Joyce. Despite the lack of ventilation, both of them had big smiles on their faces. That's understandable for the designer, but why would his not-very-car-oriented wife be so happy? "Because," she responded to my question, "it's a *very* nice car." Which says it all.

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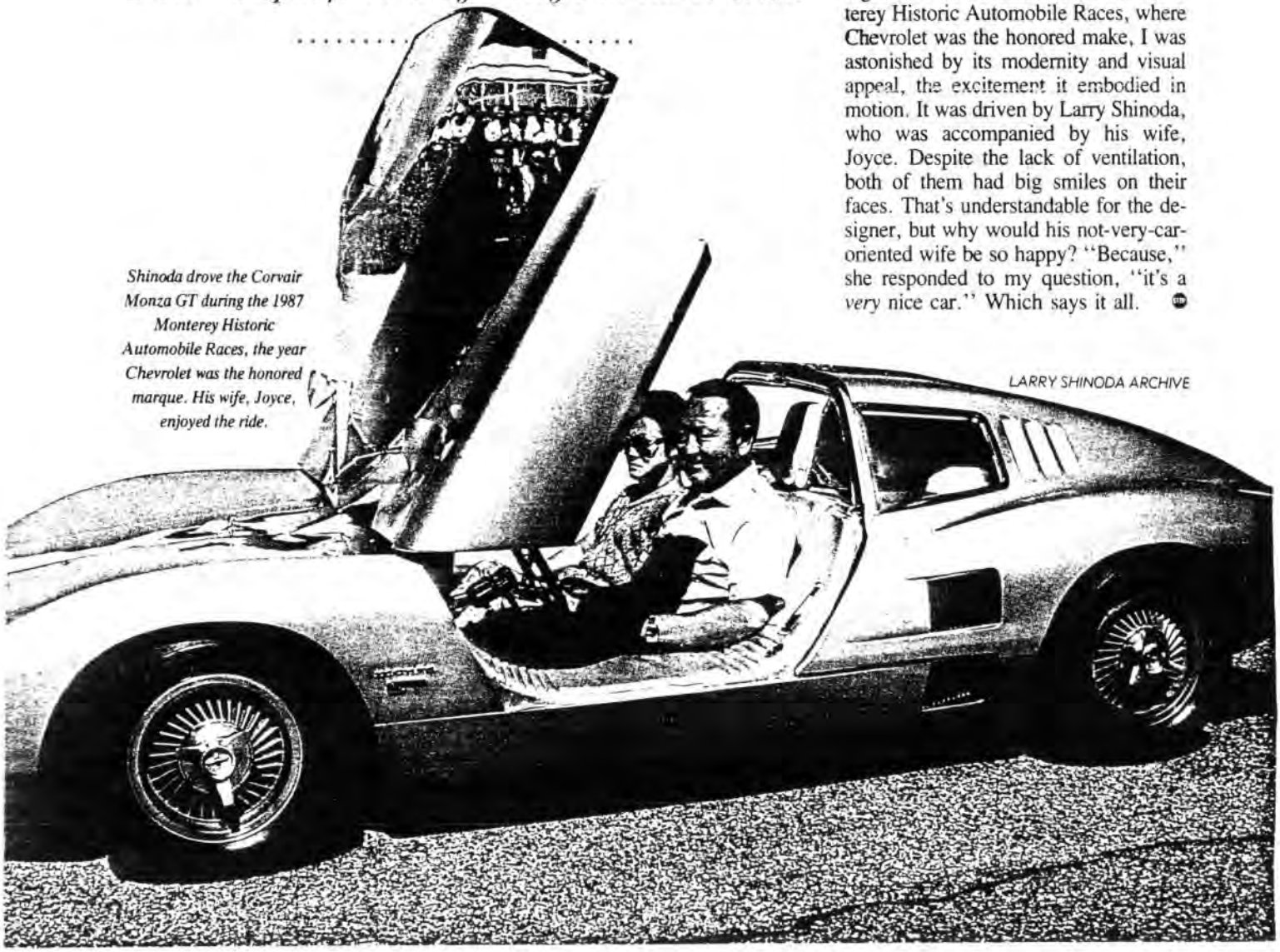
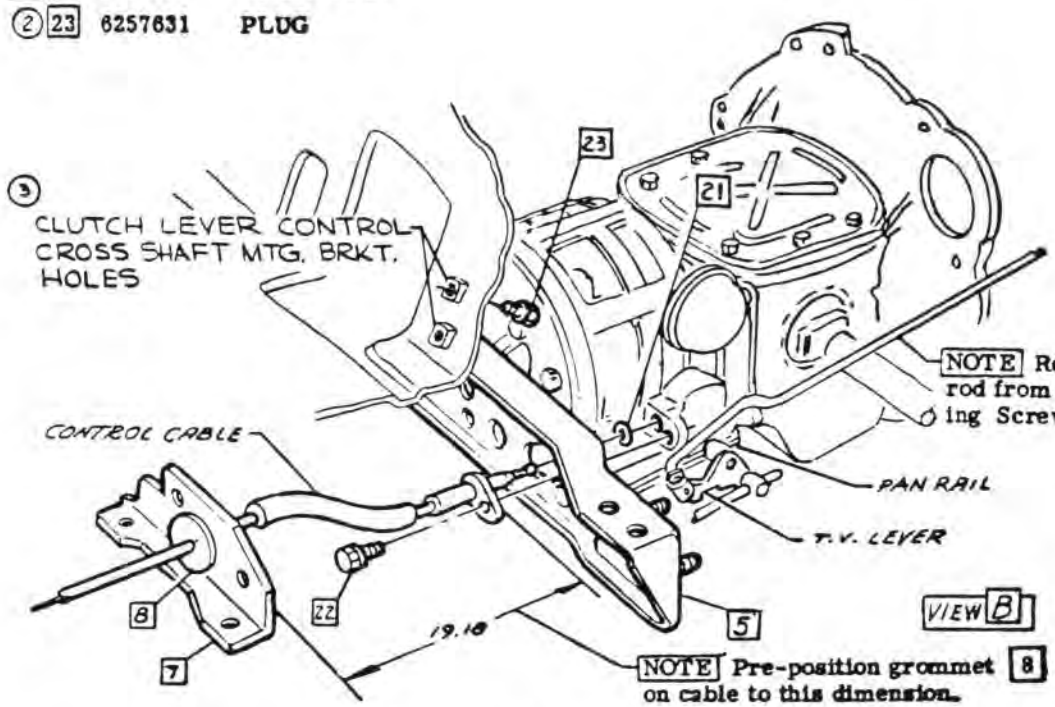


Shinoda drove the Corvair Monza GT during the 1987 Monterey Historic Automobile Races, the year Chevrolet was the honored marque. His wife, Joyce, enjoyed the ride.

LARRY SHINODA ARCHIVE

	21	6257924	SEAL "O" RING
4	22	9409107	SCREW ASM
2	23	6257631	PLUG



CONTROL CABLE INSTALLATION PROCEDURE

1. Assemble Shift Lever & Bracket to instrument cluster asm. & install to vehicle. (See UPC 12 for cluster installation.)
2. Pre-position Plate 7 & Grommet 8 to cable prior to installing on vehicle. (See View "B").
3. (1) Poke front end of cable up into passenger compartment & attach to lever bracket. Secure cable with Clip 10 at dash panel and with Clip 1 at 3-speed hole Cover Plate 3 . Route cable along with main body wiring harness to rear of tunnel.
4. Place Transmission Control Lever in "DRIVE"
5. Dip "O" Ring 21 into lubriplate before placing on cable and installing into transmission.
6. Rotate T.V. lever on transmission counter-clockwise until T.V. spring is bottomed. Insert control cable into transmission. Hold flange of control cable firmly in place against transmission case while torquing Screw 22 . The T.V. lever will rotate clockwise until notch on lever at cross shaft rod hole will be parallel to transmission pan rail. This is a visual check to insure proper installation. To double check this, a light hand pressure should be applied to T.V. lever in a counter-clockwise direction.
7. Drive the grommet plate attaching Screws 9 & pull cable through grommet until white tape or paint mark is visible outside grommet.
8. Drive closed Clip 4 in kick-up area.

4 _____
4 _____
4 _____
4 38-50 LBS. IN

CHEVROLET MOTOR DIVISION, GMC	UPC	DATE	SYM	REVISION RECORD	AUTH.	DR	CK
AUTO. TRANS-CONTROL CABLE ROUTING & INSTALLATION	M35	7-27-64	1	CLIP 10 WAS CLIP 1	64597	RM	DF
		9-28-64	2	ITEM 23 ADDED	15897	RM	
			3	"HOLE" REF. ADDED			DF
10100-500	REF. 6. 7. SHEET						
DWG APPL-2-25 RFM REF: Prel. 6 L- 73627 L-							
DATE REL 2-25 L- L- L-							

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

Car experts of all ages find it fascinating
CORVAIR by Chevrolet

In just about every automotive magazine published,
the '65 Corvair has been praised to the sky. You really ought to try one.

They've written about Corvair's styling, its ride, its room and its power. And not a bad notice in the lot.

These automotive experts, you see, not only examine every styling detail of all the new cars, but road test most of them as well. Which is what we hope you'll do with the Corvair at your Chevrolet dealer's.

We want you to see how much more sizzle Monzas have with the new 140-hp engine you can order.

We want you to see how on tight corners Corvair holds its own with anything else on the road.

We want you to see how having that engine in the rear makes for precise and easy handling.

We want you to see how Corvair's new sports-car-type 4-wheel independent suspension gives you a smooth ride that won't mush down on bumps or when you come to a quick stop.

We want you to see the Monza's contoured bucket seats up close, its rakish instrument panel and the many custom touches you can add.

We want you to see what the automotive experts see in the '65 Corvair. Your Chevrolet dealer will be glad to show you. . . . Chevrolet Division of General Motors, Detroit, Michigan.

CHEVROLET

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

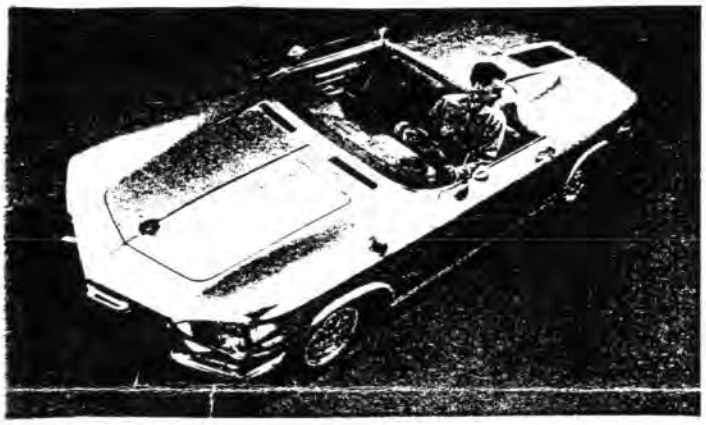
President: Jon Keeton
VP/Membership: Juanita Hathaway
VP/Activities: Jerry Smith
Secretary: Carol Keller
Treasurer: Sara Smith
Newsletter: Mike Donley
Hospitality: Buck and Jewel Hinkle

THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Next Meeting

Date: February 17-19, 1995
Place: Corvair Lover's Weekend
Navarre Beach Holiday Inn



January Minutes

The January meeting was held January 20 at Morrison's Cafeteria in Vestavia. Our newly elected president for 1995, Harold Hartline, called the meeting to order. The Treasurer's report showed an ending balance of $360.19 for 1994. The club membership dues will remain $15.00 annually, as decided. As Jan Trotter will be unable to serve as secretary for 1995, George Miljus agreed to take over the position.

New Business:

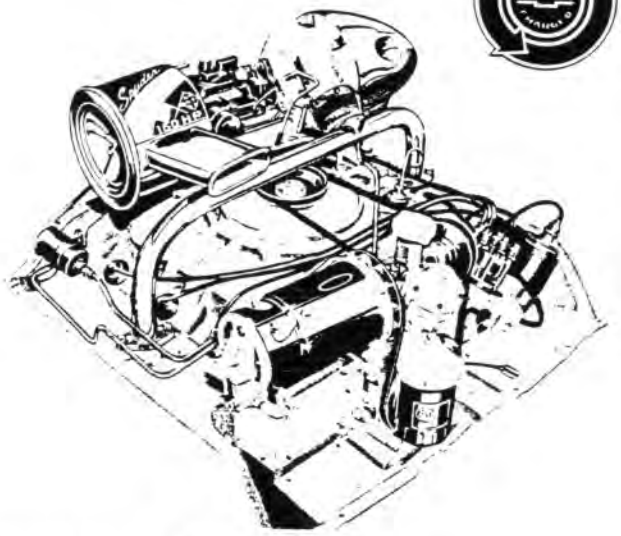
The Vestavia Library was suggested as a monthly meeting place for the Spring until the Hoover Library is available again in June or July. Carol Keller will call Morrison's for the March meeting if the Vestavia Library is not available. The February meeting will be held at the Corvair Lover's Weekend at Navarre Beach in Florida.

Sheila Ranelli volunteerd to initiate renovation at Cheaha. It was suggested that a lobby in Montgomery would produce interest and possible funding for Cheaha.

Events and activities were suggested for 1995. Among these were several cruise-ins, such as one at the Dairy Queen in Alabaster(first Saturday of each month). There are also cruise-ins on the 2nd ant 3rd Saturdays in Roebuck and Trussville, respectively.

Also, fourteen members attended the outing in Pigeon Forge on January 13-15. One hundred and sixty-one Corvair owners from all over also attended.

George Miljus, Secretary



Happy Birthday

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

Pigeon Forge

Again, in January, Corvair lovers gathered at the Ramada Inn in Pigeon Forge, Tennessee. Last year, during this time, the weather was **cold** and the combination of snow and Christmas lights made for an unforgettable scene. Unfortunately, this year, the temperature was much warmer and rain replaced the snow.

On Thursday, Jan. 12, the Hartlines, Hathaways, Kellers, and Millers drove up a day early. On Friday, the Vulcan delegation was joined by the Siemens, Doughtys and Moores.

On Friday and Saturday, the ladies managed to get in several hours of power shopping. The return trip required some very careful packing in order to bring everything home. In fact, Bob and Wilma Siemens hauled a load of packages back for some of the shoppers. I know the local shops like it when our ladies come to town.

The gathering was not a car show, but, like last year, was just a friendly gathering of Corvair folks. There were a few Covairs present but they didn't get a lot of attention. The emphasis was on the fellowship, food and shopping. Everyone had a great time.

We are looking forward to Navarre and hope to see "Vulcan" well represented. See you in the "Dome."

Owen Miller

If anyone is interested in the club T-shirts, please call Sheila Ranelli at home at 205-798-3787

Dennis Bowman 1975 North Pacific Division Champion

Dues Are Due

Annual dues are now payable. The fee of $15.00 is a family membership and includes the cost of a full year of this great newsletter. Please pay at the meeting or send a check to John Hathaway, 812 Castlewood Ave, Birmingham, AL 35206.

Cars For Sale

1962 8 Door Van
Extremely large project,
Extremely low price.
Grant Snead
4427 Ridgewood Rd E
Tuscaloosa AL 35404
205-553-4210

A TYPICAL DAY

Just a line to say I'm living,
that I am not among the dead:
Though I'm getting more forgetful,
And more mixed up in the head.
At times I can't remember,
When standing by the stair,
If I must go up for something
Or have I just come down from there.
Sometimes when it is dark outside,
With my nightcap on my head.
I don't know if I'm retiring,
Or just getting out of bed.
And before the frig real often,
My poor mind is filled with doubt,
Have I just put food away,
Or Have I come to take it out.
So if it's my turn to write you,
There's no need in getting sore;
I thought I had written twice,
And I did not want to be a bore.
PLEASE, remember that I Love You,
And I wish that you were here;
Now it's nearly mail time,
So I must say "good-bye my dear".
Here I stand besides the mail box,
With my face so very red,
Instead of mailing you my letter,
I **HAVE OPENED IT instead!**

STICKER SHOCK

Bought a new car lately? I have. Boy, have I. My wife and I each bought a new one in '94. I guess that's what we get for buying our last ones at the same time - they both wore out at the same time. When I bought my Beretta in '88, it was the most expensive car I had ever owned. It took a long time to talk myself into paying that much - about $12,000. The car turned out to be a good one, with 228,000 trouble free miles when I parked it. So, when it came time for a new one, I decided I might spend a little more. After all, I've been out of school for a while, my income is up over what it was 8 years ago, so I might as well treat myself. So I decided to increase my price range by, say, 50%, to $18,000. Know what I found was available for that price? A new version of the same car! What a let down! So, I decided instead to go for something more practical, and ended up with a new Sanoma pickup. And there's a reason I bought a new one.

I started looking for a good used pickup, something 2 or 3 years old for around $9K, with maybe 30 or 40 thousand miles on it. Yea, right. The only pickups I could find in that price range had over 100,000 miles on them! So, when I got a chance to buy a new one for $11K, I jumped at it. What does this have to do with Corvairs? Read on!

I recently read in a reputable publication that the average new car now costs a little over $23,000! This, coupled with the modern practice of building disposable automobiles (seen many 10-15 year old Honda's on the road lately?) has led to the current state of the used car market. This is how it works: New cars depreciate, everyone knows that. But they don't depreciate by percentage. Most people are used to a car being mostly worn out at 100,000 miles, so when the car still runs as good as new, they think it will go on forever and charge like it would. Unfortunately, this is not usually the case. Modern designs perform flawlessly, up to a point. Then failure occurs. Once this happens, most people are in for a rude awakening. These modern designs function so well because they are not rebuildable, they must be replaced. Thus, when a new car gets worn out, it will cost more to repair than the car will ever be worth. So what's a car buyer to do? I think you know the answer - drive a Corvair!

A more skeptical person might ask how a 30 year old Chevy can compare with a new model. After all, Chevrolet has used those 30 years to refine their Engineering and Manufacturing techniques. They are smoother, quieter, more fuel efficient, less polluting, have fewer breakdowns, and require less maintenance than the cars of 30 years ago. So how does a Corvair stack up? Well, almost everything you can get in a new car can be had in a Corvair for a lot less money.

Let's consider a new car wish list. Want dependability? We all know how dependable a good Corvair is. I seem to recall that the engines were designed for 100,000 miles - by early '60's standards, when the highway system was a far cry from the interstate system we have today. Want a smoother, quieter car? The current aftermarket has several offerings in the way of new sound deadening materials. I'm not sure how well they work, but would certainly be worth a try. Want a high tech, low maintenance engine? I just read that Clark's will soon have a fuel injection system available, and you can already buy electronic ignitions that eliminate points. Also, the modern multivalve engines require valve adjustments at regular intervals (for an appropriate fee, of course!), while the Corvair has good old pushrods; perhaps a little less efficient, but set 'em and forget 'em! Want low emissions? How many of you read the latest Communique? It was reported that a '69 model with a functioning air pump actually met 1993 standards! (And we always thought those pumps didn't do anything!)

But of course, how much will all of this cost? I must admit I'm not sure, but I do believe it can all come together for less than $10,000. Or, about the same as the cheapest new car you can buy without air conditioning; or less than half the cost of the car you last rented at the airport. I'm not talking a prefect, original show car, but a perfectly serviceable daily driver, perhaps upgraded to modern standards in certain areas. You know what I mean - start with a body that has Fred Flintstone type brakes, weld in some new floors, and take it from there.

Of course, there are drawbacks to driving a Corvair. For one, parts are expensive, right? Kind of reminds me of when the turn signal went out on my '88 Beretta. The part cost $93, and the total bill came to $130. I was curious, so I looked in the Clark's catalog, then I was depressed; I could have replaced the turn signal switch on my Spyder myself in about 3 minutes for around 15 bucks! And, of course, the main drawback to Corvair ownership is the climate control systems. The heaters and defrosters never worked anywhere near as well as on the '90's models. But this isn't all bad. Just reminds me of a conversation from the sixties. A Ford executive asked an exec from Jaguar why they don't put decent heaters in their cars. To which the Jaguar exec replied, with typical British style, "Why don't you dress for the weatha?"!

Besides, for all their modern wizardry, the Corvair has several characteristics that new cars can't touch. And these deal with the pure joy of driving. To me, the new cars are so good they've refined all of the fun right out of them. Have you tried to drive with the windows down on a beautiful fall or spring day? I have. The best luck I had was to roll down the window, then roll it back up and duplicate the temperature with the climate control system! (In other words, no ventilation!) Tried to experience the mechanical wonders of the transmission, feeling the clutch and gears during shifts? Can't do it; hydraulic clutches and cable shifters saw to that. And of course, have you ever rolled down the window of a new car in a parking deck just to listen to the beautiful tones of the engine? Need I say more?

After all, old cars are a lot like life. Never perfect, and some days are better than others. Some days are downright awful. But then there are times that make you realize God is in His heaven and all is right with the world. Days that make you want to throw back the top, turn off the radio, and take a deep breath of life! A sky of purest blue, spring flowers in full bloom, and the soft rumble of an awakened tiger just begging you to turn it loose and let it run!

So, when it comes time for your next new car, where would you rather spend your money? A new average car for $23,000, or a brand new Corvair for less than 10? Seems like an easy choice, to me. Because, after 30 years, the Corvair is still what it was originally meant to be: a competent import fighter with distinctive styling, good power, incredibly fun to drive, and even in the '90's, an incredible bargain!

Just remember this: Beauty is in the eye of the beholder. And when you drive a Corvair, you'll learn just how many beholders there are out there.

Phil Hartline
Feb. 1, 1995

SELL CORVAIR FEATURES TO SCORE A BULL'S-EYE

Corvair features that go over big with foreign-car owners are the features that their little imported jobs don't have.

The biggest complaints the foreign-car owners have against their present cars are these:

> Lack of room and comfort—poor service—scarcity of parts.

And it's right here that Corvair scores a bull's-eye.

Foreign-car owners want more room. Corvair gives them more—more head room, more shoulder room and more hip room than any of the most popular foreign imports.

Corvair's virtually flat floor means plenty of leg room for the middle passenger, too, a feature many foreign cars, including some with rear engines, do not have.

And the smooth, even ride of Corvair's four-wheel independent suspension surpasses by far the choppy, rocking motion so frequently found in stubby foreign models.

Corvair outdoes the major foreign cars in luggage space, too. In its handy front compartment alone, Corvair boasts more room than most imports have. And you can throw in the rear seat space as a bonus.

Poor Service for Imports

Foreign-car owners want better service. Service facilities for the foreign models are often inadequate and inconvenient. Most service work has to be done by the import dealer. And there's the difficulty.

The six most popular foreign cars, excluding those imported by American manufacturers, average only 630 dealerships each in the entire United States.

Compare this with the 7,000 Chevrolet dealerships that provide convenient, reliable service for Corvair owners wherever they travel.

One national automotive magazine has this to say about the foreign-car service problem:

> "If anything is to strangle imported car sales in the U.S., it may well be a combination of costly repair bills and inadequate service facilities."

The "costly repair bills" are often boosted higher because parts for the imports are expensive, too. With the source of supply so far away, and with limited production facilities in European plants, parts are scarce for many of the foreign makes. So the price is high.

Import Dealer Reports

One Milwaukee import dealer reported that, "Prices for our import parts run three times as high as for the same part for our domestic cars."

Here are a couple of examples of what he means: A carburetor for the Corvair costs around $22.75. But a carburetor for one of the most popular imports can run as high as $56.50.

A Corvair fuel pump costs only $8.75. But a fuel pump for one of the imports sells for $32.40.

Added to the high prices import owners must pay for parts is the inconvenience of waiting for the parts to arrive. An import dealer in New York says: "We sometimes have to wait weeks for a small, fast-moving part."

The foreign-car owner will be happy to learn that when Corvair needs service, there's always a Chevrolet dealership with an expert service crew and low-cost parts, just around the next corner.

Besides roominess, service and low-cost parts, Corvair offers the foreign-car owner more for his money where his import model gives him less in still another way, too.

Because the foreign car is imported from abroad, the import buyer here in the United States must pay the extra costs of shipping the car across the ocean, plus the import duty, and assorted other transportation costs.

Expensive "Extras"

On an average import, the transatlantic trip adds from $175 to $200 in freight charges, over $100 in import duty, and, of course, the 10-per cent U.S. federal excise tax is tacked on as well.

The same import sells for $430 less in Germany or France than it does here in the U.S., which means that for this portion of the price he pays, the foreign-car buyer in the U.S. isn't buying automobile at all. He's just paying traveling expenses.

The foreign-car owner who switches to Corvair gets all car for his money, and it's the kind of car he wants, designed especially for him. And the Corvair will appeal to the owners of Larks and Ramblers, too. They're all part of the big target market for Corvair.

So get out those prospect cards on foreign-car, Lark and Rambler owners. Zero in on that target for Corvair. You'll find that when you aim your Corvair selling at this target you'll score with more Corvair sales.

Aim your selling at your best prospects

PRINTED IN U.S.A. MAY, 1960 CHEVROLET MOTOR DIVISION GENERAL MOTORS CORP. DETROIT 2, MICH.

TARGET for CORVAIR...

...the car designed for a special market

A special target calls for a special approach.

If we're aiming at a mile-square area in mid-Atlantic, we blast off an Atlas missile. But if the target is a metal duck in a shooting gallery, a pistol will do the trick. And we naturally wouldn't try the pistol on the missile range, nor the missile in the shooting gallery.

But, in selling cars, it's not so easy to always see exactly the right target to aim at. Yet, it's mighty important that you hit the right sales target with the right sales product if you want to score.

So you've got to ask yourself: "Which is the right target to aim at?"

The right sales target is your best group of prospects. And the right product is a car designed especially for those prospects.

Designed to Score a Hit

As Chevrolet salesmen, you've got the product: the compact Corvair, designed to score a hit with one particular group of prospects.

So aim your Corvair selling at these prospects, your target for Corvair—the 1,440,000 owners of imported foreign cars.

These are the type of owners Chevrolet had in mind when they designed the Corvair. These are some of the people most likely to buy a Corvair.

If you aim your Corvair selling at just any car-buying prospect, a lot of your selling effort will be wasted on people who are

But the closer you zero in on the real Corvair target, the better it looks. For example, **a recent magazine survey showed that 45 per cent of the owners of the 10 most popular foreign makes do not intend to buy an imported car next time they buy.**

Dissatisfied with Imports

Many foreign-car owners have become dissatisfied with their little imported jobs. They've found them lacking in room and comfort, and too noisy for enjoyable driving. And the underpowered foreign-car engine, often overworked trying to keep up with American traffic, requires frequent tune-ups, even major engine work.

So, many a foreign-car owner is anxious to trade his little import on a real American compact car. And you've got the car they want: the compact Corvair.

But, besides aiming your Corvair selling at the right prospects, you've got to use the right sales techniques in order to score a bull's-eye.

The foreign-car salesman has found that, **to sell to a foreign-car owner, you've got to sell product all the way.**

What does the foreign-car owner want in a car?

To begin with, here's what foreign-car owners say they like most about their present cars:

Gas economy—easy handling—easy parking
—quality workmanship—low initial cost.

Some of these were comparative advantages before Corvair came on the scene. But today, economical Corvair meets the

First of all, in terms of gas economy, the majority of Corvair owners are now reporting excellent mileage. Many testimonial letters show mileage in the mid and high twenties. And in the Mobilgas Economy Run, a Corvair with automatic transmission averaged 27.03 mpg in over 2,000 tough-driving miles.

On the other hand, although they won't often admit it, many foreign-car owners are disappointed at the mileage they get from their small imports. Because of the type of driving done in the U.S., foreign-car manufacturers' promises of extraordinary gas economy have not, in many cases, come true for U.S. owners.

Added Advantages

As for easy handling and parking, Corvair is only slightly longer than most foreign cars and fits almost any parking space the foreign car will. And with the engine in the rear, it handles more easily than many of the lightest imports.

When it comes to quality workmanship, the Corvair speaks for itself. Whereas, production figures have proved that the old idea that European autos are carefully hand-crafted by a small number of artisans on a car-a-week schedule is a myth.

Now, what about price? The price competition of foreign cars was hard to beat in past years. But now, Corvair wears a price tag close enough to the imports to start plenty of these owners thinking.

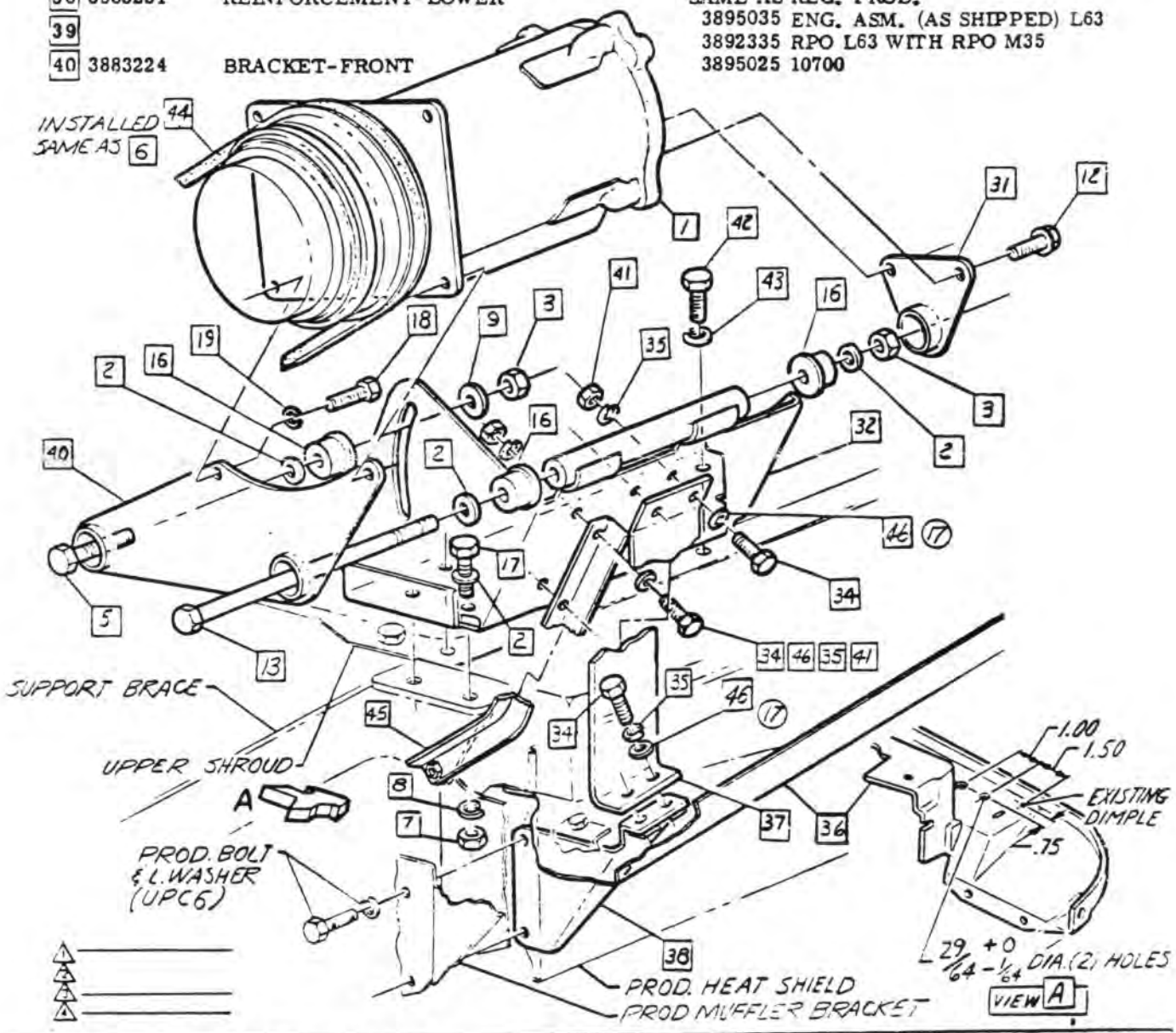
And they'll think seriously about Corvair when they find out that it gives them everything their present

ASSEMBLY INSTRUCTIONS

3878200 CORVAIR 10000 SERIES

	31	3883226	BRACKET-REAR		
	32	3883228	SUPPORT ASM.		
(6)	33				
3	34	120229	BOLT		
	35	103320	L. WASHER		
	36	3878576	SHIELD ASM.-R. H.		
	37	3883230	REINFORCEMENT-UPPER		
	38	3883231	REINFORCEMENT-LOWER		
	39				
	40	3883224	BRACKET-FRONT		
5	41	120376	NUT		
3	42	120233	BOLT		
	43	120382	L. WASHER		
	44	3848254	BELT		
	45	3891536	REINFORCEMENT		
	46	9418304	WASHER		

THE FOLLOWING PARTS ARE INSTALLED SAME AS REG. PROD.
3895035 ENG. ASM. (AS SHIPPED) L63
3892335 RPO L63 WITH RPO M35
3895025 10700



CHEV. DIST. MOTOR DIV. GEN. GMC	UPC	DATE SYM	REVISION RECORD
AIR CONDITIONING-COMPRESSOR MOUNTING.	C64		
10700 & RPO L63	Ref. C1. C2		
REL. 5-1	SHEET		

RICHARD & SANDY STOLZMANN
376 BURGESS DRIVE
SPRINGVILLE, AL 35146

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

Motor Trend Award: Corvair by Chevrolet named "Car of the Year"! No other car even came close.

The editors of the world's largest general automotive magazine were unanimous in voting Corvair "the most significant car of 1960." Why? "For engineering advancement"... "four-wheel independent suspension totally unlike any other U.S.-built car"... a rear engine and transaxle "allowing a flatter floor and lower roofline." These are a few of the reasons given by the experts in announcing the industry's most coveted award in Motor Trend's April issue. But, unless you've personally driven a Corvair, you can't appreciate the happy combination of compact car economy and agility with big-car ride and room it all adds up to! Drop down to your dealer's... take a trial drive and judge the "Car of the Year" for yourself!

for economical transportation
corvair
by CHEVROLET

CHEVROLET DIVISION OF GENERAL MOTORS, DETROIT 2, MICHIGAN

Corvair 700 4-Door Sedan

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 Vestavia Library Building, Birmingham, AL.

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

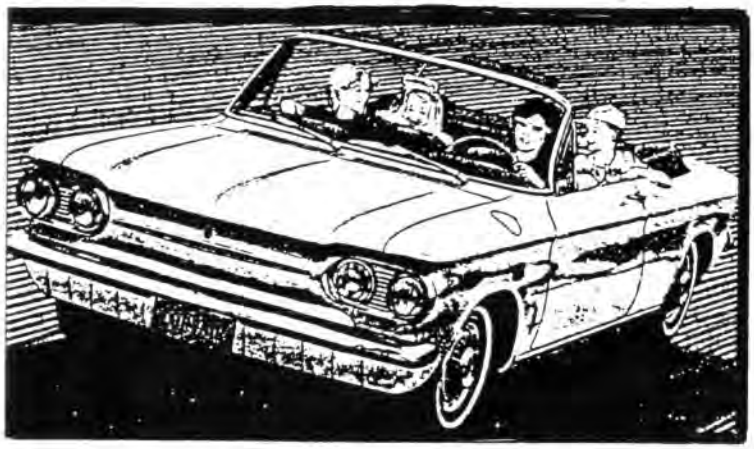
President: Harold Hartline
205-491-5253
VP/Membership: Richard Stolzmann
205-467-6444
Secretary: George Miljus
205-972-1385
Treasurer: John Hathaway
205-833-5972
Newsletter: Mike Donley
334-277-4308
Hospitality: Buck and Jewell Hinkle
205-780-0549

THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

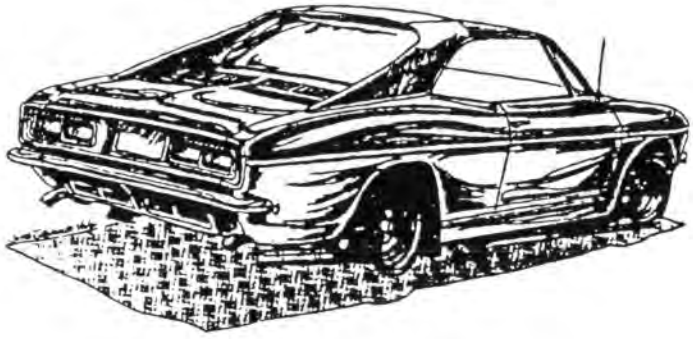
Next Meeting

Date: Friday, March 17, 1995
Time: 7:00 PM
Place: Vestavia Library



New Meeting Place

We now have a new meeting place, at least for a few months. It is the Vestavia Library. It is located four lights North of the Morrison's on Hwy 31. It is situated on the corner of Hwy 31 and Merryvale Road. You must turn left on Merryvale and then go to the back of the Library.



Future Events

VCE is trying to get a couple of car shows together for the future. We have a good possiblity for one with Dewey Barber Chevrolet in the middle of April on the 15th. I will have more information by the March meeting. We are asking that all members participate in the show. If your car is driveable, bring it, even if it is not a show car. This could be great publicity for our club especially since the show will be at a dealer with radio advertising. I am talking to a couple of other dealers and if this show is a success, we may be able to have others and get more people into our club. If you have a picture of your car that I can put in a portfolio to show the dealers, please send it to me.
The shows will be outside so don't worry about leaking oil on the showroom floor. Any ideas or suggestions are welcome.
Sarah Keeton
340 Carriage Drive
Birmingham, AL 35214
205-7098-9361

Dues are due!

Here is a list of those families who have paid their dues as of February 28, 1995. If you do not pay by the May meeting you will be dropped from the mailing list.

Terry Wilkins	John Hathaway
Dick Witkos	Joe Popinski
Owen Miller	George Miljus
Hugh White	Bob Siemens
Jerry Smith	Jon Keeton
Frank Ranelli	Harold Hartline
Mike Donley	Wayne Moore
Buck Hinkle	Grant Snead
Ed Keller	Joe Doughty

February Minutes

Since no meeting was held at Navarre Beach, there are no minutes.

Corvair Lover's Weekend

On February 18th and 19th the West Florida Corvair Club once again hosted a "Corvair Affair" at Navarre Beach Holiday Inn.

The Vulcan travelers were the Hartlines, Hathaways, Kellers, Siemens, Smiths, Keetons, Ranellis, Millers, Mike Donley and Larry Gulsby.

The weather was nice, and while I don't have any official numbers, there was a good turnout with representation from several clubs.

On Friday night the hosts put out their usual wonderful buffet. I think there were about eight crock pots of various selections as well as all manner of sandwich "fixins." If you went away hungry it was your own fault.

While there didn't seem to be as many cars in the concours as in past years, there were some nice cars which reflect the continued effort to restore and maintain the marque of Corvair.

There was, unfortunately, a down side to the festivities. Louise Hartline and John Hathaway were apparently bitten by a "24 hour flu" virus and didn't get a chance to enjoy the Saturday night Prime Rib and Seafood dinner. They did recover in time to enjoy the now-famous Sunday Brunch served by the Holiday Inn Restaurant. From my observations, I feel that VCE did its part to make sure there were no leftovers.

Also, the Vulcan ladies did get in some shopping in the area shops. They seemed reluctant to go but the nice husbands insisted that they not break training by missing the opportunity.

Once again, congratulations to the host club for again demonstrating the true meaning of "Southern Hospitality."

See you at Helen.

Owen Miller

We had a very good turnout of VCE members at the Corvair Lover's Weekend, at Navarre Beach. The weather was rainy and nasty on Friday night but cleared up nice on Saturday morning. We had a good spot to clean up cars before judging. There was a good showing of cars with 28 total and 4 from VCE. The Ranelli's got 3rd with their black '66 Corsa, and the Smiths also got 3rd for their blue/white '60 four-door.

Some of the diehard shoppers got an early start. Sheila and I were able to take orders for four club shirts. I was able to meet several people I didn't know.

There were parts vendors on the mezzanine, and Ken Hand had a nice selection of NOS parts.

Several of the ladies took a walk on the beach Saturday evening. The water was a beautiful blue-green color and the white beach was breath-taking.

If you have not made this trip, I would encourage you to do so. It is a wonderful getaway and a chance to spend time with other car enthusiasts who share your love for the Corvair.

Sarah Keeton

Happy Birthday

Charlie Drake	3/6
John Lankford	3/4

KARMA

Friday night. Late. It's been a long day, the end of an even longer week. Work has been stressful. Chores at home are piling up. But all you want to do is crash on the couch. Unfortunately, you walk in the door only to learn your plans have changed.

Drop the briefcase by the door, quick phone call, check your wallet, head back out. Cursing under your breath at having to make one more trip this week. Fumbling the keys out of your pocket; they drop to the ground.

You reach down to retrieve them, and lift them by the one that's sticking out. Kneeling on the driveway, you catch a wink out of the corner of your eye. Glancing over, you sense a hint of moonlight on chrome. Standing, as the clouds part a bumper and a set of headlights emerge from the darkness. You glance at the keys, and the one used to lift the pile. It's the old one. The one where the words "GM Mark of Excellence" were once proudly raised, before 30 years of use wore the sides smooth. You half smile to yourself. What the hell. If I've got to go, I might as well go in style.

You open the door, sit down. Cinch the seat belt tight. Exhale. Another pull on the strap. Wiggle around, one more tug. There, that's about right. With your left foot you depress the clutch. Halfway through it's motion you feel the disc release. Good. You slide the old key into the worn ignition. Time to begin the ritual.

No one knows the steps of this ancient and sacred dance but you, but that's OK. Press the accelerator pedal to the floor three times. Pause. Two more. Pause. One last time, only this time you hold half way down, at the sweet spot. Turn the key. A quick spin of metal and the old engine comes to life. Blip the throttle - choke set.

Gears in reverse, begin to back out. Looking behind you is useless, no backup lights. Just as well. Several years of sunlight have left the back window opaque anyway. Roll down the window, listen as the soft, deep throated rumble of a turbo muffler echo's off the house. Pull out in the street, move the lever to first. Feel the gears slide into place with a purposeful click. Ease off into the night.

You know where your destination lies, just a few miles away. You have a deadline, but there is some time to spare, so you move slowly. Window down, listening to the night return your sounds.

Somewhere along your route, you hear a quiet voice whisper your name. "What?"
"Hey. You, in the black car. I'm right up here."
"What?"
Turn down the radio, try to understand the voice.
"HEY!!" I'm right up here!!!"
"Where?"
"HEY!!! Where did you go? You just passed me."

You stop the car, look out the window. Nothing. Except for that one driveway back on the left.

"HEY, BOY, YEA, YOU!!! ... wanna come play?"

You look close, trying to locate the source of that seductive voice. But all you see, hidden among the bushes, is a road sign.

You start to pull off, but something about that voice calls you back. You stop, turn around, pull up to that deserted side street. The one that's actually a back country road. Well, it seems to be going in my general direction, and I do have a little time to spare. So what the hey? You make the turn.

The road is narrow, lined with trees which swallow the sound. Tight turns, short straights. Low speeds. One last turn, and the road widens, about half a lane. Curious. I've lived here for a while, never noticed this before. Another quiet whisper. You turn the radio full off (a symphony doesn't need a sound track), blip the throttle. You hear the night return the compliment.

"Hey, boy ... Glad you could make it."

The road begins to widen. Speeds slowly increase. Soon it's time. Push back into the seat. Left arm straight, right on the lever. Clutch in, lever up, hammer down.

Front end raises as the night echo's the sudden roar of an enraged turbo. Tach climbing. 5K. Clutch in, lever down, engage. Sudden response as a turn approaches. Quick brake! A little too tight on that one, much too sloppy.

The next approaches, gentle to the left. Back end slightly up and out, left foot on the brake, gentle pressure pulls everything in line. Much better.

Heartbeat quickens, stabilizes at a pace which is in some primordial way a harmonic of the machine. Reality begins to blur as you enter the worm hole, a breach in the space-time continuum. There is no time, nor is there conscious thought. Man and machine as one. Feet rolling on the pavement, heart pumping strength into momentum. Goose bumps expand, become a thousand antenna's - vibration receptacles. Gentle undulations as the machine responds, swaying right then left, steering with throttle and brake. Breath in sync with fuel mixtures - strong on, back off. Fluid. Grace.

You fly through the night. Smooth, like a snake on a mission. Two pairs of small, silent eyes in the night become alert, watch as the blur passes. They turn to each other in the darkness, and smile.

Headlights illuminate a bizarre dance. Trees move in three dimensional space around a straight black ribbon. You gently sway. Peaceful. Relaxed. On and on, moving further into the night.

A flash on the left catches your attention. A house. Then another. You emerge from the worm hole, and time begins once again. Your mind comes out of the fog. Begin to slow, but keep the revs up, no boost. Let the turbo cool...

Where am I??? I've got a deadline!!! You glance at the clock, 10 minutes left. You see lights ahead, hear the sound of distant traffic. One more turn, you see a traffic light on the highway. In a near panic, you pull to a stop.

"Hey, boy ... see you next Friday?"

"What? NO! I've got to be somewhere! I've got to get ..." You stop short as you see that you've been led to your destination. Just down the road on the right.

Waiting on the light, you see a teenager pass in a brand new rice rocket, one of those Mitsubyshlers that has Dodge written on the back. He notices you through the thumpa-thumpa-thump of his blaring rap music as he passes through the light. "Hey kid how much that thing set your daddy back? A good 23 grand, I bet".

As the light turns green, you ease into the traffic. Down on the right, you notice the kid has beat you to your destination, and is already waiting in line. Nearing the parking lot, you look into the rear view mirror and smile. "Thanks for the inspiration".

You slow for the parking lot, a bit too much (ha ha!). Slight nose dive, ease off, momentum shift. Clutch in, wheel right, second gear. Hammer down.

The machine responds instantly as the night explodes with a thunderous roar. Back end up and out to the left; tires squeal as the car pivots about the contact patch of the front tires. Back off, slight correction, begin again to the right as you enter the parking lot.

The kid with the rice rocket stares wide eyed as you complete the last move of your ballet; pivot around the front tires, slide backward to a stop beneath the large red sign. The one that says, Pizza Hut.

You lower your head, look at the dash, and smile. Life ... is good.

Phil Hartline
Feb 22, 1995

Spring Fest '95 " Helen on Wheels "

Hosted by Corvair Atlanta

The members of Corvair Atlanta are proud to bring you a special spring Mini Convention in the North Georgia Mountains in the scenic town of Helen. Due to the Easter weekend falling on our traditional date: we have moved our show up a to the first weekend of April

*The Dates: Friday March 31,1995 through Sunday April 2, 1995

*The Place: Helen, GA

*The Time: Beginning with Registration at 2:00 PM/EST Friday March 31,1995 until 12:00 PM Sunday

*Host Motel: Days Inn of Helen

Tentative Schedule of Events

Friday- March 31,1995 (Times to be Announced)

Registration Beginning at 2:00 PM/EST at the Fest Halle in Helen, GA
-Concours Classification
-Safety Inspection
-Rally through the mountains of north Georgia
-Funkana
-Hospitality Cookout and Welcome to Spring Fest '95 " Helen on Wheels "
-Vendor Sales and Corvair Car Corral

Saturday- April 1, 1995 (Times to be Announced)

Registration Beginning at 8:30 AM
-Concours Classification
-Safety Inspection
-Concours de Excellence
-Concours Judging
-Model Car Display
-Model Car Judging
-Technical Sessions
-Dinner and Awards Banquet

Sunday- April 2, 1995

-Leisurely Corvair Caravan Tour through the mountains of north Georgia with a coffee stop
-Farewell to Spring Fest '95 and have a Safe Trip Home

Motel Reservations: A special show rate has been arranged with the Days INN of Helen. Reservations can be made by calling the motel at (706) 878-4079 . You must ask for the special " Corvair Show " rate when booking your reservation. In the event that this motel becomes booked for this show, arrangements have been made to extend this rate at The Holiday Inn Express at the same rate on any over flow. Make your reservations early. Attached you will find a pre- registration form and description of the planned events. **We look forward to seeing you in Helen!!!**

Bill Taylor
Chairman Spring Fest '95

Information # (404) 992-1986

Registration #
(Do Not Write)

Registration Form for Spring Fest '95 Hosted by Corvair Atlanta

Please complete the following form so that upon your arrival your registration pack will be compete. (Please Print Clearly)

Name: _____ Spouse: _____
Address: _____
City: _____ State: _____ ZIP: _____
Phone: (_ _ _) _ _ _ - _ _ _ _
CORSA Membership # _____ Chapter Name and Number _____
Additional Guests or Friends: _____ _____
_____ _____

Registration Fee: $12.00 per Adult (Children 11 and under free) ..... $ _____
Vendor Fee: $10.00 per Space for Duration of Show ..... $ _____
" For Sale Car Corral for Corvairs " $5.00 per Vehicle + Registration Fee ..... $ _____
Events:
"Triathlon" .....Concours, Rally, Funkana (All Three)..... $22.00 ..... $ _____
Conours de Excellence Only ..... $13.00 per Car ..... $ _____
Rally Only ..... $7.00 per Car ..... $ _____
Funkana Only ..... $7.00 per Car ..... $ _____
Model Car Contest ..... (Corvairs Only) ..... Three Age Groups as Follows:
Freshman Class ..... Age's Up to 12 Years Old ..... $3.00 per Model ..... $ _____
Junior Class ..... Age's 13 to 19 Years Old ..... $4.00 per Model ..... $ _____
Senior Class ..... Age's 20 and up ..... $5.00 per Model ..... $ _____
Diorama Class ..... All Age's Combined ..... $5.00 per Display ..... $ _____
Awards Banquet and Dinner Buffet
Adults (Age's 12 and Up) ..... $15.00 per Adult ..... $ _____
Child (Age's 6 through 11) ..... $10.00 per Child ..... $ _____
Child (Up to 5 years old) No Charge (Must be accompanied by a paying Adult

TOTAL AMOUNT ENCLOSED $ _____

Please make checks payable to: **" Corvair Atlanta"**
Mail Competed Registration Form to:
Spring Fest '95
C/O Bill Taylor
205 Willow Brook Dr.
Roswell, GA 30076

** Deadline for Pre-Registration March 15, 1995 **

***** Please Complete the following information if you are entering any or all of the following events Rally, Funkana, or Concours de Excellence.

Name: _____
Vehicle Description: Year: _ _ _ _ Color _____
Model: _____ Open _____ Closed _____ FC _____ HP _____
Events Entered: (Check those that apply) Rally ___ Funkana ___ Concours ___

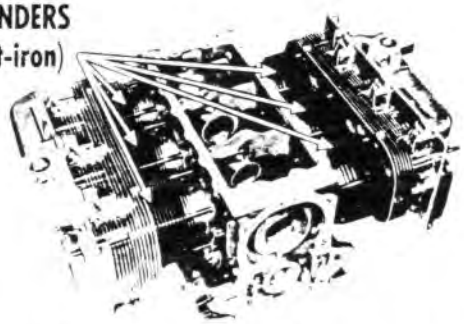
_____
Registration No.
(Do Not Write)

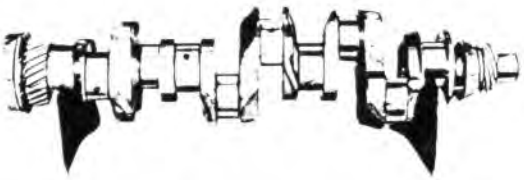
Corvair Engine ..... BUILT for

LIGHT, ALUMINUM PISTONS and short stroke mean less strain on the engine.

TWO COMPRESSION RINGS on each piston have a wear-resistant coating. The oil control ring is chrome-plated for extra life.

CYLINDERS
(cast-iron)

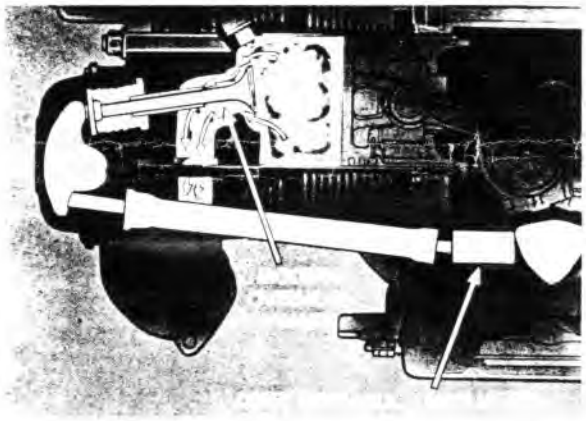




Three cylinders are on each side of the crankcase. Each cylinder is of cast iron for extra durability. Fins on each cylinder project into the cooling air, keeping the cylinders cool.

The forged-steel crankshaft is short and extra stiff. No counterweights are needed because the opposed piston design gives the engine and crankshaft built-in balance.

A PRECISE CRANKSHAFT ALIGNMENT is assured by 4 main bearings. No separate bearing caps are required as with conventional engines because the crankcase supports the bearings.



WITH MODERN OVERHEAD VALVES, the engine takes in the fuel-air mixture and exhausts burned gases quickly, easily and completely, which means more power from every cubic inch of displacement.

QUIET HYDRAULIC VALVE LIFTERS eliminate the cost and nuisance of periodic valve adjustments.

4 QUARTS OF OIL

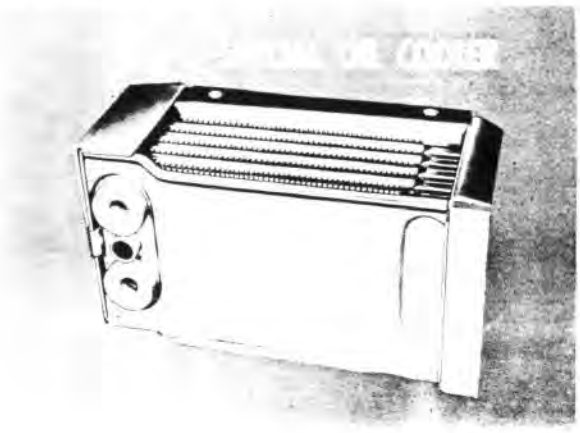
ONLY 4 QUARTS OF OIL are required for an oil change in the Turbo-Air engine.

THE FULL-FLOW OIL FILTER assures clean oil and abrasive-free lubrication.

FULL-PRESSURE LUBRICATION maintains the right amount of oil at all moving parts.

FULL-FLOW OIL FILTER

FULL-PRESSURE LUBRICATION



A SPECIAL OIL COOLER prevents overheating of oil, keeps down oil losses, and contributes to quick engine warm-up.

AN OIL FILTER BYPASS VALVE prevents pressure drop in cases where the element becomes excessively clogged because of the owner's failure to replace it.

STAMINA and PERFORMANCE !

DUAL SINGLE-BARREL CARBURETORS, one for each bank of cylinders, give the utmost in economy.

THE AUTOMATIC CHOKE is in front of the air cleaner instead of on the carburetor as with conventional engines, giving better-balanced fuel-air mixture.

A SPECIAL BRONZE FUEL FILTER is on each carburetor. The design of the fuel pump and its location on the cool side of the engine help eliminate vapor lock.

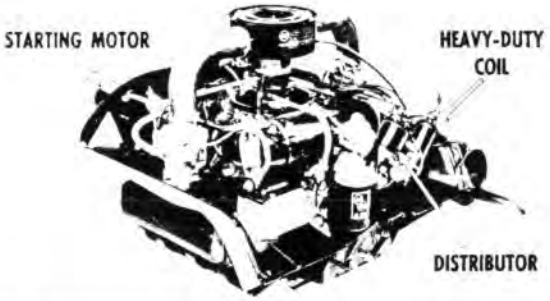
AN OIL-WETTED AIR CLEANER contributes to economical, trouble-free power. Special plastic element can be cleaned repeatedly without damage.

AIR-COOLING is accomplished by a quiet blower that runs on a sealed, permanently lubricated ball bearing. Radiator, water pump and hoses and the expense of a liquid coolant are eliminated.

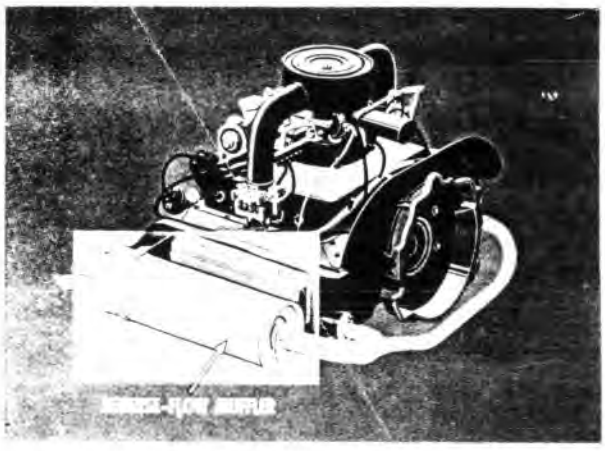
The Turbo-Air engine warms up quickly, thus saving gasoline. Two minutes after starting, the engine is up to operating temperature.

SHEET METAL SHROUDING AND DUCTS direct the cooling air over the entire engine. A thermostat controls the rate of cooling—assures efficient engine operating temperatures.

The 12-volt battery stores reserve power to insure quick starting of the Turbo-Air engine. The 30-ampere generator and the voltage and current regulator maintain full battery voltage.



The heavy-duty coil and the distributor with centrifugal and vacuum spark advance deliver a powerful spark that's precisely timed. The solenoid-engaging type of starting motor makes positive engagement with the engine flywheel.



A REVERSE-FLOW MUFFLER hushes exhaust noises and also minimizes power-robbing back pressures.

LOCATED NEAR THE ENGINE, it's kept hot enough to prevent condensation, adding importantly to muffler life.

HEAT-RESISTANT ASBESTOS is packed between the steel double-wrap inner shell and steel outer shell for extra durabilit

RICHARD & SANDY STOLZMANN
376 BURGESS DRIVE
SPRINGVILLE, AL 35146

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

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205-491-5253
VP/Membership: Richard Stolzmann
205-467-6444
Secretary: George Miljus
205-972-1385
Treasurer: John Hathaway
205-833-5972
Newsletter: Mike Donley
334-277-4308
Hospitality: Buck and Jewell Hinkle
205-780-0549

THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

NOTE: PLEASE PAY YOUR DUES. IF NOT PAID BY MAY YOUR NAME WILL BE DROPPED FROM THE ROSTER. - EDITOR

Next Meeting

Date: Friday, April 21, 1995
Time: 7:00 PM
Place: Vestavia Library

March Minutes

The March meeting was held at our new (albeit temporary) location, the Vestavia Public Library. Harold Hartline called the meeting to order and complimented those who made the many contributions to the newsletter. John Hathaway, Treasurer, reported the current club bank balance as $654.34.

Meeting Place: John Lankford mentioned that the current meeting place at the Vestavia Public Library will be available for March and April; after that we may need to look for a new location, possibly the new location of the new Vestavia Library.

Membership: Harold read a thank you note from Jewel Hinkle. Visitors Vic McCarn and Chris Rothe were welcomed to the meeting.

Old Business: Sarah Keeton read a report concerning the Christmas Party at Cheaha last December. She cleared up some misunderstandings about the trip and noted that the club made money on the event.

New Business: Sarah Keeton arranged a car show at Dewey-Barber Chevrolet for sometime in the middle of April. She mentioned that other dealers also expressed interest in the idea of a Corvair car show. Radio coverage will be at the show in April. (FM 102.5) Sarah needs pictures of cars to show dealers for prospective shows. It was stressed that we need firm commitments from those bringing cars to the show in April. A strong showing is a must. Everyone was encouraged to bring as many Corvairs as possible, regardless of condition.

Harold Hartline will give a Tech Session on Powerglide rebuilding at his home on Saturday, April 8. at 8:00 AM.

George Miljus, Secretary

When a plugger fills it up, his car doubles in value.

Helen, Georgia

This year's gathering of Corvairs and their owners in Helen, Georgia was great fun and entertainment. We owe the Atlanta group a word of thanks for their efforts in continuing to sponsor this event. They have been doing it for some years now , and there is always an excellent turnout. If there is an ideal place for an event like this, it has to be Helen. Interesting shops, Bavarian architecture, spring flowers, mountain forests, the Chattahoochee river, not to mention bratwurst, sauerkraut, German potato salad, crusty bread, imported beers, the aroma of breakfast ham, bacon, and sausage drifting out of the Mountain Valley Kitchen, all make Helen a delightful place to spend a long weekend.
The Atlanta folks scheduled something for everyone. A rally rout ed through the scenic countryside was fun. Bob and I would surely have won hands down with his driving and my navigation except for one major mechanical failure- our ballpoint pen ran out of ink so we couldn't record the checkpoints. Other events such as a funkhana tested driving skills, Mike McKell gave an excellent tech session on how to indentify what part goes with what year car. There were parts vendors, a concours with more excellent cars than you can imagine, and a banquet with great food and fellowship
The Vulcan group turned out some excellent Corvairs. I must say it was nice to see the faithful- those who always drive Corvairs as well as some who had driven water pumpers in the past. Members who made the drive were the Hathaways, Hinkles, Gulsbys, Hartlines, Smiths, Kellers, Siemens, Millers, and Doughtys. All drove Corvairs except for the Millers and the Doughtys. Joe would have but he had the gas tank out of his '61 coupe- I feel sure it will be ready for next year.
Harold Hartline

On March 31st through April 2nd, the Atlanta chapter again hosted a great Corvair weekend in Helen, Georgia. As usual VCE turned out for this trip with ten couples. The Hartlines, Hathaways, Hinkles, Kellers, Siemens, Smiths and Gulsbys drove their Corvairs with, to my knowledge, no mishaps. Rounding out the VCE attendees were the Millers, Doughtys, and Hugh and Sara White from Pensacola. I don't have any official numbers but I feel confident that VCE club attendance was second only to the host club. Some of our members went up on Thursday in order that the ladies could get in some advanced shopping.

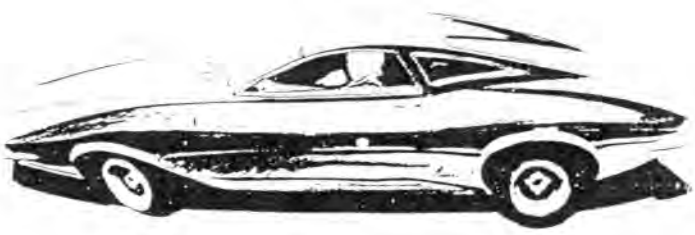
Hot Rod 4/64

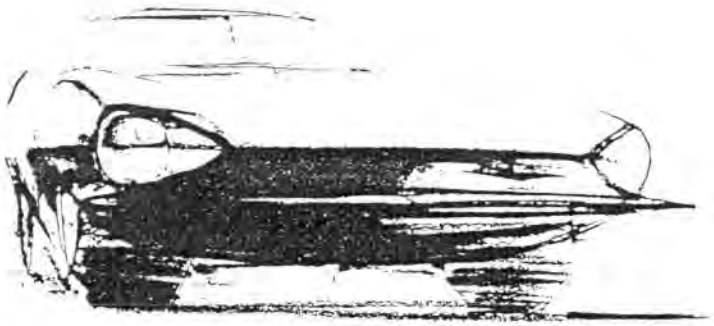
On Friday night Atlanta hosted their usual great hospitality party in the "Fest Hall. " There were the great hot dogs and hamburgers with trimmings, side dishes, and desserts too numerous to list. Anyone who went away hungry had noone to blame but themselves.
There was a lineup of beautiful cars in the Saturday Concours. The weather was also beautiful with just enough early spring "nip" in the air to keep it from being hot. The judges had their work cut out for them as the cars were very nice.

Hugh and Sara came up to Montgomery on Thursday and the four of us rode together to Helen. Now I'll tell you a little story about Hugh. He has just enough "cracker" in his blood that he can't go through Atlanta without stopping at some discount store or some other establishment. This time was no exception. After making said stop we stopped at the Piccadilly on Hwy 141 just west of I-85. The map showed that 141 went over a few miles to Ga. 400 where we wanted to go. After we got on 141 I relaxed and fell asleep. When I woke up later we were approaching the intersection of Hwy 53 on the west side of Gainesville, Ga. Now friends, neither Ol' Hugh, Sara nor Joyce knew how we got there. One of these days if I am ever in the Gainesville area, and have the time, I am going to backtrack and try to find out how this happened, because according to Mr. Rand and Mr. McNally, it ain't possible. Ol' Hugh blamed it all on me because I fell asleep.

So, enough about Helen. Next year will be another story. See you in B'ham.

Owen Miller





Tech Session at the Hartlines

Participation was good and we all learned a lot about powerglide transmissions last Saturday. Transmission expertise was provided by Chris Rothe, who came over from Atlanta, my neighbor Larry Cox, as well as many others. The combined knowledge covered all bases. Unfortunately, the transmission in John's van was too far gone to save and another one had to be found. More details about what was learned will be discussed at the next meeting. Thanks to Chris and Larry, and all those who attended. Thanks to the ladies for providing the lunch.

I expect to have slides and p ictures from Helen as well as the tech session at the next meeting.

There has been some delay concerning the Spring Car Show, but it is going to happen. This just gives us a bit longer to get cars ready- more on this at the meeting.

Harold Hartline

VIEW FROM THE MOUNTAIN

EPISODE 1: NOTHING TO SAY

Well folks, no great insights this month. I was going to write something worth reading, maybe about how you can tell a truly great car by it's scars. But something came up. My dad tells me there is going to be a Corvair show at a car dealer soon, and they want everything they can get - volume over beauty. So, since I guess I needed a good excuse, I've decided to try to get MAX running again so I can attend. After all, he certainly fits the "Push-Pull-or Drag" category.

I got off to a good start today - I pulled the car up onto the patio. Who knows, if the weather holds, and my usual run of bad luck gives me a temporary reprieve, I'll get it running good enough for the show. But I'm really not sure if my luck will hold. I've already had some trouble. Today I repeatedly broke and ultimately destroyed a perfectly good rope just trying to get the car unstuck from it's resting place of the last 1½ years. After I finally gave up, I remembered it was still in gear! Oh well, rope's cheap, and so is a good lesson in common sense.

Anyway, running or not, I'm ready for the show. I know I am, you see, because I've already made my sign! Since most of the cars will be beautiful, and mine will be all beat up, I decided I could either live with the embarrassment or make the most of it. So I wrote my sign to call attention to all of the flaws in my car. I've included it for your review, so you can be prepared.

Also, this month's issue of Road & Track had an interesting article. They asked each of their journalists to pick a sports car they would buy for $15,000. It didn't have to be new, but it did have to exist. Well, one guy had an interesting choice, so I've included a copy of this also.

See you at the show!

Phil Hartline
April 2, 1995

MAX

1964 SPYDER

INITIAL INVESTMENT

Bought Dead for $35 in 1974

- Engine Blown Up
- Floor Boards Rusted Out
- Top In Rags, No Back Window
- Interior Mildewed, Carpet in Tatters
- Front Panel Pulled Out form being Towed with a Chain by the Trunk
- Bullet Holes in Driver's Door (the coup de grace?)

LIFE NUMBER TWO

- Third Engine
  - Based on 164 cubic inch, 140 Horsepower
  - Large Valve Heads
  - Bored .060 Over
  - High Performance Cam
  - Oil Leak Reduction Modifications
  - 4 One Barrel Carburetors
    - Double Ball Needle Valve Replacements
    - Buna N Fuel Pump Cups
  - Triple Gaskets Under Cylinder Barrels to Lower Compression
  - Runs Great on Modern Pump Gas!
- 3:27 Rear End
- Third Top
- Fifth (?) Back Window
- Passenger Door, Dash Pad, and Rear Seat Frame from '63 Convertible for $15
  (For the car, not the parts)
- Single Key Locks, Rear Bumper Brackets from '61 Coup for $5
  (For the car, not the parts)
- Bumpers and Bumper Guards from '62 Coup for $4
  (For the parts, not the car)
- Wrecked Three Times
- Third Paint Job
- Second Front Seat Covers (Back Seat Covers are Original)
- 175,000 Miles (At LEAST!)
- Ready to Go Again.

WHAT IT IS:

A TOUGH OLD ROAD WARRIOR, PROUDLY DISPLAYING HIS BATTLE SCARS.

The $15,000 Sports Ca

Which cars would 10 R&T staffers buy if each had 15 grand in hand?

Fifteen thousand dollars. Barring a pocket-rocket or a base ponycar, it won't put much of a new car in your driveway. Even a Taurus or a Camry is out of the question.

The used-car market, however, is another story. There, a Porsche 928 costs the same as a brand-new Geo Prizm. A clean Bugeye Sprite can be had for thousands less than even a base-model Hyundai.

Does this fire your imagination?

It did ours, explaining why 10 of us recently went shopping for a car, each with a make-believe $15,000 in hand.

The stipulations: The cars we chose did not have to be used, but they needed to stir our souls, not satisfy everyday needs. And to keep each of us from claiming, "Oh, there are plenty of clean Miuras on the market for less than 15," we had to locate the car as advertised for $15,000 or less, drive it, and then have our photograph taken with it as proof that it was not a figment of our imagination.

The selections, the searches—and in fact, the whole story—proved to be great fun, and we sincerely thank the owners of the cars for their good-natured participation. Now, without further ado, we present the cars that 10 R&T staffers would buy for $15,000 or less:

Andrew Bornhop
Feature Editor

1965 CHEVROLET CORVAIR CORSA CONVERTIBLE

A CORVAIR!?

Is Bornhop serious?

I am. I'm also being true to my heart. Money simply isn't an issue with me: If I had 15 grand to spend on a car—or 10 or 20, for that matter—I'd still buy the cleanest 1965 Corvair Corsa Convertible I could find.

And find this car I did, in the classified section of *Corsa Communique*, the Corvair Society of America's magazine. While Milt Simon's black 1965 Corsa Convertible was hardly a bargain as far as Corsas go, it was an exceptionally clean California Corvair within our $15,000 limit. Moreover, he had set his Corsa up exactly as I would mine, leaving it basically stock except for a set of Rally Sport wheels like those I put on the 1967 Monza Convertible I still regret having sold. These wheels—especially when shod with wide rubber—look great on a Corvair, and though they were never considered standard equipment, they don't look like aftermarket fare because they're bona fide members of the Bow-Tie family.

Still, though, why a Corvair, and why not something like an MGB or a Lotus Cortina? Hard to say. While both these Brits are delectable, I guess what gives the Corvair an edge is that it's air-cooled, rear-engined and American, yet *vastly* different from any American then or now.

By itself, the rear-mounted flat-6 says Corvairs come from an era when Detroit dared to be different, when new cars weren't always based on old ones. Heck, the Corvair didn't have a block; it had a crankcase. The Corvair didn't have a driveshaft tunnel dividing its cockpit; it had a flat floor because the drivetrain was in back. And the trunk? Up front, of course, and easily deep enough to hold thousands of spare fan belts.

Inspired by European designs, the Corvair was also way ahead of its time, sporting independent rear suspension when most Americans had tractor axles in back. And in 1965, the Corvair blossomed.

Gone was the swing-axle rear suspension, replaced by a trailing-arm setup with double-jointed axles that lowered the Corvair's rear roll center, minimized camber change and greatly improved the car's handling. Also gone was the quirky but appealing styling, replaced by a beautiful Bill Mitchell design that ranks in my book as one of the prettiest ever by an American manufacturer, far more attractive than any Mustang or Camaro. The shape still turns heads today, low and wide with the slight downturn of its nose giving the Corvair a mean, sharklike appearance.

And of these second-generation Corvairs, the Corsa Convertible, made only in 1965 and 1966, reigns as my favorite. By today's standards, the 140-bhp flat-6 is no powerhouse, but it makes the Corsa quick enough for the top-down cruising I enjoy.

As the Corvair sports car, the Corsa came with bucket seats, a 4-speed manual gearbox, more gauges and also the availability of a turbocharger. Milt's Corsa even has the factory-installed quick-ratio steering. Remember, these were the days before the Camaro, when the Corvair and the Corvette upheld Chevrolet's performance flag. And the Corsa did its part well, cornering and braking with a high level of prowess.

Unfortunately, Corvair production ceased on May 14, 1969, more a victim of V-8-powered ponycars than Ralph Nader. 'Twas a sad day, but I'll be a happy man when I get my Corsa Convertible, my little piece of American history.

The in COMPACT CARS...

The New Corvair!

CLASSIC NEW CONCEPT IN A COMPACT CAR!

THE CRISP TRIMLINE STYLING is the classic climax of nine long years of unhurried design, development and testing!

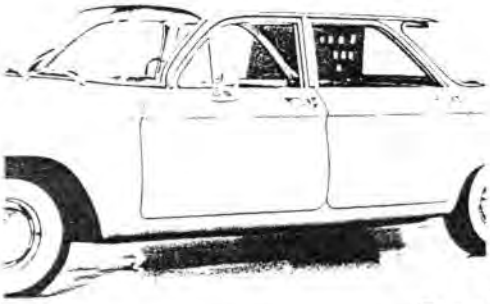
THE CLEAN, FLOWING LINES—tasteful simplicity—pack this fresh, new design with sales appeal! The modern American proportions and striking appearance of the Corvair make the Chevrolet line complete!

THE STANDARD CORVAIR AND THE DE LUXE CORVAIR 700—both 4-door, 6-passenger sedans.

DE LUXE CORVAIR 700 FEATURES include:

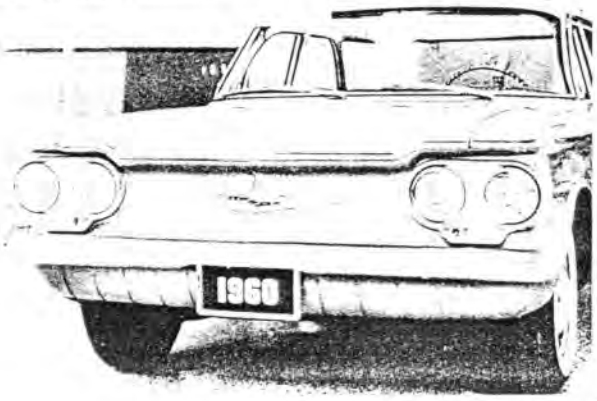
- Bright, stainless steel moldings around windshield and rear window—capping the drip molding—completely around the body.
- Smartly styled interiors—color-keyed in any one of three colors—aluminum trim and name on the glove box—an automatic dome light.

COMPACT STYLING FEATURES!



THE CRISP, CANOPY-TYPE ROOF strongly resembles that of the popular Chevrolet sport sedan. Thin pillar door construction adds to the airy appearance.

A CURVED, ONE-PIECE WINDSHIELD sweeps around the car front. Slim windshield pillars slant to the rear. Electric wipers with overlapping blade action for clear, safe vision, regardless of engine speed, are standard equipment.

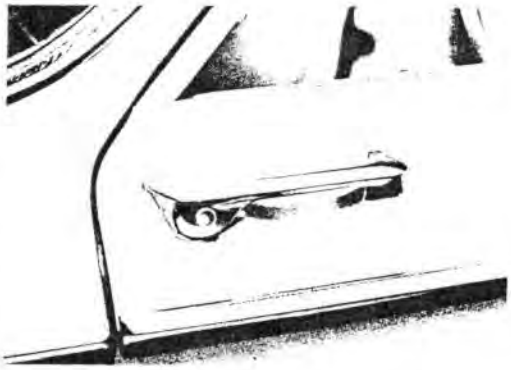


- TOP OF HOOD and front fenders form relatively flat surface. It's appealing and easy to see over!
- DUAL SEALED-BEAM HEADLIGHTS and parking lights are housed within a single embossed anodized aluminum frame.
- A SMART WINGED EMBLEM has superimposed Chevrolet crest.
- THE FRONT LUGGAGE KEYLOCK opens with 90° turn of the key. As in all Chevrolets—only one key is needed for the ignition, doors, glove box and luggage compartment.
- A TASTEFULLY SLIM FRONT BUMPER wraps around for maximum protection.
- THE LICENSE PLATE mounts below the bumper.

CORVAIR'S MODERN SIDE STYLING

- RELATIVELY FLAT BODY SIDES curve inward at the sill, to emphasize clean, crisp lines.
- THE CORVAIR NAME in bright script is located forward from the front wheel opening on both models.
- THE FUEL FILLER is concealed by a circular door in the left front fender.

- BRIGHT, STAINLESS STEEL HUBCAPS, standard on both models, are rust-resisting—have the names "Chevrolet" and "Corvair" in block letters.
- CHEVROLET-STYLE OUTSIDE DOOR HANDLES with push buttons and safe, rotary-type latches are featured on Corvair doors. Doors can be locked from the inside by pushing the inside handles down, or opened by pulling the inside handles up.



CORVAIR TRIMLINE REAR STYLING

- TRIMLINE STYLING is especially noticeable from the rear.
- THE ROOF CANOPY curves in an unbroken sweep over the wide, curved, one-piece rear window.
- AIR INLET LOUVERS across the engine compartment lid and a bright, anodized aluminum air outlet grille beneath the sturdy rear bumper.

- TWO CIRCULAR TAILLIGHTS are below the rear deck.
- OPTIONAL BACKUP LIGHTS are mounted just inboard the taillights.

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THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Next Meeting

Date: Friday, May 19, 1995
Time : 7:00 PM
Place: New Vestavia Library, 1/2 block up hill towards Vestavia Shopping Center on left.

April Minutes

The April meeting was called to order by Harold Hartline on April 21, 1995. John Hathaway, Treasurer, reported the current balance as $437.57.

Meeting Place: John Lankford reported that the Vestavia Library needed help in moving their books to the new location and would look into getting a meeting room in the new building.

Membership: John Hathaway reported that all members had paid their dues except for:
Harry and Patricia Babyock
Curtis Hare
Norman Rogers

The club welcomed visitors Diane and Steve Knisley who were passing by and saw our Corvairs in the parking lot. They own an early model convertible, and reside in Vestavia Hills.

We also welcomed Robert Alverson as he joined our little club as well. He had been receiving the newsletter and decided to join.

New Business: Sarah Keeton arranged for a show at Limbaugh Chevrolet for May 13. She asked that everyone bring a car, no matter what its condition was.

The meeting was adjourned and sandwiches and other treats provided by Louise Hartline and Juanita Hathaway were enjoyed while Harold Hartline showed slides of the Helen trip as well as the Tech Session at his home.

Refreshments

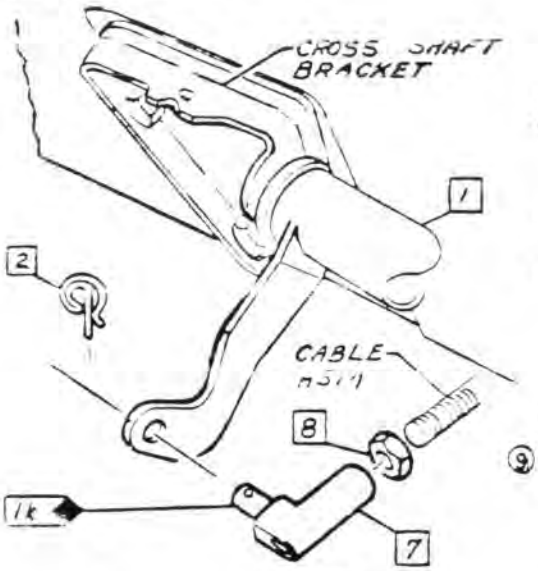
The refreshments for the May meeting will be provided by Sheila Ranelli and Sarah Keeton.

Member Roster

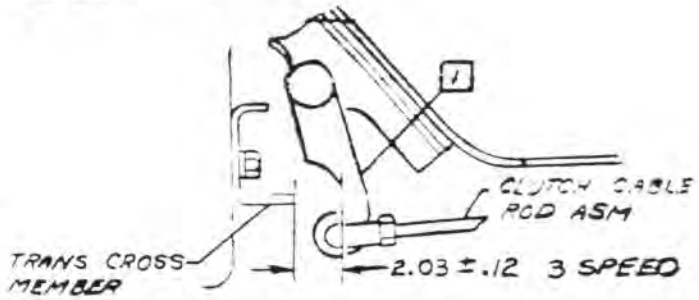
I am enclosing the current member roster as of May 14. Anyone who has not paid by the May meeting will be dropped. I am also printing a list of the clubs we send newsletters to.

3862100 CORVAIR 10000 SERIES

1	3870177	SHAFT ASM
2	3749084	CLIP SPECIAL
3	3764588	SWIVEL
4	3870139	ROD PULL
5	3870179	SPRING
6	3870149	BRACKET
7	3870176	SWIVEL
⚠ 8	9419912	NUT

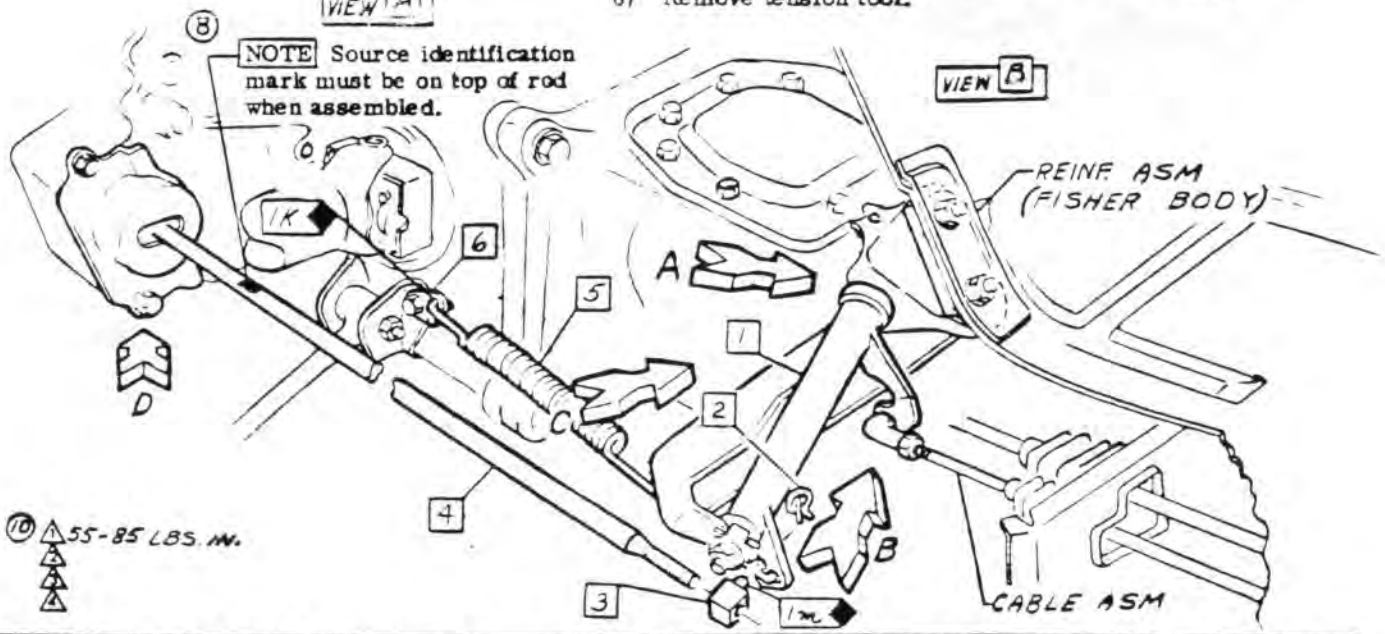


VIEW A



CLUTCH ADJUSTMENT PROCEDURE

1) Drive Nut [8] to within "1/8" of end of threads on Clutch Cable Rod asm.
2) Install tool to tension Clutch Cable Rod Asm to 15 lbs and thread Swivel [7] to line up with hole in Shaft Asm [1] inboard Lever with Lever located to dimension shown from the Trans Cross Member. Assemble swivel [7] to lever with Clip [2].
3) Torque Nut [8] to Swivel [7] using indicated torque.
4) Install Spring [5] to Bracket [6] & to Shaft [1].
9 5) Manually pull Clutch Pull Rod [4] forward until slack is taken up at Clutch fork. With Clutch Pull Rod [4] in this position align Swivel [3] with hole in outboard to Shaft Asm Lever. Back off Swivel [3], 2 turns and assemble to lever with Clip [2].
6) Remove tension tool.



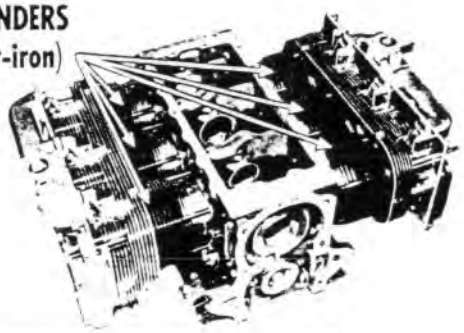
CHEVROLET MOTOR DIVISION, GMC	UPC	DATE	SYM	REVISION RECORD	AUTH.	DR	CK
CLUTCH SHAFT & LINKAGE	7	2-4-65	8	IDENTIFICATION NOTE ADDED	15868	SB	D
		3-4-65	9	ADJ PROCEDURE, STEP 5, REVISED	63473	KM	C
10000	REF. C5 C4. SHEET	5-4-65	10	TORQUE (1) WAS 8-12 LBS. FT.	70791	LS	C
DWG REL 2-27-64 SB DATE REL 4-1-64	REF: Prod. C3 L- L- L- L-71402 L-76230						

Corvair Engine ..... BUILT for

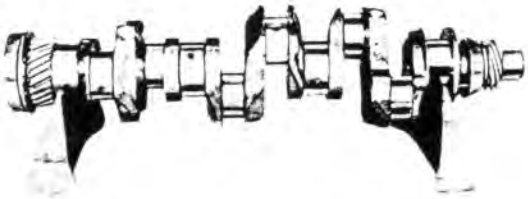
LIGHT, ALUMINUM PISTONS and short stroke mean less strain on the engine.

TWO COMPRESSION RINGS on each piston have a wear-resistant coating. The oil control ring is chrome-plated for extra life.

CYLINDERS (cast-iron)

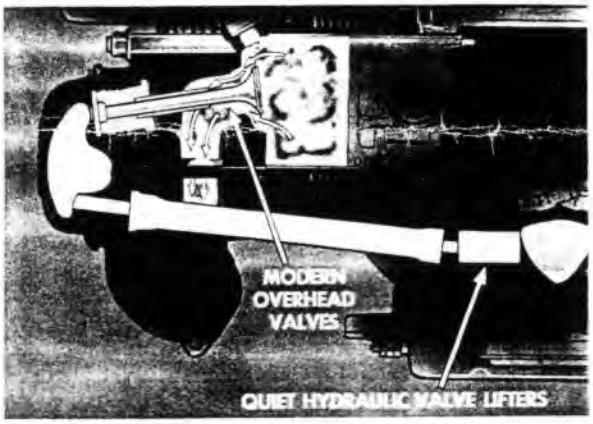


Three cylinders are on each side of the crankcase. Each cylinder is of cast iron for extra durability. Fins on each cylinder project into the cooling air, keeping the cylinders cool.



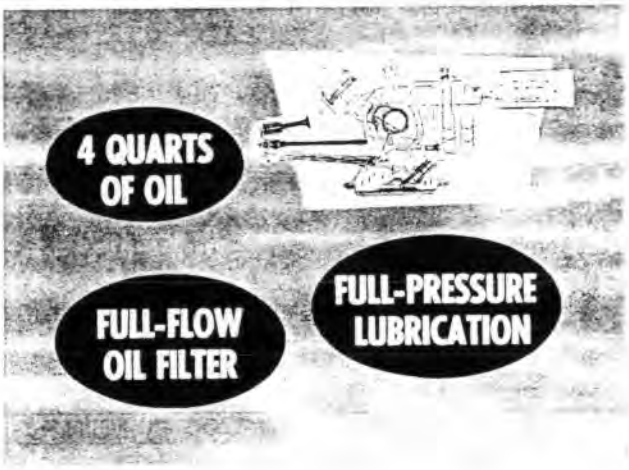
The forged-steel crankshaft is short and extra stiff. No counterweights are needed because the opposed piston design gives the engine and crankshaft built-in balance.

A PRECISE CRANKSHAFT ALIGNMENT is assured by 4 main bearings. No separate bearing caps are required as with conventional engines because the crankcase supports the bearings.



WITH MODERN OVERHEAD VALVES, the engine takes in the fuel-air mixture and exhausts burned gases quickly, easily and completely, which means more power from every cubic inch of displacement.

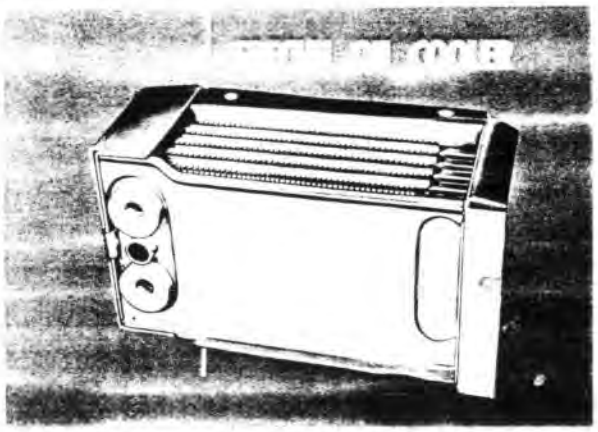
QUIET HYDRAULIC VALVE LIFTERS eliminate the cost and nuisance of periodic valve adjustments.



ONLY 4 QUARTS OF OIL are required for an oil change in the Turbo-Air engine.

THE FULL-FLOW OIL FILTER assures clean oil and abrasive-free lubrication.

FULL-PRESSURE LUBRICATION maintains the right amount of oil at all moving parts.



A SPECIAL OIL COOLER prevents overheating of oil, keeps down oil losses, and contributes to quick engine warm-up.

AN OIL FILTER BYPASS VALVE prevents pressure drop in cases where the element becomes excessively clogged because of the owner's failure to replace it.

CFCC
Central Florida Corvair Club
605 N Clayton Street
Mount Dora FL 32757

CCC
Chesapeake Corvair Club
P.O. Box 273
Abingdon MD 21009

SBG
Spyder & Breath Gazette
2901 Cardo Place
Virginia Beach VA 23456

GC
Group Corvair
C/O Jim Simpson
12712 Lode Street
Bowie MD 20720

IMP
Impeller
2630 Webber Street
Sarasota FL 34239

CNC
Vair Heel - CORSA NC
111 Cedar Trails
Winston-Salem NC 27104-5012

CORSA
Corvair Society of America
P.O. Box 607
Lemont IL 60439-0607

ACN
Air Cooled News
P.O. Box 505
Ladson SC 29456-0505

SC
Suncoast Corvair
P.O. Box 788
Crystal Beach FL 34681

STAMINA and PERFORMANCE!

DUAL SINGLE-BARREL CARBURETORS, one for each bank of cylinders, give the utmost in economy.

THE AUTOMATIC CHOKE is in front of the air cleaner instead of on the carburetor as with conventional engines, giving better-balanced fuel-air mixture.

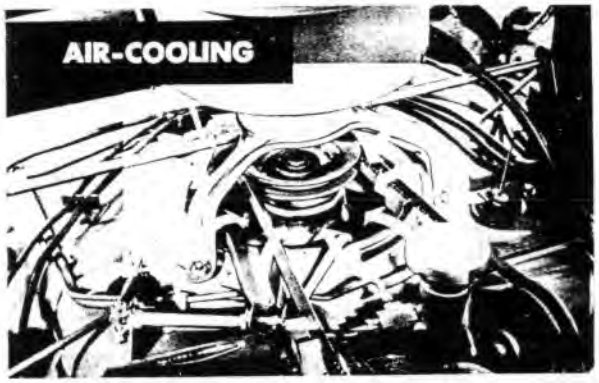
A SPECIAL BRONZE FUEL FILTER is on each carburetor. The design of the fuel pump and its location on the cool side of the engine help eliminate vapor lock.

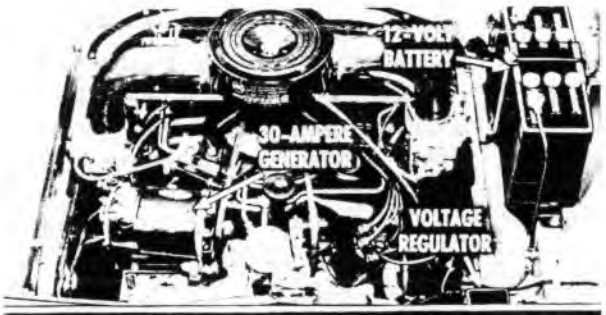
AN OIL-WETTED AIR CLEANER contributes to economical, trouble-free power. Special plastic element can be cleaned repeatedly without damage.

AIR-COOLING is accomplished by a quiet blower that runs on a sealed, permanently lubricated ball bearing. Radiator, water pump and hoses and the expense of a liquid coolant are eliminated.

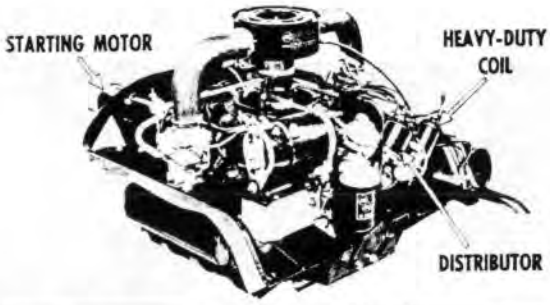
The Turbo-Air engine warms up quickly, thus saving gasoline. Two minutes after starting, the engine is up to operating temperature.

SHEET METAL SHROUDING AND DUCTS direct the cooling air over the entire engine. A thermostat controls the rate of cooling—assures efficient engine operating temperatures.

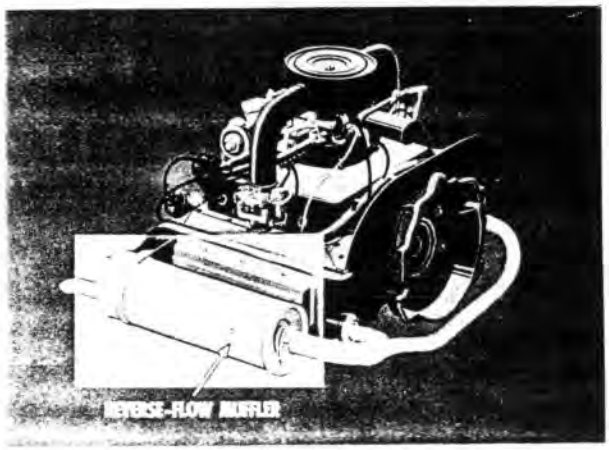




The 12-volt battery packs reserve power to insure quick starting of the Turbo-Air engine. The 30-ampere generator and the precise voltage and current regulator maintain full battery voltage.



The heavy-duty coil and the distributor with centrifugal and vacuum spark advance deliver a powerful spark that's precisely timed. The solenoid-engaging type of starting motor makes positive engagement with the engine flywheel.



A REVERSE-FLOW MUFFLER hushes exhaust noises and also minimizes power-robbing back pressures.

LOCATED NEAR THE ENGINE, it's kept hot enough to prevent condensation, adding importantly to muffler life.

HEAT-RESISTANT ASBESTOS is packed between the steel double-wrap inner shell and steel outer shell for extra durability.

RICHARD & SANDY STOLZMANN
376 BURGESS DRIVE
SPRINGVILLE, AL 35146

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 Vestavia Library Building, Birmingham, AL.

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

President: Harold Hartline
205-491-5253
VP/Membership: Richard Stolzmann
205-467-6444
Secretary: George Miljus
205-972-1385
Treasurer: John Hathaway
205-833-5972
Newsletter: Mike Donley
334-277-4308
Hospitality: Buck and Jewell Hinkle
205-780-0549

THE OIL DROP

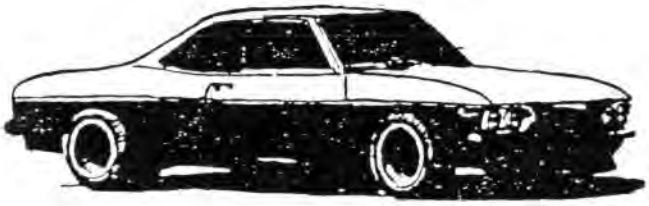
THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Next Meeting

Date: Friday, June 16, 1995
Time: 7:00 PM
Place: Hoover Library (Old Meeting Place)

Refreshments

The refreshments for the June meeting will be provided by Jewell Hinkle and Rozelle Doughty.



May Minutes

Harold Hartline called the meeting to order and announced that two videos from two car shows would be shown. A well deserved thanks went to Sarah and Jon Keeton for their coordination and efforts in arranging the VCE show at Jim Limbaugh Chevrolet. John Hathaway, Treasurer, reported an ending balance of $466.65 following deductions/deposits for dues, T-shirts, and other expenses.

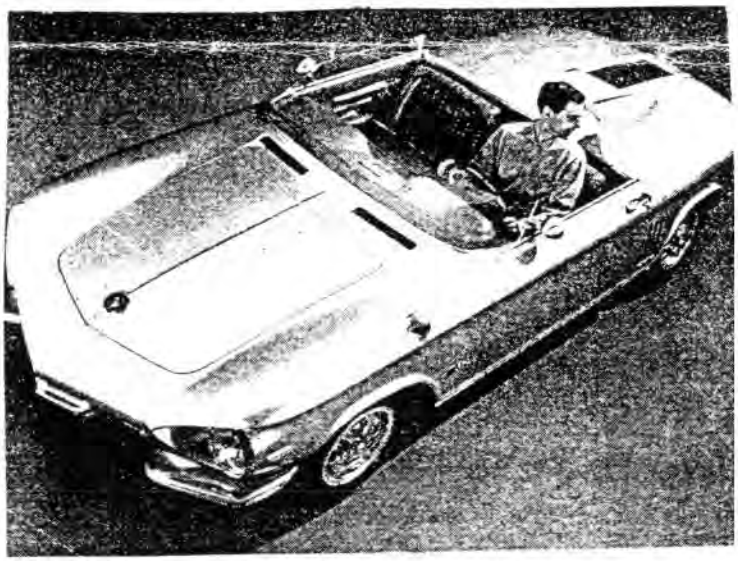
John Keeton showed a videotape he recorded at the Jim Limbaugh Chevrolet Show. Larry Gulsby also showed a video of the Corvair Lover's Holiday at Navarre. Both were excellent and very entertaining.

Harold Hartline hosted a tech session on torque convertors. There is a manufacturer who rebuilds the Corvair convertor at a reasonable cost.

Sarah Keeton printed up a Corvair parts book of all parts available at Western Auto and NAPA. This book will be extremely useful. Sarah made plenty of copies so come to the next meeting and pick one up. It's amazing how many parts are available locally.

New Business:

The old meeting place at the Hoover Library is again available from June to November, 1995. In order to reserve the New Vestavia Library for 1996 (or the Vestavia Board of Education Center), a Vestavia resident may be needed to make the arrangements.



Richard Stolzmann is planning to have a pool party on July 16 at his home in Springville. He is also getting with Frank Ranelli in planning a possible lime run.

The meeting was adjourned and food provided by Sarah Keeton and Sheila Ranelli was served.

George Miljus, Secretary

Tech Tip

Harold Hartline has discovered a company located in Birmingham that will rebuild your Corvair torque converter for $65.00. You must provide your own bushing, but they will put it in for you when you pick it up. Call RCS Transmission at 1-205-424-0335.

PLUGGERS

You're a plugger if your sound system is worth more than your car.

For Sale

1965 Corvair with rebuilt motor and good body. Call Keith at 1-205-681-9072 or beeper 716-8004.

VCE at Jim Limbaugh Chevrolet

The Vulcan Corvair Enthusiasts made a strong showing at our show at Jim Limbaugh Chevy on May 13th. Thirteen Corvairs were present. Many excellent door prizes were donated by Western Auto and NAPA, thanks to the efforts o f Sarah and Jon Keeton. The judging of the cars was People's Choice. Buck and Jewell Hinkle won First place with their Spyder Convertible. Sarah and Jon won Second and Chris Rothe won Third. Everyone had a great time- and the rain stayed away, too.
George Miljus

PUBLIC DOMAIN TECH TIPS

from Central Virginia Corvair Club's Newsletter;
(probably compiled by Wade Lanning)

1 - Dentists' picks are great for removing lifters from bores. Sometimes, Dentists will give their old ones away [naah!].

2 - To prevent carburetor gaskets from sticking, try using *Chapstick*. Also, teflon-based lubricants work well.

3 - Apply a full charge to batteries which will be stored for long periods, and store in a cool place. Discharging is more rapid as it gets closer to 80°.

4 - *WD-40* works well for removing the sticky "goo" left by decals on windows. Wax & Tar Remover (*Prep-Sol*) will also do the trick.

5 - When looking for an electrical short (or checking to see if a trunk light stays on when closed), follow this procedure: Remove the positive battery cable and connect a test light between the cable and battery terminal. If the test light comes on, [there is current flow somewhere in the system. The battery will eventually become discharged by this "leakage". Many electricians prefer to use the negative battery terminal instead, as exposure to accidental shorting is decreased].

6 - *Ziplock* sandwich bags are great for storing small parts. Write the identification on the bag with a magic marker.

7 - To help remove water from your air supply to your spray gun, submerse the bowl of the water separator filter in a large bowl of ice water. This chills the air, helping to condense moisture. Be sure to drain the filter more often.

8 - Apply a couple of layers of masking tape to edges of bumpers when installing them to prevent marring your paint.

9 - Masking tape placed over the head of a bolt will help hold it in the socket when trying to install it in tight places.

10 - Hair driers work well for removing wrinkles from newly installed head liners which have creases from packaging.

11 - Popsicle sticks are good for installing weather stripping in a channel without damaging the weather strip.

12 - Large plastic trash bags are great for covering tires when painting your car.

CORVAIR

VIEW FROM THE MOUNTAIN

EPISODE 2: ANOTHER DEADLINE MISSED

Well, folks, I didn't quite make it. I wrote in my last column that I was going to drive my Corvair to the show at the Chevy dealer, the show at Dewy Barber in Warrior. As time went on, I knew I wouldn't make it. Then I got a reprieve; the show had not only moved to another dealer, but had been delayed! Great! Still have a chance!

Well, it came right down to the wire. Friday night just before the show, I put in a new battery and popped the ether to it. It tried to turn over, but just wouldn't start. Then, I knew I had trouble when the interior lights went down to a glow and the idiot lights dimmed. Woops. I quickly turned it off, and noticed that even in the off position, the lights still glowed. Double Woops. So I yanked the cable off the battery, and there it sat. I had forgotten that the starter was bad. As you can guess, I was a little disappointed. But not really. After all, what really happened over the last few weeks?

It all started with a feeling of deja vu. I was looking at the car in the yard one day in March, wishing I had a garage so I could work on it. After all, the motor was low mileage, and I already had most of the parts I needed to get it running. I even thought about pushing it over to the patio, where I could jack up one end at a time and just work on sunny days after work Then it hit me. I had these same thoughts a year ago! This very month, one year ago, I was thinking the same thing! Well, a couple of days later, my dad called and mentioned the show. So I made up my mind, and pushed it up on the patio.

So just how much did I get done? Well, let me give you a list. Once I broke it loose from it's resting place and grabbed that first wrench, I had the fever. In the weeks since, I've installed new brakes - hoses, master and slave cylinders, and flushed and bled the system. In the back I installed new wheel bearings and U-joints. For the engine, I put in a new fuel line complete with a disposable filter to catch all the trash from the gas tank. (I hope this works, I don't want to pull the tank again unless I have to!) I checked under the upper cooling shroud for leaves, and instead found an entire mouse nest. That thing was about the size of a softball! So, while the shroud was off, I took the opportunity to clean and paint it and the cooling fan. I've cleaned and installed the primary carburetors, changed the oil filter, cleaned and gapped the plugs, and installed new points. And, after intensive searching for one the proper size, put in a new battery. Also, I've installed new seals on the kick panel vents, and cleaned the drains they cover (found a double handful of compost in each one!)

So now it sits, with four quarts of new oil in the pan, 1½ gallons of AMOCO in the tank, and a new battery at the ready. The starter is now in a sack, ready to go to the shop. Even if I didn't get to drive it, just the thought was motivation enough to get that much work done. So for me, it was a very successful show.

Oh, and about the cost of all this? Well, around a hundred dollars or so, since I already had most of the parts. But on a more realistic level, as best as I can figure it cost about a dozen episodes of Wheel of Fortune and a few basketball games. And as far as I'm concerned, that's a pretty good trade.

Phil Hartline
May 24, 1995

ESCAPE ROAD

1961 Corvair 95 Rampside

Rear-engined, small pickup rolls out the barrels

By Mike Mueller

It was nearly 35 years ago when Detroit started thinking small in a big way. To combat the pint-sized British import invasion and Volkswagen's scaled-down blitzkrieg, Chevrolet's Corvair and Ford's Falcon debuted in the fall of 1959 to the delight of 685,000 budget-minded buyers. Yes, compact American cars bloomed, of all times, at the close of the fabulous '50s, when bigger meant better and ostentatiousness was standard equipment.

Perhaps even more surprising was the appearance of small American trucks in 1961. Like U.S.-built compacts, downsized utility vehicles were not exactly new in this country. Powel Crosley's cargo-carrying roller skates, first offered in 1940, quickly come to mind. But seeing more socially acceptable mini-pickups in the mainstream became big news once Detroit's major players finally decided it was their turn to make a small splash in the traditionally tough truck waters.

Inspired by Wolfsburg's successful penetration into the United States with its VW Microbus, Ford and Chevrolet rolled out practical copies utilizing their year-old compact car platforms. Like Ford's Falcon-based Econoline series, Chevrolet's Corvair 95 models came in both van and pickup form and were of "forward control" design, meaning that all steering gear was located ahead of the front wheels.

Featuring rigid unitized body construction on a shortened Corvair chassis measuring 95 inches hub to hub, the aptly named Corvair 95 line was powered by the same air-cooled, rear-mounted 145-cid "Turbo-Air" pancake six found behind the back seats of '61 Monzas.

Thanks to its aft engine location, Corvair 95 cab comfort and seating capacity were superior to Ford's forward control counterparts, as an Econoline driver and passenger had to share precious space up front with an inline six-cylinder powerplant perched between the seats. Four-wheel independent Corvair suspension was also used, although more suitable 13-inch wheels replaced the car line's 13-inch rims.

Four different 1961 Corvair 95 models were introduced. At the top was the upscale, six-passenger Greenbriar window van. Adorned with "Greenbriar" script in place of the "Corvair 95" badge found on the three lower-priced machines, the Greenbriar was actually marketed not as a truck, but as a station wagon, even though it was a dressed-up version of the windowless "Corvan," a purely utilitarian vehicle clearly listed among Chevrolet truck ranks. By stripping off the Corvan's rear roof and upper cargo compartment walls, Chevy designers created an unmistakable Corvair 95 truck, a true half-ton pickup made available in "Loadside" and "Rampside" forms.

MIKE MUELLER PHOTO

Slow-selling, rare Rampside now a Corvair collector's dream truck

As the name implied, the Corvair 95 Rampside pickup featured a unique cargo loading ramp located behind the cab on the passenger side, a practical idea made even more practical by the Rampside's low main bed floor. Remember, there was no driveshaft running beneath Chevrolet's forward control truck. Loading beer kegs into a Rampside was as easy as dropping the side gate to the ground and rolling the brew up the slight incline into the bed. To prevent paint damage to the area where the gate made contact with grass or gravel, designers wrapped a ribbed rubber mat over the gate's upper edge.

On paper, the Rampside looked like a winner, especially considering Chevrolet's Corvair 95 trucks topped Ford's forward control rivals where it counted. A Rampside's cargo box measured 105 inches stem to stern, nearly two feet longer than an Econoline's, and the Corvair 95's 1900-pound payload rated at 250 pounds more than the snub-nose Ford. Lightweight (2730 pounds) and relatively low-priced ($2,080), a Rampside was, by most accounts, even better looking than Ford's gangly Econoline thanks to the Corvair 95's lower overall height: 68.5 inches, compared with 78.5.

Nonetheless, Chevrolet's Rampside never really caught on. Following a decent response in 1961 (10,787 sold), production dropped dramatically, down to 4102 in '62, 2046 in '63, and a mere 851 in '64 before the idea was mercifully discontinued, leaving only the aloof Greenbriar van to continue the Corvair 95 legacy for one more model run in 1965.

What happened? Undoubtedly, the American market wasn't exactly ready for downsized pickups. In the early '60s, a half-ton truck was still a real man's machine with most examples surpassing the Rampside's 4600-pound maximum gross vehicle weight rating by nearly 1000 pounds. But more to the point was the Corvair 95's unique rear-engine design, an arrangement that had both its advantages and disadvantages. Most prominent on the down side was the multi-level cargo floor required to house the Corvair's opposed six-cylinder beneath the bed's rear section. Much of the benefits gained by the loading ramp were basically lost due to the floor's large step-up located toward the rear of the ramp's opening. Sure, you could roll your beer kegs up into the bed with relative ease, but driving away with a weekend's supply still required some dreaded lifting.

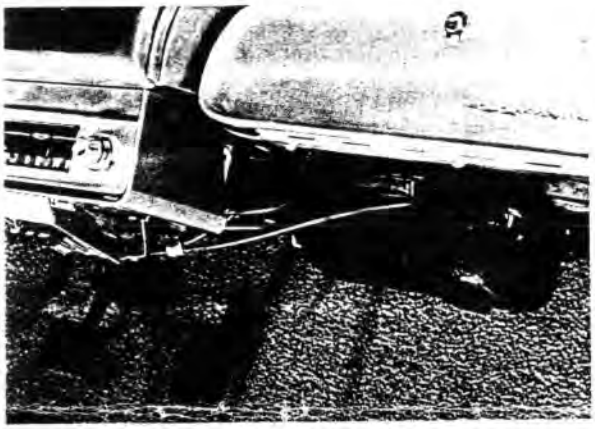
Although a three-piece plywood and angle-iron "Level Floor Option" was offered, it not only was difficult to place and remove, it also, of course, negated the whole Rampside idea. In the end, a typical plank down the tailgate of a typical half-ton pickup with more cargo space and load capacity still proved effective, just as had before the Rampside came along. Perhaps in dicating that Chevrolet's unique side loading pickup represented a solution to a problem that sadly didn't exceed solving. ■

THE PLUS in COMPACT-CAR CUSTOM FEATURES!

• A FULL LINE OF OPTIONS AND CUSTOM FEATURES is available for the Corvair. Power-assist options are unnecessary because of the perfect balance and precise steering designed into the Corvair.

EXCLUSIVE OUTSIDE-AIR GASOLINE HEATER!

• ALMOST INSTANT HEAT DELIVERY—has controls within easy reach, just below the radio.



• THE BLOWER IS ALWAYS ON when heater is operating. Two-speed blower switch has a high speed that provides passengers up to 100 cubic feet of heated air every minute. When the heater is turned off, the blower continues for a short time.

2 FACTORY-INSTALLED CUSTOM FEATURE GROUPS!

Comfort and Convenience Equipment Group

- Outside Rearview Mirror
- Windshield Washers
- Glove Box Light
- Backup Lights

DeLuxe Body Equipment Group

- Cigarette Lighter
- Right-hand Sunshade
- Front Armrests

ALL GROUP ITEMS ARE ALSO AVAILABLE AS DEALER-INSTALLED CUSTOM FEATURES.

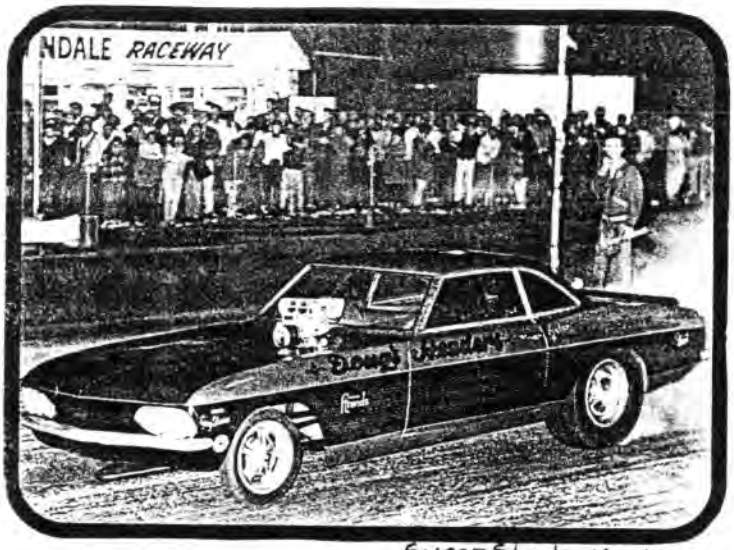
OTHER OPTIONS

and Custom Features include:

- Manual Radio
- Wheel Trim Rings
- Litter Container
- Accelerator Cover
- Prismatic Rearview Mirror
- Visor Vanity Mirror
- Door Edge Guards
- Seat Belts
- Whitewall Tires
- Air-Ride Cushion
- Padded Instrument Panel
- License Plate Frame
- Courtesy Lamps
- Front Seat Cushion Cover
- Bumper Guards
- Locking Gas Tank Cap and Filler Door Guard
- Rear Armrests with Built-in Ash Trays

THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS



Super Stock, May '95

Next Meeting

Date: Friday, July 21, 1995
Time: 7:00 PM
Place: Hoover Library

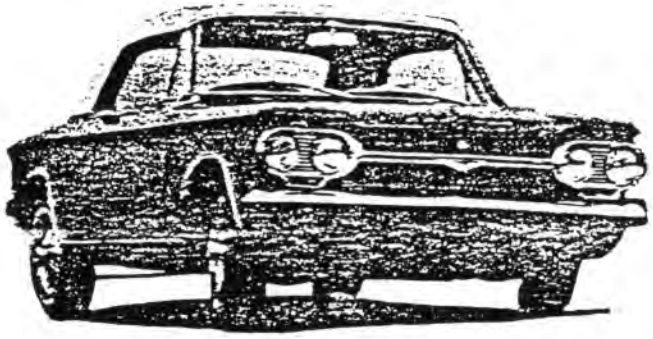
PLUGGERS

Pluggers never have to go for parts.

THE ISKY CAR-OF-THE-MONTH

Dick Griffin, of Lansing, Michigan is a personal pilot to an industrial executive. When not at work in his aircraft, Dick does his flying in his turbocharged '65 Corvair, to which he rightfully lays claim as the world's fastest Corvair! In every sense, this is a true "street 'n strip" machine. Griffin drives his car daily in street traffic, as well as all-out strip racing. He won Top Stock Eliminator at the 1966 Daytona Beach Drags with an E.T. of 12.52 @ 112.5 mph! His best top speed to date is 116.9 mph, and best E.T. is 12.33. Dick also stated in his letter: "My car uses **all stock** components except the carb ('66 Olds 2 bbl.) and an **Isky 280° Hydraulic cam**. I have 23,000 miles on my Isky cam and it is still going strong! Thanks for the **perfect** cam for my dual purpose car."

CORVAIR



The addition of an anti-roll bar in the front suspension and a single transverse helper spring (in addition to the coils) at the rear gives the Corvair handling characteristics comparable with most imported sports cars. Steering is now very nearly neutral, with a slight tendency to *understeer*. The oversteer of previous years has been completely eliminated.

MOTOR TREND/NOVEMBER 1963

Swim Party & Lime Run

Fun at The Stolzmann's
July 16th at 2 pm at Springville
Lime Run to Stolzmanns party starts at 11 am in Irondale at Foodworld.

Covered dish & swim party at the Stolzmanns, July 16th at 2pm. Call Louise Hartline for what dish to bring. Don't forget swim suit & your appetite

DRIVING INSTRUCTIONS

From Birmingham take I59 north to exit # 154, left over the freeway, cross over the railroad tracks. At the four way stop go straight through, go one mile, take left after white board fence on to Bradford road (community church on left) go 1/4 mile, take left onto Burgess Drive. Our drive way is 1/3 mile on the right opposite unpainted board fence. Pull straight through in to field by barn for parking.

For those participating in the Lime run, it is starting from Foodworld in Irondale at 11 am. FoodWorld can be reached by taking I20 and getting off at Kilgore Memorial Drive exit & going to US78 and going East to FoodWorld which is on the left. Jon Keaton will have lime run instructions. A pencil & something hard to write on would be helpful!

Its been 21 years since the last Corvair. We're still making the best parts for 'em today.

Trans, Clutch, & Brake

1961-65 Pad, clutch and brake pedal. Corvair Forward Control Vans only.
CV-0242 . . . . . $12.75/pr.

Engine Mounts

1960-65 Motor mount, rear upper. One (1) per car.
1960: Corvair cars
1961-65: Forward Control Vans.
CV-0463 . . . . . $10.75/ea.
1960-62 Motor mount, rear lower. Replaces #763818. 1960: All Corvair 1961-62: Corvair with forward control.
CV-0459 . . . . . $5.25/ea.
1961-64 Engine mount, rear. Exchange item only. Send in complete mount and allow 3 weeks for revulcanizing service. For #3788221, 3849933 mounts on Corvairs (except models w/ A.C.).
CV-0614 . . . . . $45.00/ea.
1965 Engine mount, rear. Exchange item only. Send in complete mount and allow 3 weeks for revulcanizing service. For #3782897 mount on Corvairs (also see CV-0624).
CV-0615 . . . . . $73.00/ea.
1965-69 Engine mount, rear. Exchange item only. Your old mount is dissassembled, cleaned, and revulcanized with new rubber. Please allow 3 weeks for service on #3880558 mount.
1965: Corvair possible retrofit (see CV-0615)
1966-69: Corvair only
CV-0624 . . . . . $80.00/ea.

Transmission Mounts

1960-65 Transmission mounts. Revulcanizing #3780079,6257389 & 3803890 only. Please allow 3 weeks for service. We must have entire assembly for each mount.
1960-63:Corvair cars only.
1961-65: Forward Control Vans
CV-0464 . . . . . $44.00/pr.
1964 Mounts, transmission. Revulcanizing service only for #3852592. Exchange only, we must have your complete mounts and please allow 3 weeks for service.
CV-0620 . . . . . $59.00/pr.
1965-69 Transmission mount. Revulcanizing service for #3872898. This is an exchange item only and we must have your old complete cores prior to purchase. Please allow 3 weeks for service. 1965-69: Corvair only.
CV-0588 . . . . . .$44.00/pr.

Suspension Parts

1960-64 Bumper, knuckle support, lower suspension arm. Replaces #3742252.
CV-0238 . . . . . .$16.50/pr.

Steering

1939-64 Dust seal, tie rod ends. Replaces #3687643. Four (4) per car. 1939-52: All passenger (except '39-'40 beam axle) 1953-64: All Full Size and Corvette 1960-62: Chevy II Nova, Corvair, & Corvair F.C.
CV-0096 . . . . . .$3.00/ea.

Windshield Channel

1960-64 Vulcanized windshield weatherstripping channel. All Deluxe Corvair (except station wagon).
CV-0503 . . . . . .$59.50/ea.
1961-62 Vulcanized windshield weatherstrip channel.
1961: Corvair Lakewood Deluxe
1962: Corvair Station Wagon
CV-0611 . . . . . .$59.50/ea.

Door Handle Grommets

1960-69 Gasket, door lock cylinder. Exact design as #4587931. 7/8" I.D. Fits most models (incl. Corvair).
CV-0641 . . . . . .$0.75/ea.

Side Window W/Strip

1960-64 Corvair 2 door sedan.
WF-0167 . . . . . .$39.50/set
1960-64 Corvair 4 door sedan.
WF-0168 . . . . . .$39.50/set
1960-64 Channel, flexible, window glass run, front and rear doors. Flexible flocked lining all rubber channel. 8 ft. strip. For Corvair closed models.
CV-0583 . . . . . .$18.75/ea.
1961-62 Corvair station wagon.
WF-0169 . . . . . .$39.50/set
1961-64 Corvair Vans.
WF-0126 . . . . . .$29.50/set
1962-64 Corvair convertible.
WF-0166 . . . . . .$39.50/set
1965-69 Corvair 2 door hardtop.
WF-0170 . . . . . .$49.50/set
1965-69 Corvair 4 door hardtop.
WF-0171 . . . . . .$49.50/set
1965-69 Corvair convertible.
WF-0172 . . . . . $49.50/set

Vent Window

1961-64 Vent weatherstrip, front door.
1961-62: Corvair Lakewood SW.
1962-64: Corvair convt incl Monza.
C-0038-CG . . . . $68.50/pr.
1961-65 Vent window weatherstrip. Corvair Forward Control Vans only (Greenbrier).
C-0038-CS . . . . $69.50/pr.

Vent Window Seals

1960-64 Weatherstrip, vent window division post seal. Corvair (except conv't and wagon).
CV-0650 . . . . . $16.00/pr.
1961-64 Vent window seals. 1962-63: Corvair Lakewood Station wagon 1962-64: Corvair Monza conv't
CV-0587 . . . . . $16.00/pr.
1961-65 Weatherstrip, vent window division post seal. For Corvair Forward Control Vans only.
CV-0635 . . . . . $20.00/pr.

Side Wind Leading Edge

1962-64 Weatherstrip, quarter window leading edge. For Corvair Monza convertible only.
CV-0628 . . . . . $17.25/pr.
1965-68 Weatherstrip, quarter window leading edge. With metal core. Corvair 2 door coupe and convertible.
CV-0599 . . . . . $24.25/pr.

Rear Window Channel

1960-64 Vulcanized rear window channel. For Corvair 2 door Deluxe only.
CV-0625 . . . . . $53.50/ea.
1961-65 Vulcanized rear door window gasket. 2 needed per vehicle. Corvair Vans.
CV-0654 . . . . . $32.00/ea.

Trunk Fittings

1951-62 Gasket, trunk lock cylinder. Exact reproduction of #4587931. 7/8" I.D. Corvair SW tailgate
CV-0641 . . . . . $0.75/ea.

Conv't Roof Rail W/Strip

1962-64 Weatherstrip, windshield pillar. Left and right hand one piece construction just like #4869045 - 46. Corvair conv't only.
CV-0618 . . . . . $59.00/pr.

Corvair Rubber Parts

TO ORDER: Call us on our toll free lines and place your order on Master Card, Visa, or we will send order out UPS Cash COD. If you prefer, you can mail in your order (please include 10% for shipping). Prices effective January 1, 1990 to December 31, 1990. 448 page fully illustrate catalogs available for just $2 each.

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This Spring!

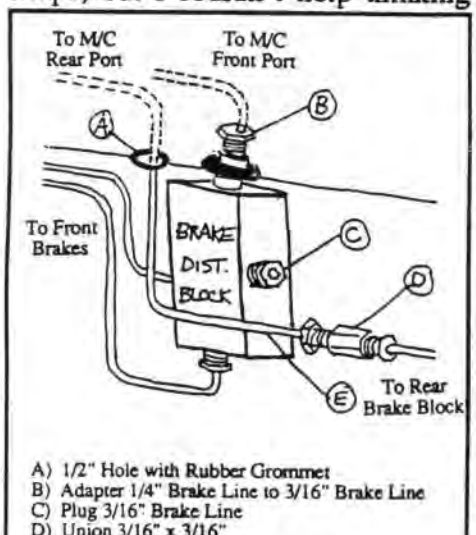
Two Brake or Not to Brake

by Bill Shaver

Upgrading to a double master cylinder means safety

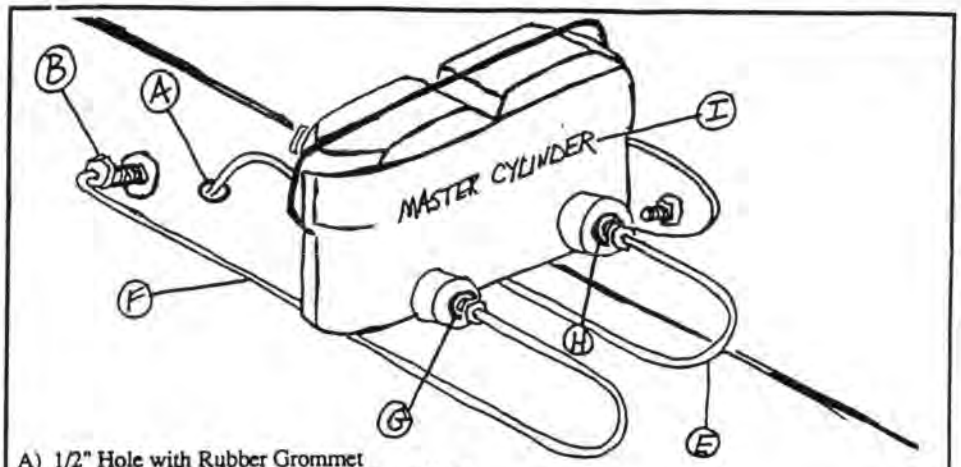
This article is inspired by a very memorable experience that took place early in my driving career. The year was 1963, and my grandfather and I had just gotten my first car on the road. It was a 1948 Chevrolet Fleetline with a six cylinder engine and a three speed vacuum shift transmission.

I have to admit that the radio and moon wheel covers were much more important to me at that time than a boring rebuild of the brake system. That is, up until the afternoon I blew through a busy intersection after a rubber brake hose burst and left the car with no brakes. After I cleaned up the interior I immediately did a complete overhaul of the brake system. The brakes were finally in great shape, but I couldn't help thinking about the possibility of another total brake failure if anything in the entire brake system malfunctioned.



A) 1/2" Hole with Rubber Grommet
B) Adapter 1/4" Brake Line to 3/16" Brake Line
C) Plug 3/16" Brake Line
D) Union 3/16" x 3/16"
E) Brake Line 3/16" x 20"

After 1967 when all new cars incorporated two separate brake systems, I never really thought too much about a total brake failure until last year. I got a 1964 Corvair for my daughter, Erin as her first car. When I first looked under the hood, make that the trunk, I saw that little single shot master cylinder and knew that something would have to change.

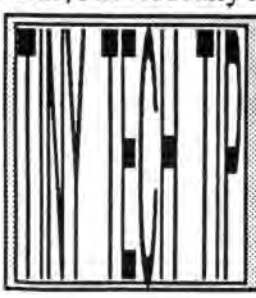


A) 1/2" Hole with Rubber Grommet
B) Adapter 1/4" Brake Line to 3/16" Brake Line
E) Brake Line 3/16" x 20"
F) Brake Line 3/16" x 12"
G) Adapter 1/2" x 20 TPI to 3/16" Brake Line
H) Adapter 9/16" x 18 TPI to 3/16" Brake Line
I) Master Cylinder (Dual)

Reliable brakes are something I demand, and, at the expense of factory original correctness, this is how I changed our Corvair brake system. First I selected the dual master cylinder that was used on the '67 - '69 Corvair and almost every other GM drum brake car from 1967 through 1974. This master cylinder bolted up perfectly and fit the original push rod. It has the same 1" bore and the pedal pressure is unchanged. The next step was disconnecting the rear brake line from the brake block underneath the dash and putting a plug in the block. A 1/2" hole was drilled into the trunk to allow the rear brake line to be extended to the front port of the master cylinder. The original brake line in the trunk was replaced by a 3/16" X 12" line and connected to the rear port of the master cylinder. The required adapters are shown in the drawings.

The parts for this project are readily available at local auto parts stores. The master cylinder is available in Wagner (F64986) or EIS (E64986) in either new or rebuilt. The brake lines and adapters are available in Everco, Champ, or Bundy Flex. Once the parts are collected the project takes about an hour to complete at a cost of under $60. Be sure to bench bleed the new master cylinder before you install it, and be careful with any spilled brake fluid because it will damage painted surfaces.

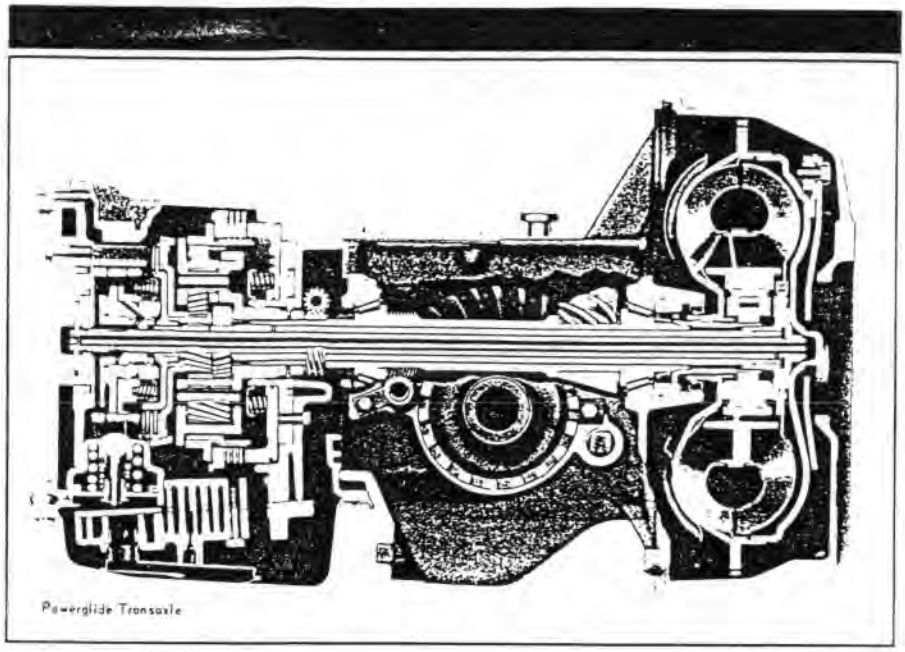
I hope all you daily drivers will seriously consider this modification because around this town we need all the help we can get.



How many of you have a sink for post-Corvairing hand washing that the EPA is beginning to consider a hazardous waste site? Chances are the thing is a sick milky gray that hasn't been cleaned since your car was new because you're the one who is supposed to wash it.

Well wash it! But before you wash your hands in it again wax it. If you apply regular old car wax to the bottom of the sink the gray milky stuff won't stick as much, more of it goes down the drain and, not only does it look better, it will be much easier to clean next time.

OIL SLINGER


Powerglide Transaxle

Powerglide Basics

Step One: Pour about five quarts of transmission fluid on the garage floor - get it over with.

by John Garrett

I have always been a stick and clutch Corvair man. Manual trannies are concrete, easy to understand, mechanically logical. None of this hydraulic, vacuum modulated mumbo jumbo. So when I jumped feet first, over my head into the murky waters of automatics even I was surprised. But I had my reasons: 1) I always wanted to work on a transmission; 2) gear jamming with an infant in a car seat is difficult and often quite busy; 3) some people seem to love the little two speeders - then again some people hate them - I didn't know I had never driven one; 4) I had some noise in my rear end... um... that is I had some noise in my differential and knew that a rebuild loomed; 5) squirreled away in Bill and Vic's bus are a dozen of them as well as a box full of transmission "stuff," and no plans for any of them - ergo, I got 'em real cheap; 6) flat floor boards!? 7) but most of all, it gave me a chance to learn about PG's and fill the newsletter with several tech articles.

They ain't that complicated

You know, Powerglides, GM's name for their two speed automatics that they put in more than just Corvairs, are not as complicated as people might think. I, like many, fear dabbling in the black magic world of automatics because today's automatics work on matter/anti-matter and celestial mechanics, or so it seems. But the PG, tain't that complicated. So OK I ain't cocky enough to bust down our van's four speed overdrive, transverse mounted tranny...yet.

An automatic transmission is nothing more than a hydraulically controlled Model T transmission. For those who have never driven a Model T (me included - my dad told me how they work,) after breaking your arm starting it, fiddling with the spark advance, you push down a pedal for low gear, release the clutch and away you go. When the engine begs for high gear release the pedal, allowing the pedal to come up, and you're in high. All the pedal does is put the brakes on a can of gears.

A Model T has two cans of gears, a set of sun gears rotating around a core inside a planetary carrier, collectively called a planetary package or planetary gear: one for low gear and one for high gear. (I told you these things work on celestial mechanics.) When the pedal is depressed it squeezes a brake around the low gear's planetary carrier, stopping it from spinning, thus engaging low gear. Release the brake and high gear engages. Simple.

Now, replace the pedal with two hydraulic pumps, ten miles of maze work to channel hydraulic pressure, a centrifugal governor to determine when to shift gears and you've got a Powerglide.

Discoveries

The PG that I took on had, how should I put it, been driven. The point being I knew I would see how the thing handled years of hard work and apparently a little abuse. To my surprise there was very little wear inside the transmission; the planetary gears, clutch disks, pumps, and even most of the bushings and thrust washers really didn't show that much wear. Most of the wear was in the differential and oh boy... The power train was probably removed because of the differential or maybe it wasn't shifting well because the nylon gear on the governor was stripped. I could have probably cleaned it up, bolted it to a rebuilt differential and been alright.

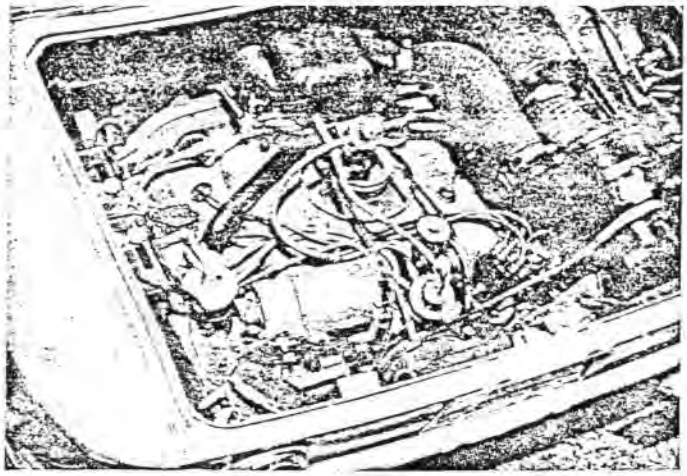
The vulnerable parts in the Powerglide are the shift cable, the governor, the vacuum modulator, and sometimes the torque converter. The shift cable because it is the usual leaky part. Sometimes the exterior sheath splits or wears through and leaks, or the O ring that seals the cable to transmission connection leaks. The governor because, as was the case with mine, the domed cover gets dented, obstructing the internal parts causing the nylon gear to strip. The vacuum modulator because the diaphragm often ruptures, sucking fluid into the engine or leaking. And the torque converter because it is not completely covered and contains a highly stressed seal. If you're having trouble with your PG, one of these parts is probably the cause.

OIL SLINGER, JAN '93

SEBRING SPYDER

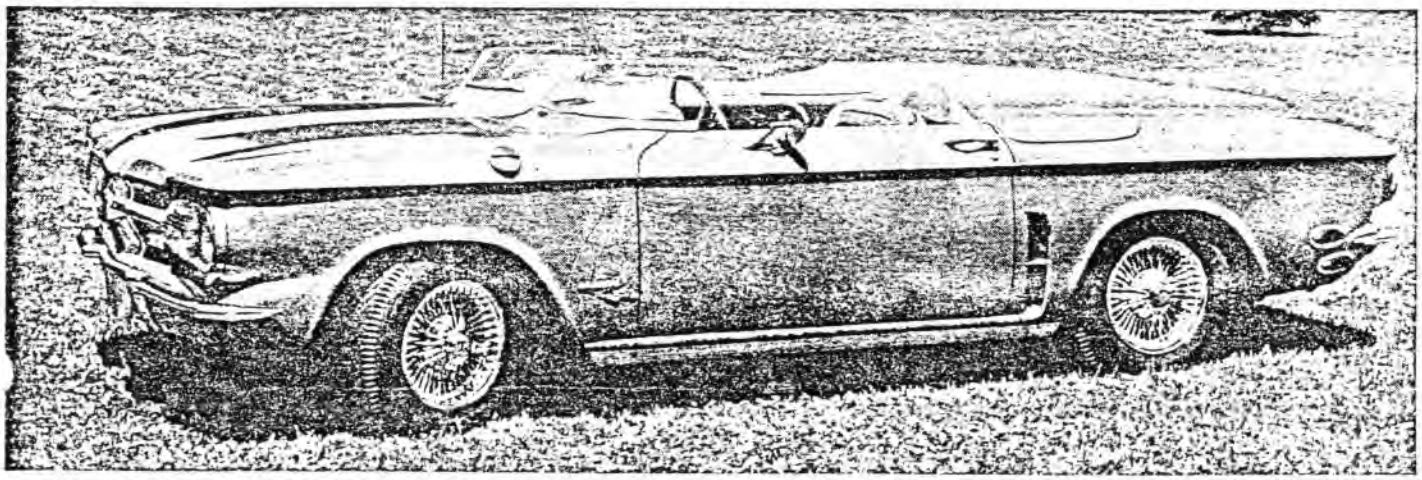
by DIC VAN DER FEEN

Take a Monza, cut off the roof, chop out 15 inches in length, put a real sting in its tail with a Paxton blower, and add dual G.P.-type windshields and you have a line on possible things to come from GM.



Paxton supercharger installation looks like part of the power plant on the Spyder. Blower adds about 32 bhp to stock 98 bhp.

Spyder doesn't really look much shorter than regular Monza until you mentally add 15 inches between wheel arch and door.



• The description of the sparkling car on our cover is officially—and enticingly—a "Corvair-Corvette for the smaller sports car market." Then, just when you get your hopes up, is added the phrase, "and is strictly an experimental car by General Motors Styling."

But we know hope springs eternal in the breasts of car lovers and it is our guess that GM is very definitely interested in finding out how much hope there is for production of this Corvair Sebring Spyder. Bill Mitchell, GM vice-president in charge of styling, has said, in effect, "Here's an idea. Go ahead and react. Who knows what might happen?"

Mitchell started with the standard Corvair chassis and reduced the wheelbase by 15 inches, nearly all of it taken from between the back of the stock door and the rear-wheel arch. Those doors are the only normal Corvair panels on the Sebring Spyder. All the other body pressings are special steel fabrications. The exception is the rear deck. This quick-lift unit is fiber glass and covers not only the engine but the upholstered baggage section behind the seats. The head-rest fairings lift right with it.

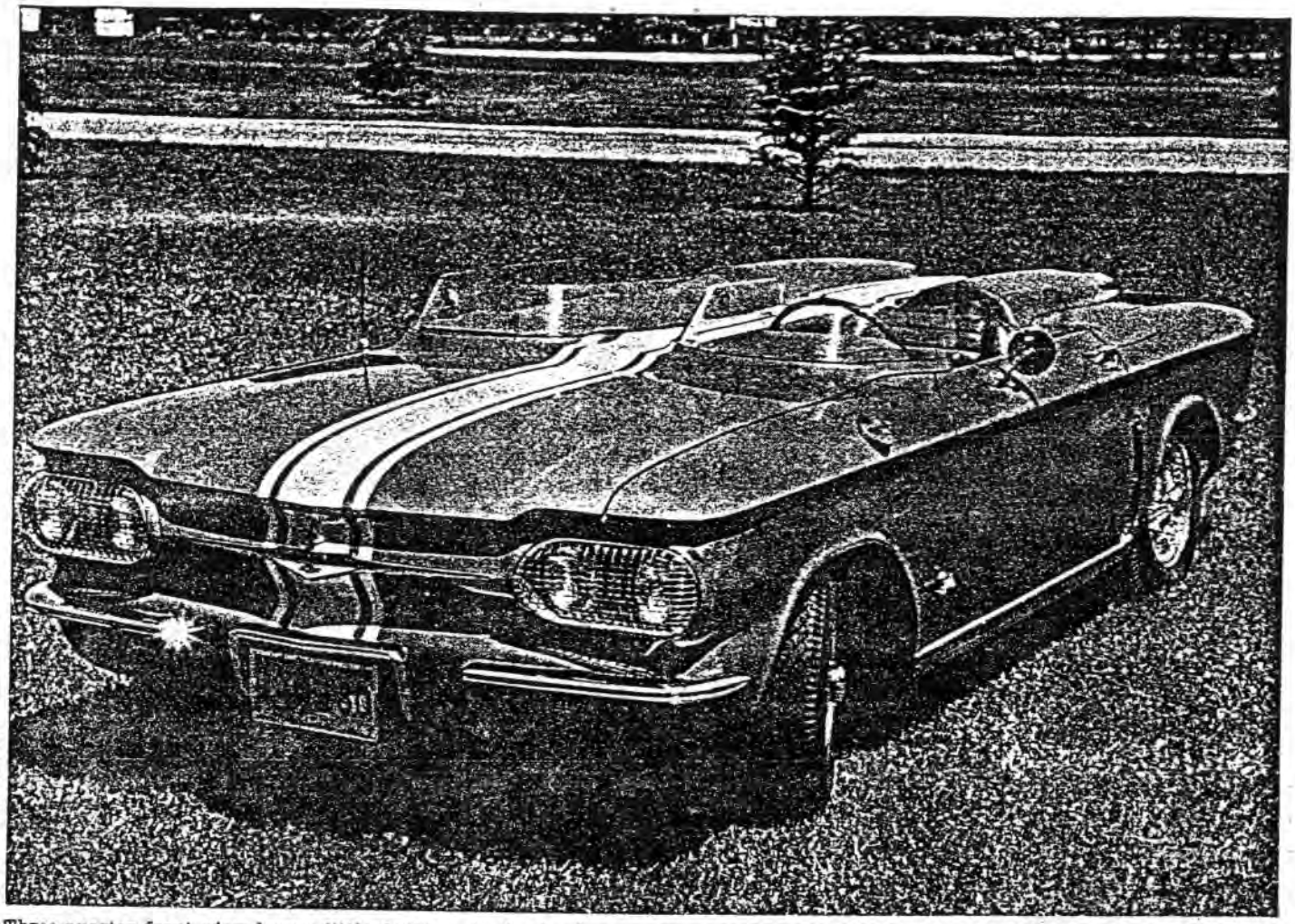
Overall length of the Spyder is 162 inches against the normal model's 180 inches but overall width is up from 67 inches to 68½. The Spyder is strikingly low. It measures just 37 inches off the ground at the top of the head-rest fairings.

Just in front of the rear wheel arches are functional scoops for rear brake cooling. Inside are the standard drums which are highly polished internally to complement the sintered linings. The glossy 13-inch chrome wire wheels are offered by Dayton Wirewheel, Xenia, Ohio, and carry Firestone Super Sport tires.

Suspension is the heavy-duty kit now offered for Corvairs and then some. A front stabilizer bar has been installed. The coil-shock combinations front and rear are special setups produced by Delco to suit the hard-cornering abilities of this short-wheelbased chassis. Camber of the rear wheels has also been altered to improve cornering. Two degrees of negative camber is the setting for the Sypder contrasting with the zero running camber of current stock Corvairs.

Attention focuses on the cockpit of the Sebring Spyder. Individual windscreens make it irrefutably a two-seater roadster and lead to a logical permanent division in the seating. An automotive version of the Pennsylvania Dutch "bundling board" is mounted firmly from cowl to rear deck. But there is plenty of room underneath for hand-holding or what-have-you across the space between the two comfortable bucket seats.

GM Styling has had a lot of fun with two other cockpit features. The safety belts retract automatically into an underfloor coil to the right of each seat. Only the end-fitting protrudes when the belt is coiled and it falls naturally to hand. You pull the belt up and across your lap to another convenient floor fitting on the left and sock the end-fitting into place. The result is a solid, flat belt across your middle with no buckles in the way and a quick-release fitting just alongside your seat when you want to un-belt.



PHOTOGRAPHY: PERRIN

Three-quarter front view leaves little doubt as to the Spyder's parentage. Headlight stone guards and twin wrap-around racing screens offer not-so-subtle clues to the car's intended market. None of the styling hurts performance of GM's little sportster.

The doors have hardware that takes its lead from the Corvette but goes one better. The Spyder features three angled lights mounted in the inside panel that automatically pop on with an attention-getting red when the door is opened.

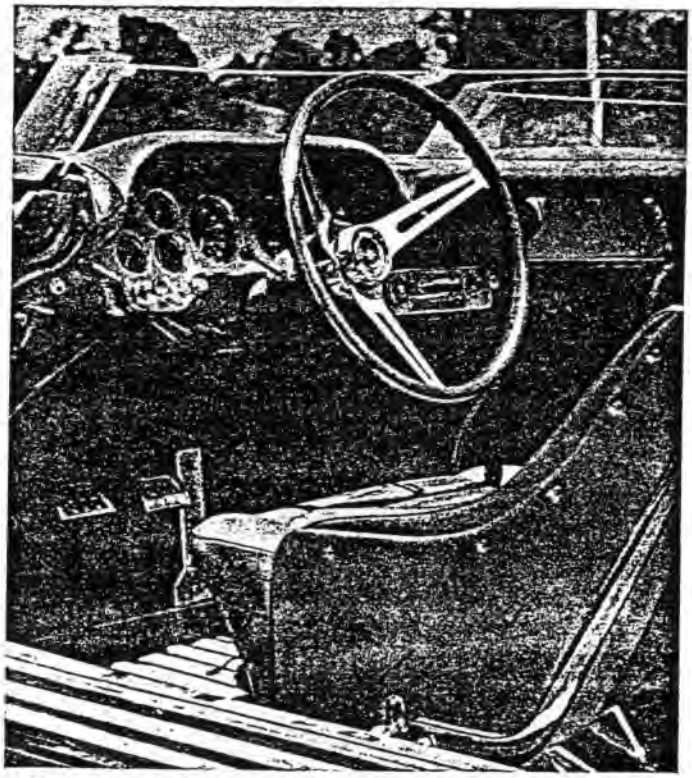
Bill Mitchell turned the engine over to Zora Arkus-Duntov, the Corvette's godfather, who promptly installed the special cam as in the production 98 bhp engine. The engine is fully balanced with all clearances dead-on engineering specifications, and is fitted with —surprise—an awesome Paxton supercharger.

Absolutely nothing was available on power or performance specifications, but we could and did sit behind the wheel and blip the tach to the 5500 rpm mark. The engine wound up so freely we wondered if the accelerator pedal was connected directly to the needle. The red area of the tach is from 5200 to 5800 rpm with the higher mark being the danger point.

Much attention has been paid to the exhaust system with very neat tuning accomplished in an ingenious, undercover manner. The twin pipes from each side of the familiar opposed six run to the opposite side behind the engine but inside the rear body panel before reaching the rudimentary muffler. This gives the necessary length for optimum extraction effect with no abrupt curves in the pipes.

Beyond this, we will have to leave the sexy Spyder with the comment that there is a lot going on under the hood here that doesn't seem to be in GM's Idle Curiosity Department.

—DVdF



Dished wood racing wheel dominates Spyder cockpit. Instruments include 140 mph speedometer and 7000 rpm tachometer.

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Vulcan Corvair Enthusiasts
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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 Vestavia Library Building, Birmingham, AL.

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

President: Harold Hartline
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VP/Membership: Richard Stolzmann
205-467-6444
Secretary: George Miljus
205-972-1385
Treasurer: John Hathaway
205-833-5972
Newsletter: Mike Donley
334-277-4308
Hospitality: Buck and Jewell Hinkle
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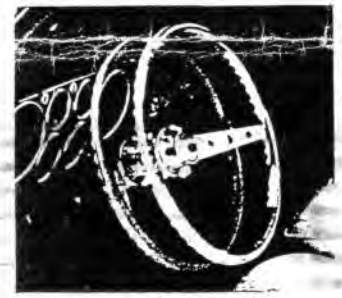

You can actually move this steering wheel in or out

to the position that you prefer!

Corvair's new telescopic steering wheel!

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THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Next Meeting

Date: Friday, August 18, 1995
Time: 7:00 PM
Place: Hoover Library

June Minutes

Harold Hartline, President, called the meeting to order at the "old" meeting place at the Hoover Library. He read a letter from Steve and Diane Knisley in which they stated that they would join the VCE. Steve and Diane were the couple who stopped at the Vestavia Library a few months ago after spotting all the Corvairs sitting in front. Who knows, maybe this is the best way to recruit new members.
John Hathaway, Treasurer, reported our ending balance at $454.57 for June. Jewell and Roselle created the refreshments for the June meeting.

'LO MISTER DONAHEE . . . West Melbourne, Florida's Thomas Donahoe has been kickin' moisture out of the Florida swamps recently with the injected, semi-hemi Chevy 'Vair . . . funny-type. A builder of engines since the days of the "three- and five-

by-three-eighths" flatheads, Tom now campaigns the car in the southern end of his home state. With problems still to be ironed out, best to date is a 50%-nitro run of 9.11, 161. Not all the "funny machinery" is on the West Coast, is it?

Sept '67 Hot Rod

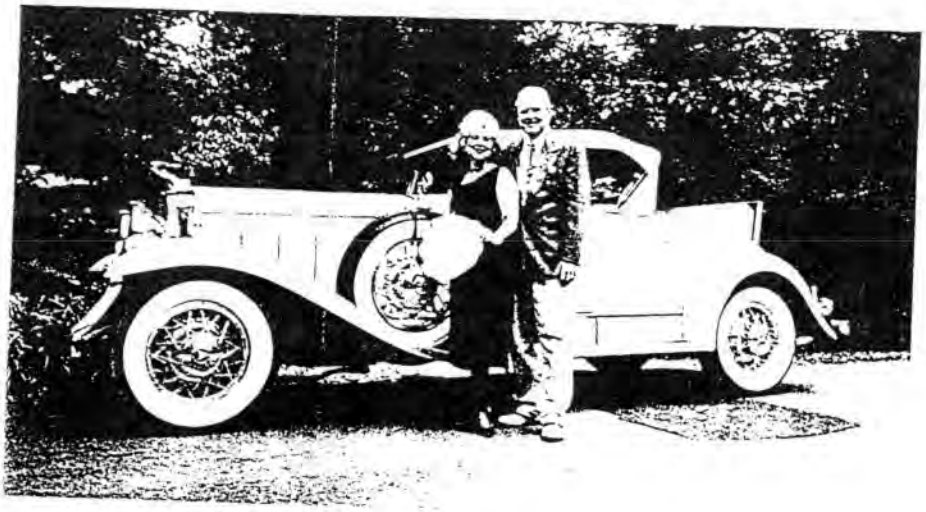
July Minutes

Harold Hartline, President, called the meeting to order. Treasurer, John Hathaway, reported a balance of $497.32 in the VCE account.Harold urged members to turn in receipts for food and drink following club events- that's the account's purpose.
Jon Keeton described the method to the madness of the Lime Run from Irondale to the Stolzmann's home in Springville. Jon and Richard spent over three hours driving around Springville mapping and marking the route. Twelve brave souls attepted the run on that incredibly hot July day in six cars. Fortunately, all parties finished the race and awards were presented. The "Lowest Mileage " award was given to George Miljus with Copilots Ann and Molly for making the run in 64 miles.
Larry Gulsby and Jerry Smith received the "Heat Endurance" award for driving in a top down convertible with a black interior on a 98 degree day. Sarah Keeton was presented with the "Most Persitant" award for a total of 110 miles. In fairness, the run would have been quite difficult to complete without a copilot.
Everyone had a great time at the Stolzmann's following the race. We all appreciate their efforts for arranging the pool party and having us as their guests.

Joyce Miller and Ann Foy will provide the refreshments for the August meeting.

The meeting was adjourned and refreshments were enjoyed.
George Miljus, Secretary.

Drive Through The Past 1995



You are invited to attend
Ron and Liz Moore's annual

"Drive Through The Past"

Place:	*Ron and Liz Moore's Antique Car Barn* *1800 Center Point Road • Birmingham, AL*
Date:	*Saturday, August 26, 1995*
Time:	*Ten o'clock a.m. until four o'clock p.m.*
Dress:	*Casual*

Hot Dog Buffet
Please drive your oldest car -- 50 years to 1 week
The Dixie Region AACA will join us in greeting you.
★ Prizes awarded for:

Longest distance driven	Nicest thing on two wheels
Oldest car	Car Club with largest number
Most enchanting classic	of participants

Hard Luck Trophy

Ya'll Come !

If you need directions call 853-1533 or 853-2450

A Blast from the Past

Ron and Liz Moore have extended an invitation to our club to display our cars in a group. There is always a huge turnout for this car show and it will be a great opportunity to showcase our cars. Other clubs will also be displaying their cars in similar groups so we need a good turnout.
Please prepare your car and plan to attend and participate. Let's aim for the "Club With Most Participants Award." Details will be discussed at the August meeting. We should put a good effort into this, and it might turn into an annual event.
Harold Hartline, President

A DIFFICULT JOB

Dear Sirs:

All my life I have wanted to own a custom. I went to shows and read up on the newest trends in the custom field, but I had one big problem, NO CAR. In June of this year, however, I purchased a Chevy Corvair. I realized when I bought it that it would be a difficult car to restyle but problems such as these create a challenge.

The "TIKI" (that is the name I gave it) is far from complete, but I have been notified by reliable sources that it is a one-of-a-kind custom. Listed below are the changes so far completed:

Lowered two inches fore and aft
'57 Imperial side pieces
Custom grille
'59 Impala roof scoop
Custom spinners and skirts
'58 Chevy taillights
Air scoop on hood
Chrome bullets mounted in air scoop
Chrome bullets replace backup lights

Al Wiener
West Englewood, New Jersey

Congratulations on tackling a difficult problem. That's what makes hot rodding so interesting.—ED.

OCT '61 - HOT ROD

Turbo Engine Rebuilding Tips

by Mike Phillips/Herb Kamer
Green County Corvair Group

Do you have turbo engine? Did you have the cylinder head gasket surfaces flycut to ensure a good cylinder head seal? If so, check to make sure the turbo inlet pipe fits properly. Normal production tolerances, coupled with the amount of metal removed when the heads were flycut, can reduce the distance between the cylinder head inlets enough so that the inlet pipe won't make a good seal. This leads to a vacuum leak, over heating, detonation, and air/fuel leakage when pressurized. Solution: file out the crossover holes a bit to ensure the pipe doesn't bind and cock when it is bolted down.

Don't forget the air baffles that go under the cylinders. These are really important to the proper running and cooling of the engine. Without them, particularly if only one was left off the engine can ping, overheat, give you over temperature alarms and in general really be a mess. They are easily overlooked during a rebuild.

Oh, For a Battery that Fits

Trent found one. Advanced Auto sells a series 58 battery that fits FC battery boxes. Also, if it fits an FC it will fit early model battery boxes. Believe it or not the battery is listed for several German cars like BMW's and Audi's. (Trent also said they had some shocks that fit as well but I lost the piece of paper I wrote it down on... more on this later.)

North Alabama
Oil Slinger

Delco Rochester

Rochester Model H and HV Carburetor Series

Corvair Carburation

Synchronizing the Carbs

A little cooperation makes tons of difference!

by John Garrett

Series Introduction: *As Delco Rochester modified their products, they kept mechanics updated through service bulletins that were sent to dealers. This series of articles is based on one of those service bulletin: Bulletin 9D-9, dated September 1966. Since Corvair development ended in 1966, this bulletin covers the major changes in carburators throughout the Corvair's production. This series will include articles covering the six systems of the H and HV carburetors. Other articles will include carburetor synchronization, model year changes, and a trouble shooting chart.*

Appendix to the Series Synchronization Procedure

It may seem to be stating the obvious, but if Corvair carbs aren't running together you will get neither the best performance or economy from your engine. Surging, stalling, rough idle, and overall poor engine operation can be caused by out-of-synch carbs. Get 'em together and they'll run better.

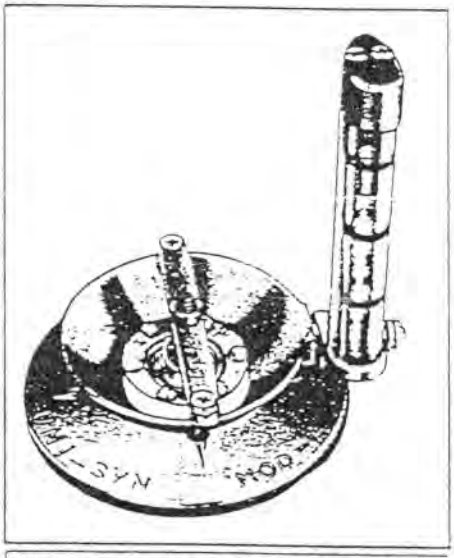
Definition: "Sychronized" means that each carb's throttle valve is moving at the same time and to the same degree. With all the vacuum meters, feeler gauges, tinkering, and what not, you would think you were doing more than just getting the throttle valves together.

De-slopping the Linkage: The first step (and probably your worst problem) is to take the slop out of the accelerator linkage. The linkage that connects your foot with the carbs works amazingly well, but GM cut the corners a little when they didn't make a true bushing in the little legs that attach to the carbs' tops and serve as the cross shaft's pivot points. After a few years, the cross shaft wallows out the "bushing" surface of the legs and the linkage develops some slop. This means that when you step down on the gas, some of your step is used to take up the slack in the linkage. Usually, the slop is uneven and one carb engages before the other and you're out of synch. If GM had made a true bushing or a bearing... But they didn't so...

Try this: move the linkage by hand and watch how much movement is required before the throttle lever moves on the side of each carb. Do the levers move at the same time and same amount? If not you got slop.

One way to get the slop out of your linkages is to find a cross shaft with little or no slop (fat chance) in it. Another way is to purchase the bushings that several Corvair vendors sell to remedy this very situation. These bushings attach to the cross shaft's legs and prevent the cross shaft from wobbling when you step on it.

Setting the Throttle Valve at Idle: Disconnect the throttle rods (the rods that connect the cross shaft with the throttle valve lever on the carbs). You will note that one carb has a solid rod and the other an adjustable rod. (The solid rod, so sayeth the manual, is supposed to be on the right carb, but yours may not be.) Next, back the idle speed screw away from the throttle lever and open the choke valve so the throttle lever doesn't touch the fast idle cam. With the throttle valve closed, place a .003 feeler gauge (or paper) between the idle speed screw and the throttle valve lever. Turn the screw until it touches the feeler gauge; remove gauge and turn screw 1 1/2 turns in. Do this for both carbs.



Uni-Syn indicates relative vac. pressure with a floating indicator and is easily swapped between carbs. It is easier to read much less cumbersome.

Reconnect the solid throttle rod and fasten the clip. With the throttle valve closed held closed, adjust the other carb's adjustable throttle rod until both carbs' throttle valve's are fully closed.

Your carb's are now mechanically synchronized. Or rather, your accelerator linkage is now mechanically synchronized.

Vacuum Balance Check: That's right, all the vacuum rigmarole is simply to check how well you did the previous stuff.

There are two ways to do this. You can either hook up a vacuum meter to the choke pull-off nipple, or you can get a Uni-Syn (see picture). The Uni-Syn is better because you can easily swap it between carbs to see if they are pulling the same vacuum.

OK, fire up the engine and check the vacuum of each carb at idle. Take note of any difference between them. Next, rev it up to about 1200 rpm and check the vacuum of each carb again. If there is 1 inch or less vacuum difference on the vacuum meter don't worry about it. (The Uni-Syn should show hardly any difference.) If the vacuum pressures are off, adjust the carb with the adjustable throttle rod either up or down to match the other carb. DO NOT adjust the idle speed screw. The idle speed screw only adjusts the throttle valve at idle speed; it will not affect the vacuum differences at off-idle speeds.

You should be all synched up now. Once you get your throttle valves together you will see what a huge difference it can make in your performance and economy.

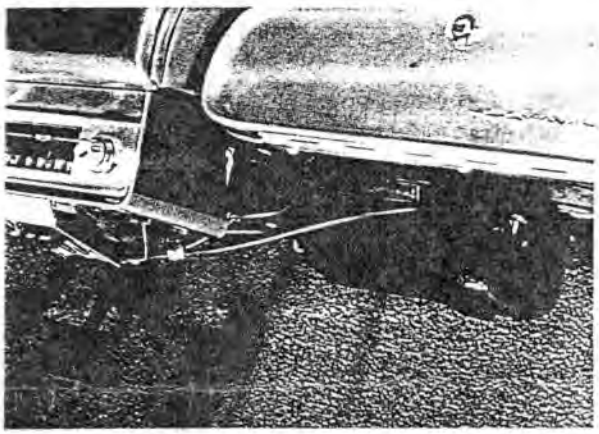
The Oil Slinger
North Alabama Corvair Club

THE PLUS in COMPACT-CAR CUSTOM FEATURES!

- A FULL LINE OF OPTIONS AND CUSTOM FEATURES is available for the Corvair. Power-assist options are unnecessary because of the perfect balance and precise steering designed into the Corvair.

EXCLUSIVE OUTSIDE-AIR GASOLINE HEATER!

- ALMOST INSTANT HEAT DELIVERY—has controls within easy reach, just below the radio.



- THE BLOWER IS ALWAYS ON when heater is operating. Two-speed blower switch has a high speed that provides passengers up to 100 cubic feet of heated air every minute. When the heater is turned off, the blower continues for a short time.

2 FACTORY-INSTALLED CUSTOM FEATURE GROUPS!

Comfort and Convenience Equipment Group

- Outside Rearview Mirror
- Windshield Washers
- Glove Box Light
- Backup Lights

De Luxe Body Equipment Group

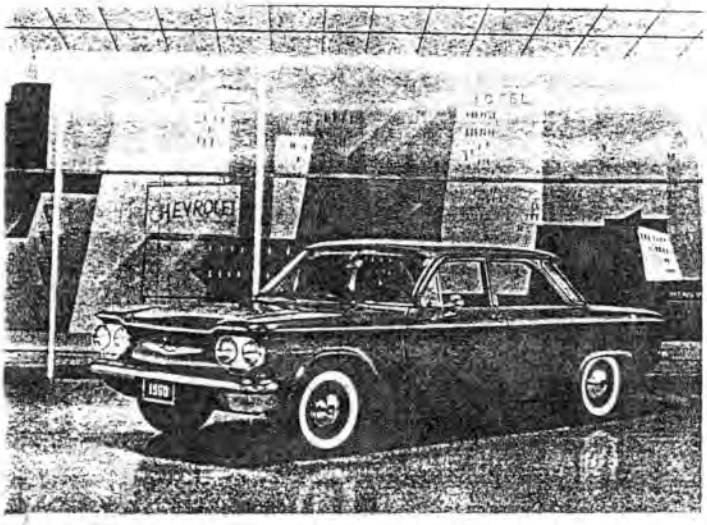
- Cigarette Lighter
- Right-hand Sunshade
- Front Armrests

ALL GROUP ITEMS ARE ALSO AVAILABLE AS DEALER-INSTALLED CUSTOM FEATURES.

OTHER OPTIONS

and Custom Features include:

- Manual Radio
- Wheel Trim Rings
- Litter Container
- Accelerator Cover
- Prismatic Rearview Mirror
- Visor Vanity Mirror
- Door Edge Guards
- Seat Belts
- Whitewall Tires
- Air-Ride Cushion
- Padded Instrument Panel
- License Plate Frame
- Courtesy Lamps
- Front Seat Cushion Cover
- Bumper Guards
- Locking Gas Tank Cap and Filler Door Guard
- Rear Armrests with Built-in Ash Trays



RICHARD & SANDY STOLZMANN
376 BURGESS DRIVE
SPRINGVILLE, AL 35146

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

You couldn't be smarter . . . or look it!

61 CHEVY CORVAIR 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 Library Building, Birmingham, AL.

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

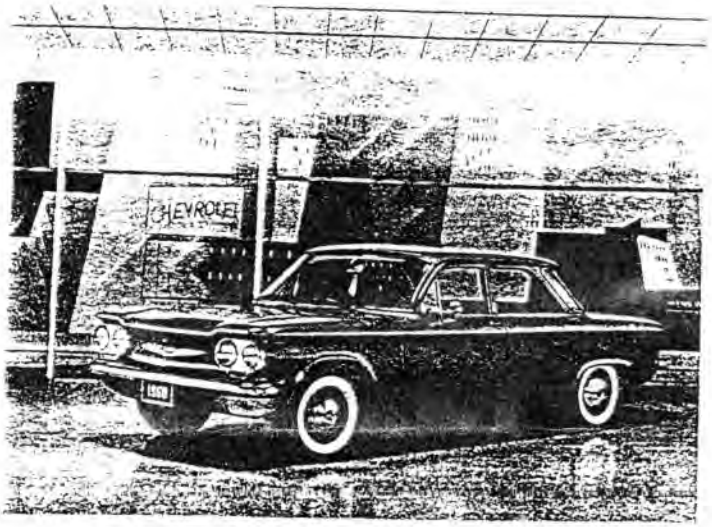
President: Harold Hartline
205-491-5253
VP/Membership: Richard Stolzmann
205-467-6444
Secretary: George Miljus
205-972-1385
Treasurer: John Hathaway
205-833-5972
Newsletter: Mike Donley
334-277-4308
Hospitality: Buck and Jewell Hinkle
205-780-0549

THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Next Meeting

Date: Friday, September 15, 1995
Time: 7:00 PM
Place: Hoover Library



August Minutes

Harold Hartline, President, called the meeting to order.

John Hathaway, Treasurer, reported our beginning balance at $490.72 and our ending balance at $523.17 for July.

Harold Hartline and Sarah Keeton encouraged everyone to attend the Moore Oil car show on August 26, and presented a signup sheet for those planning to attend.

The meeting was adjourned and refreshments were enjoyed by all. Joyce Miller and Ann Foy supplied the refreshments for the August meeting.

Carol Keller and Ethel Mae Lankford will provide refreshments in September.

George Miljus, Secretary

A Blast from the Past

A great time was had by all at the Moore Oil car show on August 26. The Vulcan Corvair Enthusiasts received the award for the club with the greatest number of participants. We had 13 cars present.

The variety and quality of the Moore's collection was simply astonishing. The most notable cars were several Cadillacs, Lincolns and Packards from the 30's and 40's.

George Miljus

Coming Events

Sept 15-17 Tennessee State Corvair Show, East Tennessee Corvair Club, see Communique for details.

Sept 23 1995 Road Rally Picnic, Pell City Collector Car Club, see details this newsletter.

Oct 27-29 Fall Corvair Affair, Corsa NC, see Communique for details.

Nov 10-12 Florida Corvair Affair, Central Florida Corvairs, see Communique for details.

Feb 23-25, 1996 Corvair Lover's Holiday, West Florida Corvair Club. Details in this newsletter.

Holiday Inn®

July 12, 1995

West Fla. Corvair Club
2907 San Miguel
Milton, Fl. 32583

Dear Mr. Furr,

Once again I look forward to hosting the great Corvair escape! Listed below are the details of your groups accomodations.

The Corvair Club can make reservations for February 23-25, 1996 after 1 October, 1995. YOur group will be a part of the Surf, Sand, and Romance Package which includes the following:

Three days, two nights lodging
Saturday Night Seafood buffet for two with a carafe of wine
Sweetheart Sunday Brunch for two
Leisurely 2pm check out

Eastwing	Holidome	Gulffront
$145.00	$155.00	$175.00

2. We will also offer any additional nights to your group at a $40.00 rate.

3. To make reservations, simply call 904-939-2321 and ask for "CRYSTAL" in sales. 9-5 Mon-Fri. I'll be happy to make your reservation for you. If I am not in my office leave your name and telephone number and I will gladly return your call.

4. The cancellation deadline for this package is 20 February 1996.

5. We will provide the use of room 1195 for your groups hospitality room complimentary.

6. We will rope off our west end 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 pm for your awards ceremony. This area will be provided complimentary and it will be closed to the public form 2-6 pm

Mr. Furr, Call me if you have any questions. Thanks again for choosing the Holiday Inn Navarre!!

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

PELL CITY
COLLECTOR CAR CLUB

1995
ROAD RALLY
PICNIC

SATURDAY, SEPT.23
10:AM

MEET- Bama Plastics Corp.
Dowzer Ave. PC Industrial Pk.
off Hospital Dr.

BRING- Your vintage vehicle
to drive.
-A navigator to read directions.
you do not have to be familier
with Pell City to follow map.
-Picnic foods to share in a
group picnic at destination..

Everyone is invited.

cordinator: fred frost

THE FIRST AND THE THIRD
(BUT THE FIFTH IS BETTER)

Yesterday I got my latest issue of AUTOWEEK, the one with the new GMC Sonoma on the cover. It's about the new for '96 sport model, and it sure looks like a winner - a sports car with a bed on the back. Actually, it looks like exactly what I want. And I'm not surprised, because I just bought a new Sonoma last year. Which just reinforces one of my most basic automotive beliefs, and proves once again that the more things change, the more they stay the same. I'm talking, of course, about my rule which says if you want a nice driving high performance model, never EVER buy the first year of a new model from GM.

Think about that for a minute. Remember the '84 Corvette? The so-called "King of the Hill"? (No, the first "King", before that abomination with the foreign designed engine built by a boat company; i.e. the first Corvette since the Blue Flame Six that didn't come with a Chevy V8). It was the first year of the latest body style, and was highly reported to be, to put it kindly, crude. (GM insiders even nick named it "The Brute"). Two years later, the third year of the model run, the car was much improved not only in performance, but also in civility. I must admit, I've never ridden in either of those, but I do know about a couple of other models first hand - the only two vehicles I've ever bought brand new.

The first, of course, is the Beretta. When I got out of school in 1987 I needed a new car to handle the commute from Alabaster to Montgomery. After many months of looking while I drove my parent's '77 Olds (thanks again, mom!) I finally found the perfect affordable road car, an '88 Beretta GT. The first year of a new model, a car that served me faithfully for 228,000 miles. But it wasn't exactly what I wanted. That would be one with a new Quad 4 engine and a sunroof. But since it wasn't available, I bought a coupe with the biggest V6 they had. I knew it would be better to wait, but I needed a car. You can guess what happened next. Two years later, the third year of the model run, the car was available with those options.

When the Beretta wore out I needed a new commuter vehicle, and thought it would be nice to have a truck for it's utilitarian function (ever try to haul lumber in a sport coupe?). Once again, after months of looking, I settled. I wanted a stepside with bucket seats and a console, sport suspension, 5 speed, and the biggest V6 made. But the highest horsepower V6 was an entirely new type of fuel injection, and might have a few bugs. Besides, it was only available with an automatic, and you couldn't even get a console with a 5 speed. But I'm happy with my truck. It's a '94 model, the first year of the latest redesign. But if I had waited until '96, well, you know.

But what does this have to do with Corvairs? Remember the early models? The first year, 1960, was certainly a good car. But if you wanted, say, more horsepower and a convertible, you had to wait 'till '62 when the Spyder came out. (Hey, there's that first-and-third thing again!). Actually, studying the Corvair models was the beginning of this theory, which has been proven time after time ever since.

So why haven't I followed my philosophy? I guess it has something to do with timing. It seems that every time I get desperate for a car, GM comes out with something new that I like. And even though I know (or think, anyway) that I would like the third model year better, it's just too hard to talk myself into parting with more money when the time comes around. Or maybe I'm just subconsciously following in my father's footsteps.

You see, when he got out of school, he bought a new car - a 1960 model Corvair, The First. But did he want a new Spyder in '62? And what if he had bought one?

So will I relent in '96? I doubt it, because when it comes to cars, I have exquisite taste but am basically, fundamentally, undeniably cheap. And when it comes down to paying 50% more for something I could have by modifying what I've already got, I'm sure I'd rather spend the money on my Spyder. Which, by the way, is a '64, the fifth model year. I originally bought it because it is the best of the early models, much improved over a '62 with it's larger displacement, revised suspension, finned rear brakes, more chrome, etc.

So when all is said and done, I'm sure I'll just keep what I have. After all, the first is good, and even though the third might be fun, the fifth is better.

Oh, and one other thing. Sometimes, late at night, I wonder what it would be like to have a little '60 model coupe...

SHOE

Phil Hartline
July 9, 1995

B.

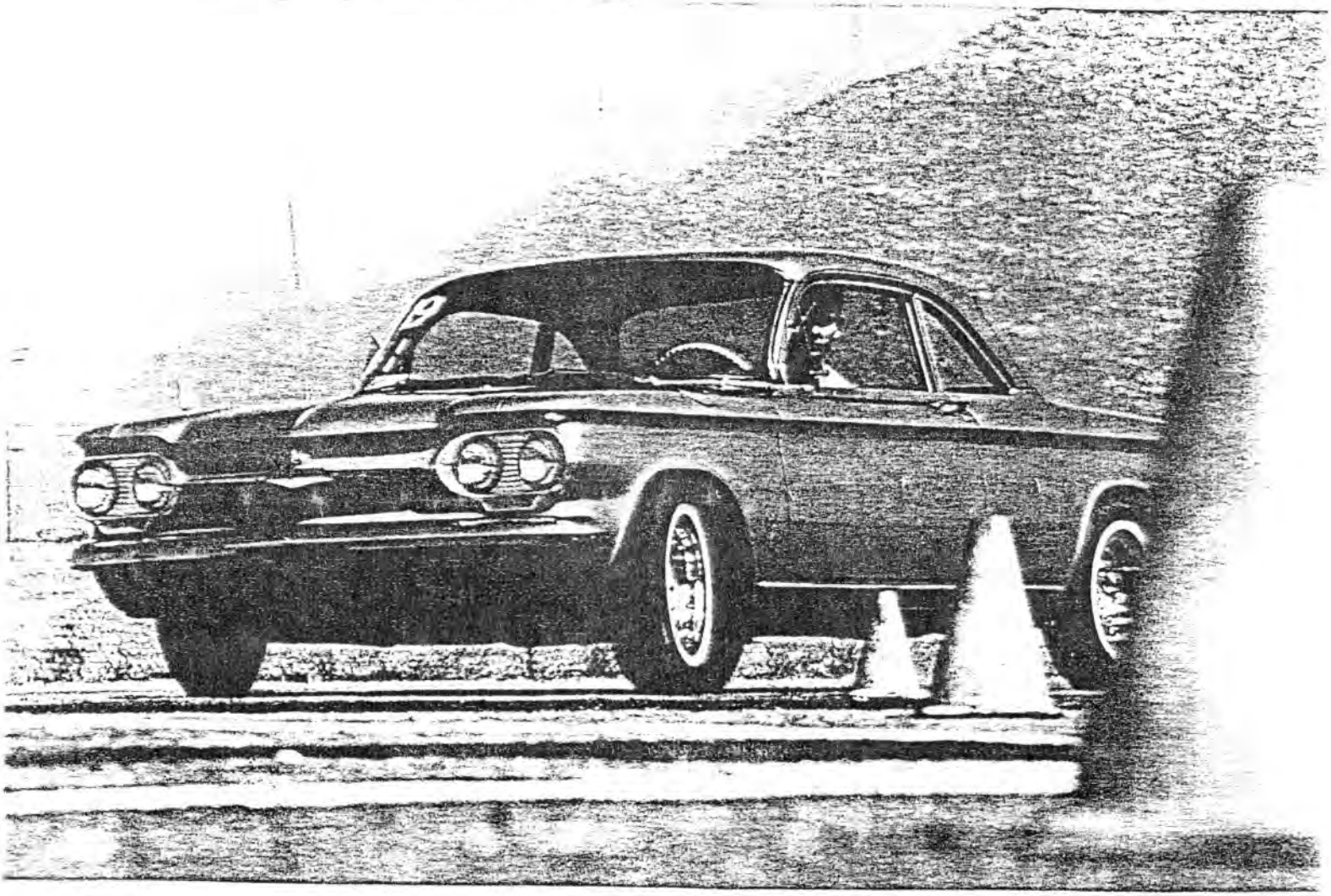
C.

SHOE

Corvair Communiqués

VOL. 1 NO. 1 FOR CORVAIR OWNERS CLUB MEMBERS

FREAR CHEVROLET, INC.
1110 STONE ROAD
ROCHESTER 18, N. Y.



CORVAIR COMMUNIQUES DESIGNED AS SOUNDING BOARD FOR CORVAIR OWNERS CLUB MEMBERS

Since its introduction in late 1959, the Corvair has rapidly gained popularity among sports car minded drivers. With a growing number of Corvair options appealing to sports car enthusiasts, the car is increasingly seen at leading sports car events throughout the country. According to Ward's Automotive Reports, approximately 138,000 4-speed transmissions were built in the entire industry in 1962. Of these, 112,023 were on Corvairs! People who like to drive like Corvair.

The result of this sports car excitement surrounding the Corvair has been a growing interest nationally in Corvair Owners Clubs. Corvair owners have been forming organizations with one purpose in mind ... fun with their cars in rallies, gymkhanas and related social activities.

This inaugural issue of Corvair Communiques is the direct result of the strong interest being shown in Corvair Owners Clubs. Designed to be a sounding board for club members, Corvair Communiques will publish news about organized clubs, technical articles, reports of exciting events—you name it. And you can help do just that. The Editors will welcome your views and news for coverage in subsequent issues. Let us know in advance of your plans for club events. Based on your interest, we'll publish new issues as often as possible. Just write to: Editor, Corvair Communiques, Room 3-129, General Motors Building, Detroit 2, Michigan. We'll be glad you did.

Copy of a 1963 GM publication.
It was given out by Chevy dealers.

Mini buses/vans led way to station wagon demise

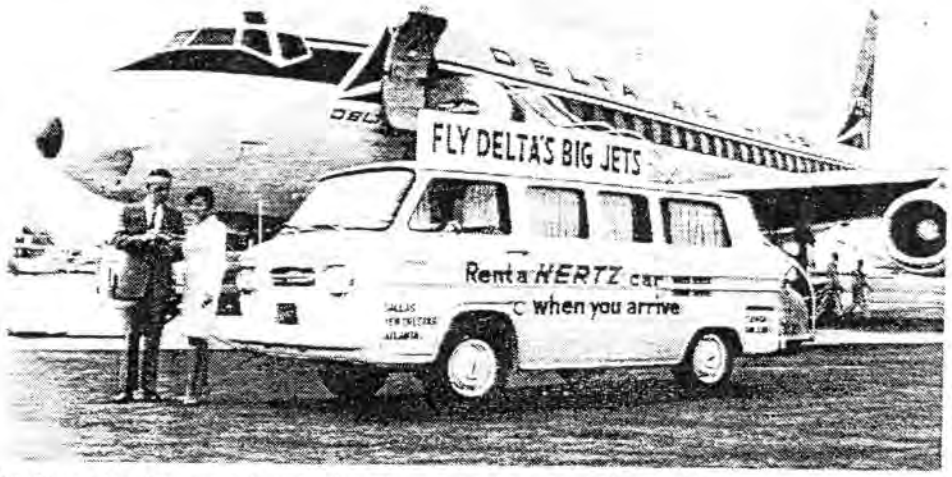
By Phil Skinner

After the end of World War II the station wagon became one of the most popular new models on the market, especially with the advent of all-steel body construction. About the same time the station wagon was becoming a familiar sight in the driveways of suburbia, a longtime commercial vehicle, the panel delivery, was being pressed into service as a passenger model. The most popular of these factory panel conversions were the Chevrolet and GMC Suburbans. While a few were purchased by the modern postwar family, the vast majority were used as crew haulers on construction sites, or pressed into various other taxi-type services. For the average family the sedan-based station wagon proved to be the accepted mode of hauling kids, garden tools and camping equipment over the highways and byways of this great land. Those big Suburbans were considered commercial vehicles, and often cost a lot more for the annual registration fee than a wagon.

Then came the 1960 model year, and the Big Three each brought out new compact cars. Most popular was the Ford Falcon, while Chevrolet took second with its radically designed Corvair. Plymouth presented the stylish Valiant, which came in third in the sales race.

In their second year of production, both the Ford and Chevrolet compact lines presented companion commercial models. The relationships were more or less based on the mechanicals rather than the looks of the passenger cars. From Ford came the Econoline, while Chevrolet marketed the Corvair 95 series. Both new compact commercial vehicles featured panel vans, pickups, and eventually, passenger vehicles.

In 1961, Ford actually declared the Econoline to be a part of its station wagon lineup, calling it the Club Wagon, and associating it with the Falcon series. About the only parts shared between the two models were the new thin-wall constructed in-line six-cylinder engine and the single lamp headlights.



At first the biggest buyer for the American-produced "mini-vans" such as this 1962 Chevrolet Corvair Greenbrier, were commercial concerns. This early day courtesy bus served the public at the Long Beach, Calif., Municipal Airport for Hertz Rent-A-Car.

In 1961, Chevrolet overlooked the passenger van market, but this was remedied in 1962 with the introduction of the Greenbrier passenger van.

The Corvair Greenbrier was marketed as a four-door model, but actually had a total of six, and was available in one of several different trim levels. The Greenbrier could comfortably hold up to eight passengers, and still had room left over for either luggage or the little seagle Skeeter equipment. The Ford Econoline Club Wagon was also marketed in several trim levels and featured six doors. Both models had plenty of windows competing directly with the imported Volkswagen that had dominated the passenger van market since the 1950s.

At first there was some market resistance to these new models to serve as family vans, with many of the first sales acting to replace those of the full-size Suburban-type Chevrolets and GMCs. Fortunately, these slow passenger sales were offset by the overall popularity in the commercial field of the these new minivans.

Prices of the minivans were comparable to the full-size wagons they were hoping to compete with, and in many cases could be cheaper. Over at Ford, as an example, the full-size 1962 Ford Country Sedan nine-passenger wagon was listed at $3,042 with the base V-8. The standard Falcon four-door six-passenger wagon was priced at $2,341. At the same time, the Econoline based Club Wagon in standard dress could be purchased for $2,436.

The full-size Chevrolet Impala nine-passenger wagon for 1962, when equipped with a base V-8, listed at $3,171. The Corvair 700 four-door wagon was listed at $2,407. Here the Greenbrier, much like the Falcon, came in between these two figures, but closer to the compact it was associated to, listed at $2,655.

HAVE A SAFE, SANE &
HAPPY NEW YEAR

RICHARD E SANDY STOLZMANN
376 BURGESS DRIVE
SPRINGVILLE, AL 35146

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

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334-277-4308
Hospitality: Buck and Jewell Hinkle
205-780-0549

THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Next Meeting

Date: Friday, October 20, 1995
Time: 7:00 PM
Place: Hoover Library

More Fun Than Ever **Corvair**

September Minutes

Harold Hartline called the meeting to order at 7:00 on September 15. He asked the members to recognize the women who provided the great refreshments at each meeting. He also welcomed visitors Frank and Mary Alice Smith from Birmingham to the meeting.

Sara Keeton showed an article from the newspaper about the Moore Oil Car Show, which said that VCE had won the Most Members Award.

John Hathaway, Treasurer, gave the previous balance as $523.17 and the month's ending balance as $329.11 after newsletter and finance charges.

Old Business

The VCE Christmas party is scheduled for one night at Cheaha on December 1, 1995.

New Business

Possible activities for October and November were discussed. Ed Keller said he knew someone who would be willing to show the club how to install a converible top, if the top were supplied by the owner. This could be followed by a cookout at Ed's home.

A trip to Looney's Tavern was also discussed as well as a road trip to the Natchez Trace, but nothing was settled on.

Richard Stolzmann, Activities VP, encouraged members to join CORSA, and that the club should put some kind of article about the club in the newspaper to help attract new members. He also suggested that the club purchase nametags, and provide temporary nametags to visitors. If you still have the red nametags that were purchased a few years ago, please wear them at the next meeting.

The meeting in November will tentatively be held on November 18, at Wayne and Judy Moore's home in Tuscaloosa in lieu of the regular meeting in Birmingham.

Jewelry artist Connie Lewis will be attending the October meeting. Bring your Christmas list and prepare to spend some money.

Coming Events

Oct 27-29 Fall Corvair Affair, Corsa NC, see Communique for details.

Nov 10-12 Florida Corvair Affair, Central Florida Corvairs, see Communique for details.

December 1 Christmas Party at Cheaha. One night only.

Correction: Connie Lewis - November

The refreshments for September were provided by Jewell Hinkle, Sara Smith, and Mary Snead. October refreshments will be provided by Carol Keller and Ethel Mae Lankford.
A motion was made to adjourn, was seconded and the meeting was adjourned.

Gardener's Corner

Paeonia (pay-OHN-e e-uh) Ranunculaceae
Common Name: Peony

Plant peonies in September for a spectacular addition to your Spring garden. You can have peonies in bloom from April through late May by planting early, mid and late blooming varieties. Colors include white, cream, yellow, pink and scarlet. Blooms may be single, semi-double, or double, measuring an incredicle eight inches across. For maximum bloom size remove all lateral buds on each stalk as soon as they appear. Hybrid peonies take a few years to reach their potential so don't expect large blloms the first year.

It is not unusual for the hardy peony to live for over 100 years if the conditions are right. The plants need moist, loamy, humus-rich soil and full sun or light shade. Plant each clump in a hole 8 to 10 inches deep with buds an inch below the surface of the soil. Apply a slow release fertilizer such as blood meal, cottonseed meal or Osmocote 14-14-14 around roots. Cover with well drained but moisture retentive soil and water thoroughly. Space holes at least three feet apart. Mulch should be applied the first winter.

Peonies are normally disease and pest resistant but occasionally Botrytis, a fungal disease, may strike. Control this by spraying with Bordeaux, a combination of hydrate lime and copper sulfate. For a homemade alternative, mix one teaspoon of baking soda in on quart of water and add a few drops of dish detergent to aid in adherence. As a preventative measure, you may elect to spray plants as soon as they emerge from the soil.
Carol Siemens

BIZARRO

BIZARRO

Name_____

Address_____

City_____State_____Zip_____Ph.#_____

Registration includes Hospitality Room use \ Friday Nite Deli Buffet \ Sat. Morning Continental Breakfast

Registration Fees

	Advance	At The Door
1-2 person #__	$10.	$15.
each additional $5. #__		
Concourse Entry $5.ea #__		$10.
Vendor $5.ea #__		$10.

Banquet

Adults $22.each Kids 4-12 $11.each

#___ Adults #___ Kids

Total $_____ Make Checks Payable To:

Central Florida Corvairs

Mail Check & Registration to:
Bob Coles
1734 Rose Garden Lane
Orlando, Fl. 32825

Host Hotel:
Ponce De Leon Resort
4000 U.S. Highway 1 North
St. Augustine, Fl.32095
1-800-228-2821 Fl.
1-800-824-2821 USA

Register Early Save $$$$

More Info: Curt Jones, Chairman
1488 Old Kings Rd.
Holly Hill, Fl.32117
1-904-258-7161

Concourse Entry Form

___ Early Open
___ Early Closed
___ Late Open
___ Late Closed
___ Daily Driven

___ Forward Control
___ Specialty
___ Modified
___ Engineering / Radical

Name:_____ Chapter Name:_____

If you do not belong to a chapter
do you wish for us to contact a chapter on your behalf? ___yes __no

Do you belong to Corsa? ___yes ___no

Year of Car _____ Model_____

Body Type _____

(500, 900, Monza, etc.) (2dr.,4dr., Conv., etc.)

Mark the "CLASS" you wish to be judged in, in the above boxes

* Central Florida Corvairs reserves the right to place any car in the appropriate class for the vehicle.

BACON PRESS

19TH ANNUAL FALL CORVAIR AFFAIR
OCTOBER 27-29, 1995
HOLIDAY INN
CLEMMONS, NC

REGISTRATION FORM

(Please print)

NAME_____

ADDRESS_____

CITY, STATE, ZIP_____ **PHONE**(___)_____

CORSA Chapter, if any_____

 # Name Tags Needed_____ **Names**_____

	Pre-Reg	On-Site	Qty	Amount
REGISTRATION: Includes name tag(s), (1) dash plaque, and (1) door prize ticket	$10.00	$15.00	1	$_____
CONCOURS (per car)	$ 5.00	$ 6.00	____	$_____
PEOPLE'S CHOICE (per car)	$ 5.00	$ 6.00	____	$_____
KLUNKER KLASS (per car)	$ 5.00	$ 6.00	____	$_____
MODEL CAR CONCOURS (per car)	$ 2.00	$ 2.00	____	$_____
RALLY (per car)	$ 5.00	$ 6.00	____	$_____
BANQUET/ENTERTAINMENT (per person)	$18.00	$20.00	____	$_____
SWAP MEET/VENDOR SPACE				
(per outdoor space)	$ 5.00	$ 6.00	____	$_____
(per indoor table)	$10.00	$12.00	____	$_____

TOTAL REMITTANCE (please do not send cash)* $_____

All show entrants must be CORSA members. One must be registered for the show in order to participate in the events. Registration will close at 5 p.m. on Saturday. There will be no registration on Sunday.

Room reservations may be made by contacting the Holiday Inn, Clemmons, NC. Telephone number is (910) 766-9121. **PLEASE MENTION THE CORVAIR SHOW WHEN CALLING.**

For show registration, send your check/money order made payable to **CORSA NC FALL AFFAIR** to: Pat & Cecil Miller, 2034 Storm Canyon Road, Winston-Salem, NC 27106. Anyone needing further information regarding the show, please contact Pat & Cecil at the above address or by telephone - (910) 924-6073.

I WILL_____WILL NOT_____be a participant for the Bambauer Memorial Award, given for the best overall score in all events.

THE PITFALLS OF ◎ - RINGS

Sean Bailey, Lone Star Corvair #757

Before beginning the task of replacing the pushrod drain tube O-rings, I consulted the manual. There is no factory procedure for doing this: The manual assumes that the engine is out of the car and the heads will be removed. I did ask the advice of several members of the club. Some helpful hints were dropped, but generally, I was on my own. Sort of like losing one's virginity.

I found that the task turned into a 21 hour struggle over Memorial Day (I was under the Corvair all during the Indianapolis 500). A lot of that time was spent learning how to do things, and re-doing things, and inventing procedures and a tool.

In writing this article, I assumed that you are replacing the O-rings with the engine in the car, and said engine is old and/or equipped with original type seals that have not been replaced in a long time, or ever. Additionally, you are a very amateur mechanic with a not very large selection of tools.

You will need:

- New valve cover gaskets, 24 large O-ring seals for each end of 12 pushrod tubes, and 12 small O-ring seals for the rocker studs.
- A good torque wrench, set to 30 ft-lbs.
- Two rachets, one with a 7/16" socket for the valve cover bolts, and one (preferably a 1/2' drive type) with a 5/8" socket, for the rocker stud nuts. This will also serve to drive in the newly sealed pushrod tubes. You will also need a 13/16" socket for the pushrod guide studs. A spark plug socket will work; a regular deep socket is better.

You will also need a couple of heavy duty-type 1-2" hose clamps, a pair of Vicegrips, and a hammer.

Reverse the Corvair up ramps if you can; the higher the car is off the ground, the more comfortable you will be. Drain the oil from the crankcase; if you don't, it will come out anyway when the tubes come out.

Remove the exhaust system if single; loosen enough to move easily if dual. Remove the valve (rocker) covers. If in place for a long time, this may require some judicious prying or tapping with a hammer. Don't bend them!

Start with No.1 cylinder. Undo the rocker nuts, remove the nut, ball, rocker, and pushrods. I soaked mine in a 56oz Delicat® plastic cat food container 3/4 filled with kerosene. You may have some better arrangement for cleaning parts; this worked for me.

Remove the two 13/16" rocker studs, which also hold the pushrod guides. Remove the guide. The two small O-rings are behind the guide, around the stud. I used snap-ring pliers to remove these. They will be hard, and possibly brittle. Clean the guide.

Now for the fun part: removing the pushrod tubes. This was the most time-consuming (read frustraing) part for me. Initially, I tried using Vicegrips directly on the tube. This broke the seal, but I found that it was impossible to make the grips tight enough to do anything further without bending the tubes, because they contact in only two spots. What I found that did work was to encircle the tube with a hose clamp, then tighten the clamp as much as possible using an electric drill with a small socket. Because the clamp contacts the tube completely around it, there is little chance of damaging the tube. I put the Vice-grip on the hoseclamp screw VERY tightly, and tapped with a hammer on the Grip in line with the tube. In every case but one, the tubes, which apparently had been in place for 31 years on my car, broke loose and came out without major banging. One was very stubborn, and I destroyed two hose clamps removing it, but did no damage at all to the tube, which is quite delicate. After removing the tube, I cleaned it and used a utility knife to remove the old seals. They were very hard indeed.

Put the tube, sans seal, back through the hole in the head whence it came. It's a tight fit; DO NOT put the new seals on until the crankcase end of the tube is through the hole. The short end (obvious when the tube is out) goes in the crankcase. Put the new VITON seals (O-rings) on AFTER the tube is nearly in position, otherwise the new seals will be damaged, as I found out to my sorrow. Using the same socket that removed the rocker nuts, gently drive the tube with a hammer until it seats. It will be quite obvious when it's seated home.

If you put the rocker studs into the guides, then put the rocker stud seals on the studs, it will be much easier to screw in the studs than if you put the seal in first. Tighten the rocker studs to 30 ft-lbs.

Next come the pushrods, with the tiny oil hole outboard and pointing up. Now put on the rocker, the pivot, and the rocker nut. Tighten carefully, making sure at all times than the pushrod is seated against the tappet in the crank case. Tighten the nut until there are a few threads showing.

Repeat this process for each cylinder until complete. Valve lash adjustment is next. This worked for me:

With the engine COLD, I put the No.1 cylinder on top dead center. Then, I tightened the rocker nut JUST until there was no movement, then tightened 1/2 more turn of the rachet. The 1961 Shop manual gives the order of valves which can be adjusted with the engine in each of two positions. Result: perfect lash adjustment. Other methods may work better for you.

Replace the valve covers, exhaust system, and put in enough oil to replace what you drained away, and start the engine. You're done!

It's a tedious, slow process (don't kid yourself about this), but if your engine is a serious leaker (even potentially), the results are worth the effort. ☆

RICHARD & SANDY STOLZMANN
376 BURGESS DRIVE
SPRINGVILLE, AL 35146

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

FROM THE TOP OF THE FAMOUS TURBOCHARGER, OVERLOOKING THE AIR-COOLED ENGINE ROOM, WE BRING YOU THE EXHAUSTIVE MUSIC OF CORVAIR MONZA SPYDER AND THE FLAT SIX! Sometimes a big mouth pays off. The Corvair Monza Spyder's tailpipe has a wider diameter than other Corvairs and most sports cars. It helps performance by more efficient exhausting of gases from the 150-hp Turbocharged Spyder engine. So it's practical. But we don't kid ourselves. It looks good. And it makes a throaty growl that pleases people with a feeling for such things. We don't kid ourselves about the rest of the Corvair Spyder either. It pleases people for the same reasons as the tailpipe. Practical design that means effective performance. Like any machine that does its job well, the Corvair Spyder looks right. And feels right. And works right. And sounds right. . . Chevrolet Division of General Motors, Detroit, Michigan.

CORVAIR MONZA SPYDER by CHEVROLET

CHEVROLET

JANUARY 1964

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 Library Building, Birmingham, AL.

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

President: Harold Hartline
205-491-5253
VP/Membership: Richard Stolzmann
205-467-6444
Secretary: George Miljus
205-972-1385
Treasurer: John Hathaway
205-833-5972
Newsletter: Mike Donley
334-277-4308
Hospitality: Buck and Jewell Hinkle
205-780-0549

THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Next Meeting

Date: Saturday, November 18, 1995
Time: About 1:00 PM
Place: Wayne and Judy Moore's Home
10731 Albert Sanders Road
Northport, AL 35476
205-759-2841

CORVAIR
by CHEVROLET

October Minutes

Harold Hartline called the meeting to order. The Christmas party at Cheaha State Park was discussed. Sarah keeton will contact the park to see if the Lodge will be available for Friday and Saturday night. Most members agreed that if the lodge were not available two nights then they would prefer not to attend. December 1st is currently the date for the Christmas party.

Harold Hartline presented Joe Doughty with a Uni-Syn Gauge he discovered in his garage. It was in an old dusty box with Joe's name on it; probably 20 years old and in brand new condition. Who knows what one can find in your own garage.

John Hathaway reported a beginning balance of $329.11 and an ending balance of $237.30.

Everyone enjoyed slides shown by Chris Rothe. The slides were from Chris' trip with Frank Ranelli to the Hoosier Swap Meet in Indianapolis, the Corvette MUseum in Bowling Green, KY and a car show Chris

Wall's
CORVAIR UNDERGROUND

FAX: 1-503-434-1626
1-503-434-1648 1-800-825-VAIR
BOX 339 Dundee, OR 97115

Ethel Mae Lankford and Carol Keller prepared the food and refreshments for the October meeting..

The Thanksgiving party will be hosted by the Moores again this year at their home in Tuscaloosa. Call their home for directions.

George Miljus, Secretary.

Coming Events

January 12-13, 1996: East Tennessee Corvair Club: Smoky Mountains Mid-Winter Family Retreat. See newsletter for details.

March 10, 1996: Gulfcoast Corvairs: Show and Swap Meet. See Communique for details.

April 12-14, 1996: Suncoast Corvairs: Spring Fling '96. See Communique for details.

April 26-28, 1996: Corvair Atlanta: Spring Fest '96. See Communique for details.

June 19-22, 1996: Corvairs of New Mexico: CORSA National Convention. See Communique for details.

September 6-7-8, 1996: Shades of the Past Car Show, Pigeon Forge, TN. Make reservations in January. 3 night minimum. Big car show

Cheaha 95

Corvair friends, we have Cheaha again this year, but this is the last year. We have the lodge for two nights , December 1-2. The room rates are $35.00 a night which includes an incredible dinner Friday night, and breakfast Saturday morning which the men will prepare. This is a yearly tradition, and they really seem to enjoy doing it. We enjoy watching them work so well together. We have some very good cooks in this club. This is not a continental breakfast but a delicious country breakfast with all the fixings. If you have ever had it, I know you won't miss it and if you have not, you need to be there to see what you have been missing. It is guaranteed that no one goes away hungry.

We need to get some commitments and checks in hand for everyone who plans to attend. The rooms are on a first come-first serve basis. we already have 11 rooms reserved out of 14. we also have 6-8 beds in the bunk room and the room off the kitchen. We can get sleeping bags if necessary. We really need to pack the lodge and make it the best year ever. Checks need to be made out to Vulcan Corvair and can be post dated Nov 22nd as they will be deposited on that day. Please send checks to Sarah Keeton: 340 Carriage Drive, Birmingham, AL 35214 to insure that you have a room. I know no one wants to be left out. If you are planning to attend to gathering at the Moore's on November 18 please bring the check with you. If you have any questions please feel free to call me at 798-9361.

There has been some discussion between some of the ladies to have a bake sale or arts and crafts sale as a fundraiser for the club's treasury, so if you are interested bring what you can, and if not bring money as all contributions are welcome. Men, the women challenge you guys to do something to raise money for the club also.

Thanks in advance for everyone's help in making Cheaha 95 the best one yet. I am looking forward to a wonderful weekend, great friends, and a wonderful Christmas season. If you cannot come up for the whole weekend we would like to see you if only for one day. Come and join the fun.

"I can't recall what your car was recalled for."

"I want to make a statement, but not that loud."

YOUR CORVAIR FRIENDS OF EAST TENNESSEE INVITE YOU TO ANOTHER

SMOKY MOUNTAINS MID - WINTER FAMILY RETREAT

PIGEON FORGE - GATLINBURG TENNESSEE

JANUARY 12-13, 1996

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 AT FACTORY OUTLET STORES NEAR-BY.

****** IMPORTANT CHANGES ******

ROOM RATES $32.50 - 42.50 DEPENDING ON LOCATION (AN INCREASE OF $3.00 OVER PREVIOUS YEAR) BOTH INSIDE ROOM (AROUND POOL AND PATIO AREA), AND OUTSIDE ROOMS AVAILABLE. RESERVATIONS SHOULD BE MADE NOT LATER THAN **1 JAN. 1996.** WHEN MAKING RESERVATIONS, YOU **MUST** SPECIFY THAT YOU ARE ATTENDING THE **CORVAIR** EVENT IN ORDER TO GET THE ABOVE SPECIAL RATES.

RAMADA INN - PIGEON FORGE, FOR RESERVATIONS TOLL FREE

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

NO REGISTRATION OR OTHER FEES

FOR MORE INFORMATION - HUGH SAYLER (615) 983-0944

Tires

Larry Claypool

Although this subject has been covered several times before in the *Communique*, the Technical Editor receives questions on tires quite frequently. This article will attempt to address the most often asked aspects of stock type replacement tires.

What Was

1960 through 1965 Corvairs (excluding station wagons) were equipped with 6.50 x 13, 4 ply rated, bias ply construction tires. 1961 and '62 station wagon models, and all '66-69 models used the same type of tire, but in a 7.00 x 13 size. No optional sizes or types of construction were ever factory available.

Whitewalls were optional on all models in all years. 1960 and 1961 models (except Monzas) used the "wide" type whitewall at 2-1/4". 1960 and 1961 Monzas, and all '62-65 models used a 15/16" whitewall. For 1966 to the end of production, a 5/8" whitewall was used.

Radials

The advantage of radial tires over bias ply type are well documented, and represent one of the easiest ways available to upgrade the handling and driving comfort of your Corvair. No modifications to your Corvair are needed to use radial tires.

CORSA Rules

CORSA Concours rules allow the use of radial tires without penalty in all its judging classes. The following restrictions apply: For factory stock classes (both original and restored), the tire size must be equivalent to original, and, if so equipped, the whitewall width must be within 1/8" of original. White letter tires, or aspect ratios lower than 75 (i.e. no 60 or 70 series) are not permitted in factory stock.

For street stock classes, tire rules are the same as factory stock except aspect ratios including 70 series are acceptable, and the whitewall width allowance grows to within 1/2" of original.

CORSA Autocross rules also allow the use of radial type tires in all classes. In pure stock classes, aspect ratios lower than 75 are not permitted. All other classes allow the use of wider tires, although some restrictions on wheel size and tire compounds exist.

Sizes

The old designations of 6.50 and 7.00 sizes have been superseded several times over the last 30 years. In bias ply construction, "B" series tires are replacements for a 6.50, "C" series replace the 7.00. For radial type tires, there are a number of replacement sizes used over the years.

The 6.50 size roughly equals BR78, BR75, BR70, 175, 175-75, 175-80 (most common current size), 185-70, and 195-70. (The 195-70 size commonly has a diameter larger than a 175-80, but smaller than a 185-80; thus making a more acceptable replacement for the 6.50 than the 7.00.)

The 7.00 size roughly equals CR78, CR75, CR70, 185, 185-80 (most common current size), 185-85, and 205-70.

Today

In the '90s, when new cars reach Corvair size, manufacturers tend to specify 14" wheels and tires; thus the list of currently available large 13" sizes is not as great as it had been when a million or so Chevy Citations (and their corporate clones) were on the road.

175-80 and 185-80 sizes are still commonly available from almost every manufacturer, but usually only in low to medium grade tire lines.

185-70 tires are also commonly available, with a very good selection of manufacturers and grades.

The 195-70 size is still available; but usually only in one line by a few manufacturers.

The 205-70 size has very limited availability; BFG is the only current manufacturer for this size that I am aware of. Other sizes on the list are out of production and not readily available. Now, for those of you who want the look (along with the ride and handling!) of an original 6.50 bias ply, there is a reproduction of this tire, with a 1" whitewall, currently in production. I've also seen some "wide" whitewall versions of a 6.50 listed at times by specialty tire companies such as Coker, Wade Wallace and Lucas. No reproduction of the 7.00 size exists at this time.

Goodyear's Arriva line of tires suited many Corvair owner's needs with its 1" whitewall and sizes in both the 185-80 and 175-80. This line however, has been out of production for several years. A number of private label brands also used this size whitewall; they too are out of production.

A 1" whitewall radial is still available in the 195-70 size from a few private label brands such as Multi Mile and Remington; but remember that 70 series aren't allowed in factory stock concours or pure stock autocross classes.

A 1/2" whitewall in the 185-80 size is still common, so this will suit many of you looking for a "stock" type for '66-69, as well as a "street stock" tire in both 175-80 and 185-80 versions.

New to the market are "wide whitewall" radials, as advertised by several specialty tire suppliers. I contacted several such companies; Cornue Classic in Lake Geneva, Wisconsin advised me they had both 175-80 and 185-80 sizes available with either a 2-1/4" or 1" whitewall. Tires were either their own private brand or Firestone FR721s, ranging from $85.00 to $95.00 each. These tires fill the need for a radial type whitewall that is stock looking on '60-65 models.

Pressure

Chevrolet originally recommended 15 pounds front and 26-28 pounds rear (cold) pressure for the Corvair. Most owners agree slightly higher amounts such as 20 front and 30 rear give a good "feel", particularly with radial type tires. Many modern radial tires are designed for even higher pressures, but avoid inflating front and rear tires the same amount; excessive front pressure makes the ride very harsh and increases the effect form side winds and gusts. 10 psi less in the front than the rear is a good guideline.

FROM: AIRHORN

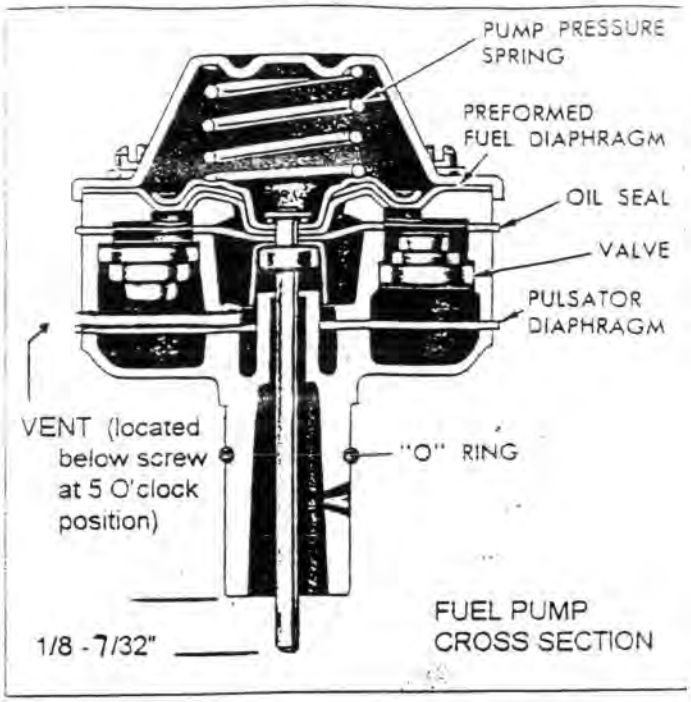
Fuel Pump Tech Session *Rav Collins*
Iowa Corvair Enthusists

This month, let's examine the most damaging cause of fuel pump failure: rupture or cracking of the moving preformed fuel diaphragm or oil seal. (Refer to the cross section at right.) Fuel pump articles appeared in the February and October 1989, July 1994 and February 1995 Communiques. CORSA member John Moody wrote four of these articles and has done much research on fuel pump failures. John has identified at least three different pump designs. They are designated below as A, B, and C.

The fuel pump's diaphragm rod is moved up and down by the pump pushrod. The pushrod in turn is moved by an eccentric cam attached to the crankshaft. When the high spot on the cam rotates by, it kicks the pushrod up causing the pump to pull in a gulp of gas through the inlet check valve. Both the oil seal and fuel diaphragm move upward with the pump rod. The reason that the pump pulls in some gas is the two diaphragms have different effective diameters. The oil diaphragm is constrained to a one-inch hole in the center of the metal part that separates them, while the fuel diaphragm moves across the full diameter of the pump. The lower oil diaphragm is flat, not preformed like the fuel diaphragm and it really gets stretched at the cam's high spot. This is the diaphragm that fails most often on replacement pumps.

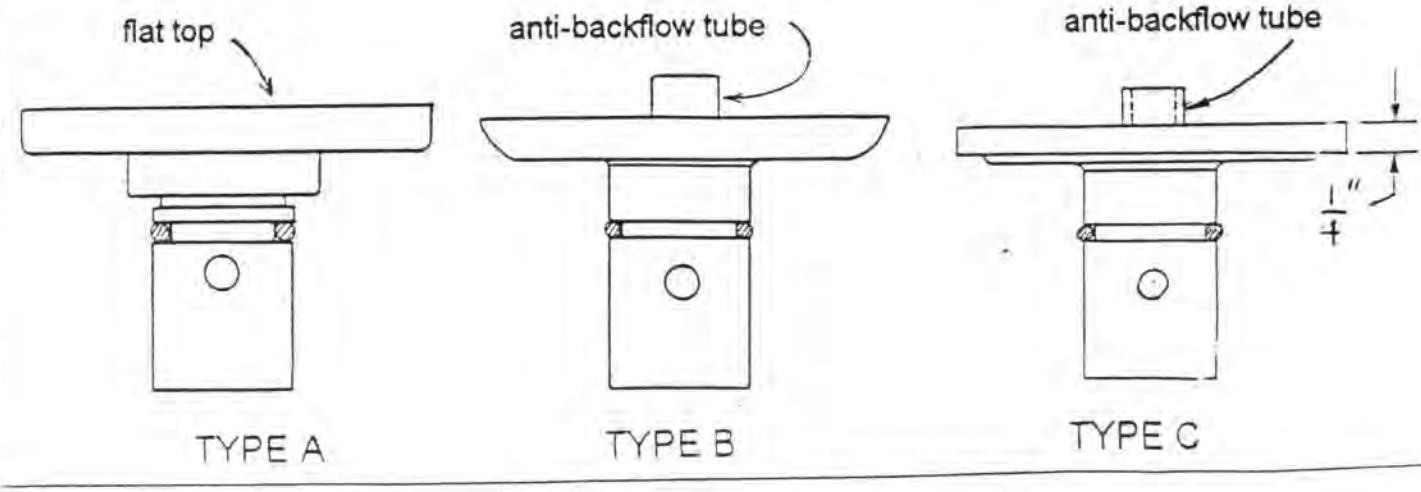
If the fuel diaphragm cracks, gasoline will leak (squirt) out the top cover hole. Staying alert for gas smells will detect this failure. GM put an anti-backflow tube in the base casting and an "umbrella" on the actuating rod to prevent gas pumped through tears in the oil seal diaphragm from traveling down the pump rod and into the engine oil. The gas flows out of this inner area via a vent that is below the anti-backflow tube. Gas in the oil can cause lots of engine bearing damage or worse. Note that type A below does not have this feature.

The above explains how the pump works and why the diaphragms can fail but doesn't explain why the original pumps lasted many years while replacements have



failed overnight. To find out why, John Moody made some careful measurements to check for differences between the original and replacement pumps. The maximum safe diaphragm travel on all pumps was found to be .190". Compared to the cam rise of .147", this is enough travel to work without damage. He then checked to determine if, when installed, the stack height would bias the pump to the point where the diaphragm would run out of travel. This is where he found the problem. The fuel pump stems on all four replacement pumps were to long. The correct length is 1/8 - 7/32" according to Clark's. The replacements were .046" too long, stretching the lower diaphragm beyond its limits when installed.

The Bellybutton Test: Place the top of the pump against your bellybutton. Lean against the edge of your workbench, pressing the stem of the fuel pump in. A dime should not fit between the bench and the end of the casting, but a stack of three or four thin business cards is OK. If the stem is any longer, it is too long.



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THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Next Meeting

Date: Friday, January 19, 1996
Time: 7:00 PM
Place: Morrison's Cafeteria, on Hwy 31.

December Minutes

The December meeting was held at Cheaha State Park with the main order of business being the Christmas Party. President Harold Hartline called the meeting to order and asked the Nominating Committee for a report. The slate of officers was presented for 1996:

President.....Sarah Keeton
Vice President.....Louise Hartline
Treasurer.....Juanita Hathaway
Secretary.....Sheila Ranelli
Newsletter.....Mike Donley
Hospitality....Buck & Jewell Hinkle

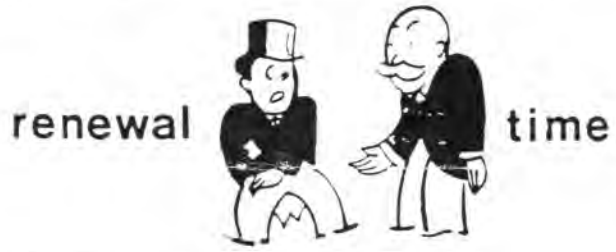
There were no nominations from the floor. A motion was made and seconded that the club accept the slate as presented. The motion carried.

The officers for 1995 were thanked for their participation and presented with gifts of halogen work lights.

The business meeting was adjourned, and the Christmas gifts were handed out. The club voted to have no taking of gifts.

Dues Are Due

Club dues are payable i January. The fee of $15.00 is a famil membership and includes the cost of 1 months of the Oil Drop. Please pay at th meeting, or mail the dues to Juanit Hathaway at 812 Castlewood Ave Birmingham, AL, 35206. Please pa promptly so that a member roster can b sent out.



Auto-repair shops continue to become more specialized.

SHOW REGISTRATION - FEBRUARY 16-18, 1996
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.

2ND 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.)

(REGISTRATION WILL BE OPEN AT 4PM TIL 9PM ON FRIDAY, FEBRUARY 16, AND FROM 8AM TIL NOON ON SATURDAY, FEBRUARY 17)

(AWARDS CEREMONY WILL BE BETWEEN 4PM AND 5PM ON SATURDAY AFTERNOON)

SEND PRE-REGISTRATION FORMS TO THE ADRESSES BELOW:

MR. EDWIN D. LINDSAY
2907 SAN MIGUEL
MILTON, FLA. 32583
(904) 994-6897 HOME
(904) 994-9947 GARAGE

OR

MR. HOWARD B. FURR
615 NORTH 29TH AVE.
MILTON, FLA. 32583
(904) 994-8043 HOME
(904) 994-9947 GARAGE

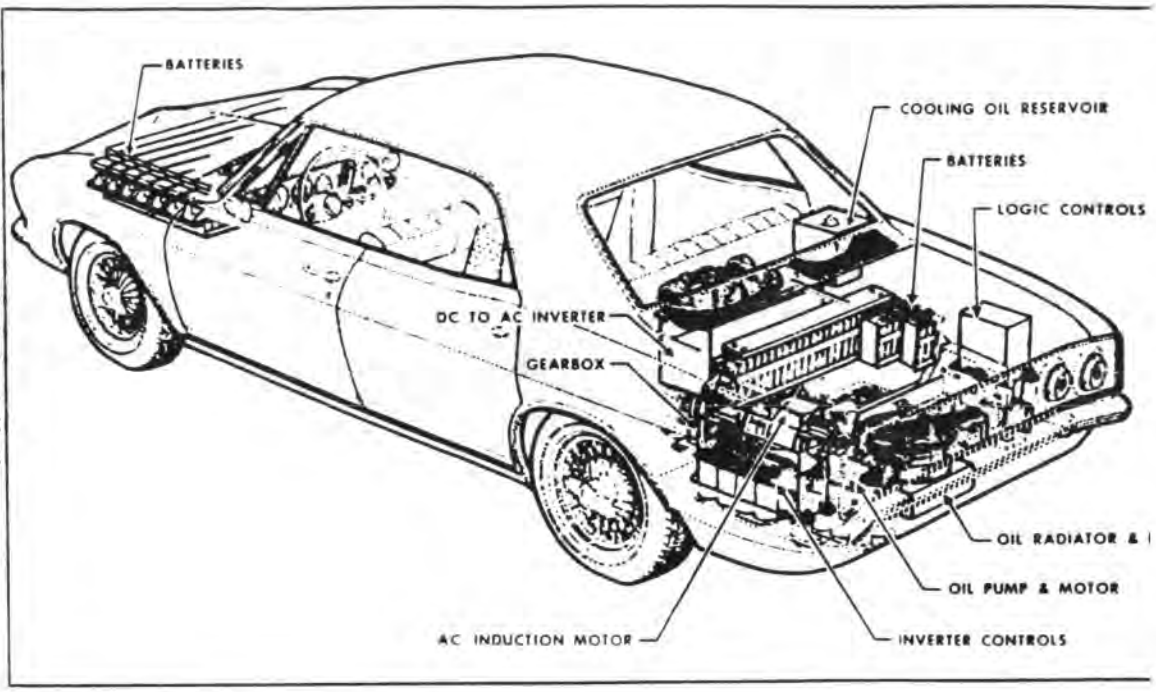
THE HOST HOTEL WILL BE THE HAMPTON INN ON PENSACOLA BEACH, FLORIDA.
FOR RESERVATIONS CONTACT: HOLIDAY INN - NAVARRE BEACH

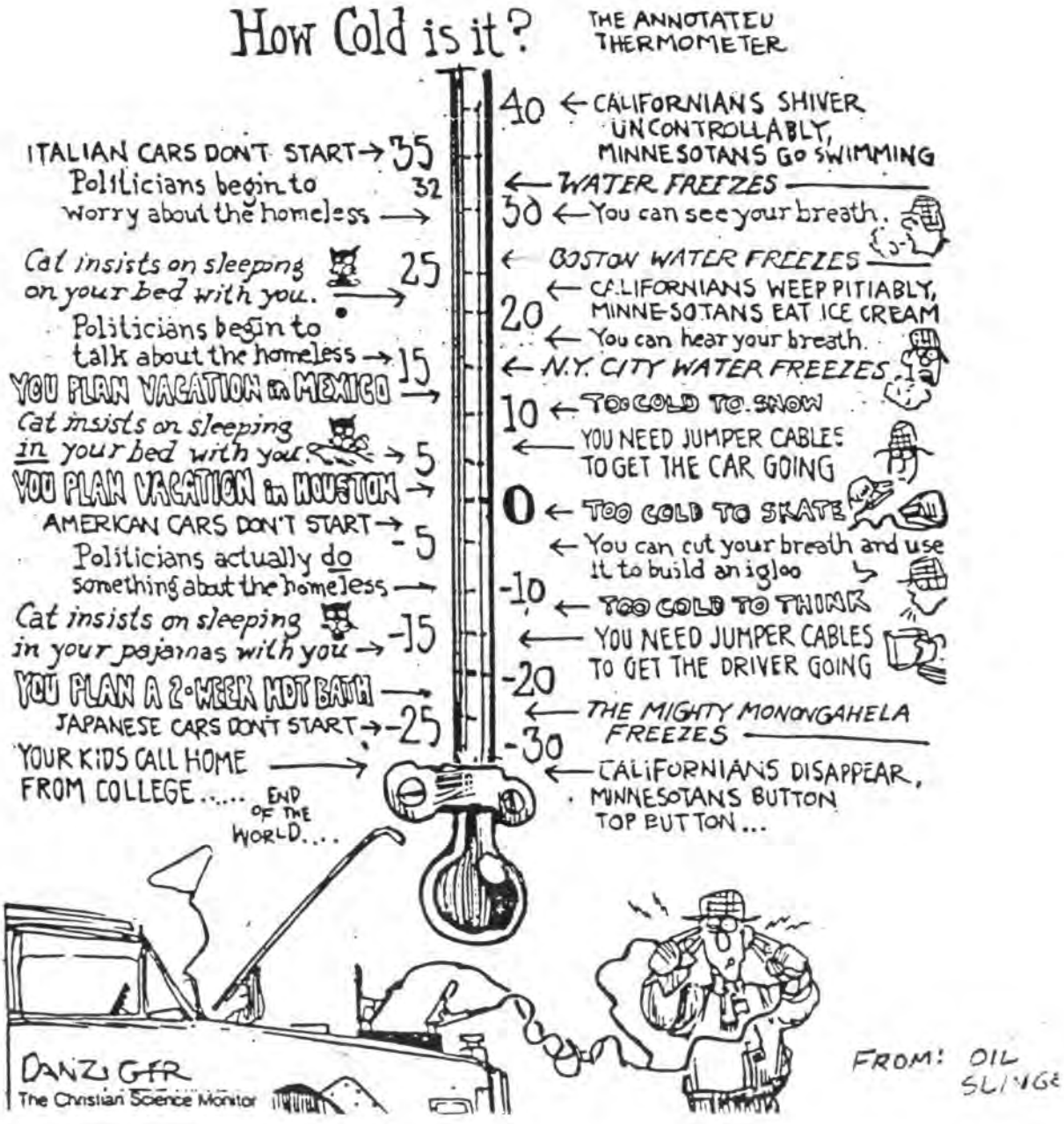
HAMPTON INN
2 VIA DE LUNA
PENSACOLA BEACH, FL 32561
(904) 932-6800

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

The Electrovair II

Believe it or not this is a GM built electric Corvair. It's called the Electrovair II so presumably there is a I. The book where this picture is printed says that its range is only 40 to 70 miles between juice ups. (No mention of speed or horse power.) Notice the Kelsey Hayes wire wheels it sports. Stuart has an article about this car that I hope to get in future newsletters.

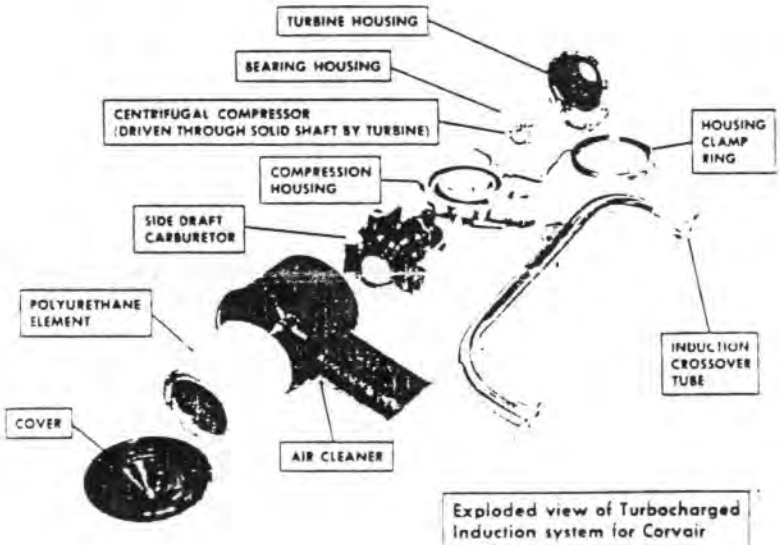




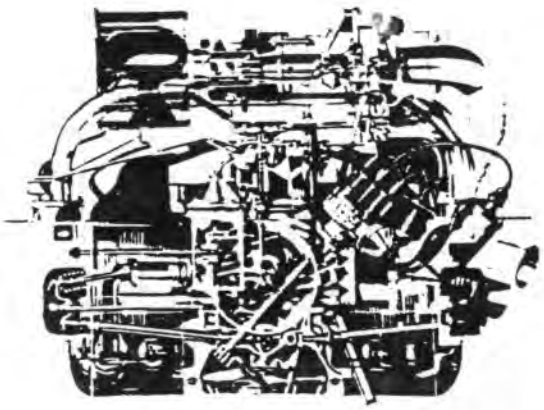
CHEVROLET

The new Chevrolet Corvair Monza Spyder has one of the lowest silhouettes of any American production car. Special features on the convertible include a strengthened underbody which gives added rigidity. A manually-operated top, counterbalanced for ease of operation, is standard but an automatic power top is available as an option. Total height is less than 50 inches.

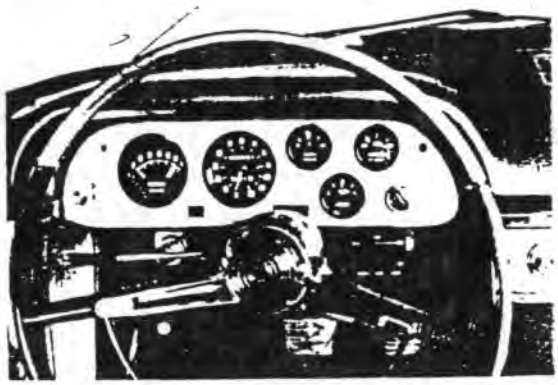
Corvair's Exciting New Turbocharged Monza Spyder



Exploded view of Turbocharged Induction system for Corvair 150 h.p. engine.



Spyder features a 150 hp turbo-charged rear engine which compares to current Corvair engines of 80 and 102 hp. Also includes a four-speed transmission and performance axle ratio, plus heavy duty suspension and brakes.



Special full gauge instrument cluster and identification of the Monza Spyder. Also contains as standard equipment dual automatic courtesy lights under the instrument panel and ash rays in arm rests at both sides of the rear seats.

FROM: NEGATIVE CAMBER

STEERING WHEEL ADJUSTMENT

by Les Huckins, CORSA West of Los Angeles

[Ed: If you're like some of us, you occasionally see a really good tech tip, copy it for future use, then promptly lose it. This one has been around awhile, and has been printed in the *VAIRMAIL* before, but certainly bears repeating. Nomenclatures have been slightly revised to conform to the 1965 Shop Manual steering gear exploded view; page 9-5, figure 8].

Here's an adjustment that takes about ten minutes - on the car - without taking anything loose - unlike the Shop Manual, which goes on and on - leading you down the garden path. (Why do they *do* that? Paid by the *word*?)

If you have excessive play in your steering wheel, and it's the gear box for a change (usually, it's the pitman arm bushing), here's what you can do:

With the wheels in the straight ahead position, rock the steering wheel back and forth, noting how much effort it takes to rock it. Now, loosen the large [wormshaft bearing adjuster locknut] with a hammer and screwdriver, and tighten the [wormshaft bearing adjuster] just "snug". Then rock the wheel and "back up" the adjuster so that there is little or no change in the effort necessary to rock the wheel.

Next, loosen the [lash adjuster screw locknut] with a 9/16" end-wrench, and hold it while you turn in the [lash adjuster screw] with a screwdriver. It will turn easily, so when you reach the "snug" position, rock the wheel again, and see that all of the play has been removed.

If the steering wheel is now hard to turn, back off the [last] adjustment slightly, trying to reach the best compromise between ease-of-turning and lack-of-free-play. When satisfied, tighten both locknuts, and check the steering gear fluid. Remove the filler plug [shown in the drawing, but not identified], and poke your little finger in there to check the level. If not up to the top (it won't be), fill it up; and since it's a secret in the Shop Manual, I used 140 weight gear oil. [Shop Manual sez "chassis grease" in one place; "water resistant E.P. lubricant" in another - 140 *has* to be better].

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TECH TIP - differential sleeve removal.
By: Bob Dunahugh of ICE

If you have trouble removing the adjusting sleeves on a differential, put oil (WD40, penetrating oil or regular motor oil) on them 24 hours before disassembly. Use plenty of oil and give it time to work. Then take your lug wrench handle from the Corvair jack to turn the sleeve off. It's just the right size to fit in those slots. I've never had one I couldn't take apart this way.

How to eliminate start-out hesitation

Here is a Tech Tip that has given me some real satisfaction with my Corvair. In the past I have had some problems with a hesitation and some times the engine would die when I press the accelerator down rapidly. I put up with this problem, figuring that when I got around to it I would tune the car. But even after tuning and insuring that the accelereator pumps were working correctly it really didn't come up to my expectations.

Then one of my Corvair friends suggested I check the carburetor jets, and as I told him they were #49s, and he said to try one not so small.

The next day I went to the parts house and all I could get was #52, so I bought them and installed them. Right away, to my surpirse this made the car run as though it had ten more horsepower. Now when I press the gas pedal it moves with no hesitation, seemingly like a new engine. This fix makes it run better and cooler because the engine was starving for gas.

I worked on two other cars with the same result. You can enlarge your old jets by obtaining the right size drill bit in a pin vise handle. As they say, try this to believe it.

By Paul Gilliland

CORVAIR INFO

Want more information on you favorite car? Call the Chevrole Hobby Shop Department a 1-800-220-1020. Have your VI number ready. You'll get a colc brochure free and info on afte market parts suppliers and an inf packet on your Corvair! Try it!

New auto A/C refrigerant

A direct drop-in replacement for R-12 air conditioning refrigerant is now available for automotive use. No expensive and complicated retrofitting is necessary with GHG R-406A, the R-12 substitute.

Under the Clean Air Act, R-406A will be available for automotive use Sept. 18. It is under review by the EPA at this time. EPA requires retrofit fittings exclusive to each refrigerant to prevent cross-contamination of refrigerants. These will also be available Sept. 18.

According to the supplier, Monroe Air Tech, Inc., of Bloomington, Ind., GHG R-406A can be installed and recovered with existing R-12 equipment. It is compatible with all R-12 systems. The product is miscible in both mineral and alkyl-benzene oil and works well with existing hoses, valves and seals.

GHG R-406A is 95 percent less ozone depleting than R-12. For more information, contact Monroe Air Tech at (800)424-3836.

FROM: VAIRHEELS

CORVAIR WITH A LIVED-IN LOOK

THE UNUSUAL ULTRA VAN

by James Hinckley
photos by the author

HAVE you heard the one about the Corvair powered motor home? When I first heard this, I knew there had to be a punch line. However, instead of a laugh, I found a unique chapter in motor home history.

The story of the Ultra Van begins in the late 1950s with a California aircraft designer by the name of Dave Peterson. Peterson, an avid outdoorsman, often found himself frustrated by the dilemma of what to do with both a trailer and boat to tow.

A problem such as this was the type of challenge Peterson enjoyed. The solution, in theory, was simple. Motorize his Spartan trailer and tow the boat. This was the dream, but by the time work began to motorize the trailer, the vision had become even more spectacular.

As the "Ultra" coach took shape in Peterson's vivid imagination, it became a vehicle with more than six feet of head room, a motor in the rear to eliminate the floor hump and yet keep the vehicle low to the ground. It would have to be wide enough to provide comfortable seating for four across in front and it would need adequate insulation if it was going to be practical for winter use.

Peterson began to examine the available engines that would be suitable to his project. The Volkswagen engine was of the right design but it was too small. The Porsche had too little low-end torque. Then, in 1959, General Motors introduced the Corvair, and Peterson had his drivetrain.

It was time to breathe life into the dream. With the drivetrain chosen, his attentions turned toward the body design. To Peterson, the principle was simple. A shoe box without a lid is flexible. Fasten the lid to the top and it becomes firm even with holes cut in it. His experience in aviation gave him an obvious edge in streamlining.

Next came a leave of absence and the rental of a shop in Alameda, California. In four short months the first "Go Home," the name given to the first Ultra Van, was ready for testing. The test results were better than had been expected. An interesting side note is that this original prototype still exists and is in the hands of a California Ultra Van collector.

Friends and colleagues alike were impressed. Orders began to arrive for this unique Class A motor home, and production began. During this stage of the Ultra Van's history, some 20 units were produced.

Next came the Prestolite Corporation. The dimensions of the Ultra Van, 3,420 pounds dry, 22 feet long, and eight feet wide, gave the company the idea that this was the ultimate traveling showroom. In this stage eight units, offered in 11 configurations under the name Travalon, were constructed.

Enter Kansas publishing magnate John Tillotson in 1964. Fascinated by this unique vehicle, he began to make inquiries about rights to mass produce the Ultra Van.

In early 1965 Tillotson received license from Peterson to begin construction, and the Ultra Corporation of Hutchinson, Kansas, was born. An abandoned World War II naval air base was acquired and construction began with a few unfinished bodies moved from California and completed on site as pilot models.

By the end of 1966 about eight units per month were rolling from the factory with a base price of $8,995, and a unique rebate of $250 was offered if a sale resulted from the customer's demonstration of the vehicle to prospective buyers in their area. The staff was increased, A sales manager was added, a research and development department was formed, and a production manager was hired. To better serve customers present and future, a headquarters, as well as a sales and service center, were opened in Hutchinson.

Those produced during this time were the ultra Ultra Vans. There was no chassis or frame. The body was built in true monocoque aircraft fashion. Cast aluminum A frames are hung on brackets in the aluminum front wheel wells that are also the front seat platforms.

The front end was designed to allow a 50-degree turn of the wheels. The 14-inch wheels helped give an even lower appearance to a motor home that stood just over eight feet in height.

The body, with molded fiberglass front and rear caps mated to an aluminum-ribbed, aluminum-skinned center, gave the 95-horse Corvair engine 110 and 140 horsepower in later models, and a power-to-weight ratio of 35 to 45 pounds per horsepower (depending on interior floor plan). Most competitors had a ratio of 50 pounds or more.

The interior, over 900 cubic volume feet, was spacious by any standard. In the rear the engine and Powerglide transaxle were snugly tucked under a rear bed that was more than seven and a half feet square. The bed easily lifted out of the way, making simple checks and maintenance easy.

Just in front of the bed was a compact, but functional, bathroom with shower, sink and toilet. A clothes closet faced it on the opposite side. Above the bed were lightweight cabinets fitted to the curved shell. There was a full galley with sink, refrigerator, three-burner stove and oven. Here overhead cabinets once again gave the coach a touch of class as well as providing utility.

The attention to weight gave the Ultra Van fuel economy in the range of 18 miles per gallon at 55 miles per hour.

Fuel and water tanks were made of aluminum and were run under the floor in such a way that they were an integral part of the structure. Fresh water was delivered by a demand pressure pump. Waste water from the sinks and shower were held in a gray water tank. This water was used for the toilet and then stored in a black water tank. This simple system eliminated a great amount of the water that ordinarily needed to be carried in motor homes.

The list of standard equipment was impressive. There were drapes and screens at all windows. Walls, table and cabinet tops were all covered in Formica. A 15,000-BTU furnace and a 35,000-BTU water heater were included. There was a unit in the base of the toilet enabling it to double as a garbage disposal. In addition to the many standard features, there was a list of more than 80 options for buyers to customize the Ultra Van for their own needs.

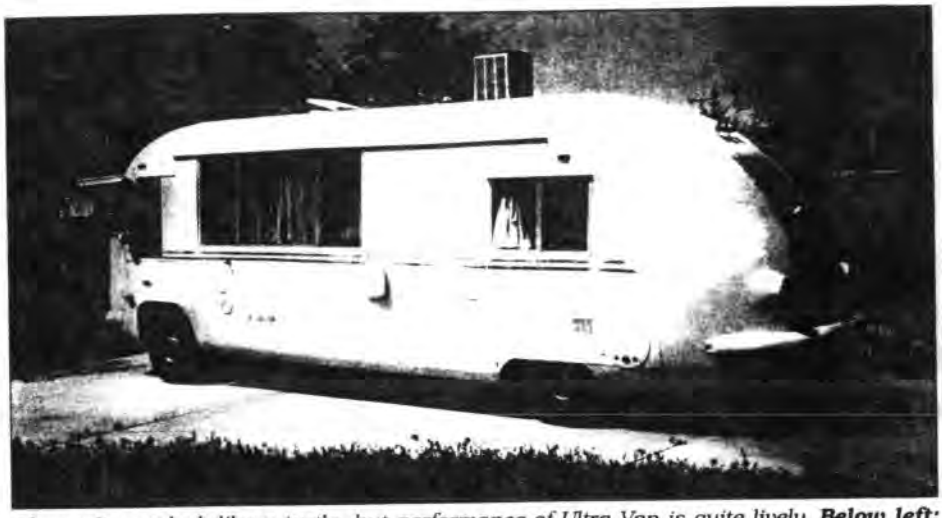
Slowly Ultra Van production increased, but still all sales were through the factory. Interest in motor coaches was increasing. Dodge entered the field and Winnebago took to the road.

By 1968, the year a larger engine and simplified pump system were introduced, there were more than a few storm clouds on the horizon at Ultra Corp. The stripped cost was now near $10,000, more than $1,000 over most other competitors. The second problem was the rumor that GM was about to discontinue the Corvair.

Over 305 Corvair-powered units had been built by 1969 when this drivetrain was phased out. Next came a period of transition as a number of alternatives were tried.

A new line of Olds Toronado-powered Ultra Vans was introduced and some 40 of these front-wheel-drive coaches were produced under the name Tiaras. Next came the "Corvette" Ultra Van.

This series, the 500 series, was powered by a reverse-facing, water-cooled, Chevrolet 307 V-8 that was coupled to a two-speed aluminum Powerglide. Power was transferred through a marine "V" drive to a Corvette rear axle. This resulted in independent rear suspension as in the original coach. Even though this increased the weight by some 1,000 pounds, the weight ratio was now down to 30 pounds. As a result, the coach could cruise at 70 and deliver almost 15 miles per gallon. About 47 units were produced in this series.



Above: *It may look like a turtle, but performance of Ultra Van is quite lively.* ***Below left:*** *From the back, Ultra Van looks more a bus than a camper.* ***Right:*** *Swing-away visors are from Hudson.* ***Bottom left:*** *Dash and steering are stock Corvair. Original front seats have been replaced with aircraft units.* ***Right:*** *Huge windshield provides panoramic view of the road ahead.*

The problems intensified. The cost had now climbed to almost $14,000 with options in a market where a Winnebago could be had for about $11,000. The results were predictable, and in June of 1970 production ceased.

Dave Peterson had not approved of the switch to V-8; so he regained control of his design. He quickly formed a new company in California, and an all-new Ultra Van was soon under way.

The 600 series was longer, 23 feet, and a Chevrolet 305 V-8 provided the power in a way as unique as the Ultra Van creator himself. The engine was offset on one side under the closet, and the weight was balanced by relocating the water and fuel tanks to the other side. The engine was coupled to an Olds 350 automatic transmission. The power was transferred to a heavily modified heavy-duty truck differential with unequal-length axles through a 15-inch driveshaft. The production run for these numbered about five units.

The saga of the Ultra Van was nearing its end. The FMC Co., a manufacturer of large rear-engine coaches, acquired a license, but production never began. The energy crisis of 1973 ended all attempts to try large-scale production.

The final chapter of the story ends where it began, with Dave Peterson. After a brief sabbatical, he returned with a new idea, the 700 series. Never completed, this was to be a smaller version powered by a Chevette engine. Even though this idea was never put to the test, Peterson has been giving thought to a Ford Ranger powerplant. Only time will tell if the dreams of Dave Peterson will materialize themselves in an Ultra Van for the nineties. ☆

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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 at 7:00 P.M. on the third Friday of each month at the Hoover Library Building, Birmingham, AL.

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

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