THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Next Meeting

Date: Friday, January 17, 1997
Time: 7:00 PM
Place: Morrison's Cafeteria on Hwy 31

December Minutes

Here we are at the beginning of a new year. 1996 went by very quickly to me and was very busy. Many of us had good Corvair moments through this year. Before going into a recap of 1996 highlights, I would like to take time to thank the Kellers for opening their home to us for the Christmas Party. As you may recall , Joe and Rozelle Doughty had offered to host the party at their house, but a death in Rozelle's family made this impractical. On short notice, Carol and Ed stepped in to provide a beautiful place for the '96 Christmas Party. I think 36 people showed up for this event. As usual, delicious food was served there was more than enough to go around.

This was the month for selection and installation of club officers, as well as recognition of officers who served in 1996. Sarah Keeton will continue as club President, and Larry Gulsby will replace Louise Hartline as 1st Vice President/Activities Chairman. Jon Keeton will replace Sheila Ranelli as club Secretary, John Hathaway will replace Juanita Hathaway as Treasurer, and Mike Donley will continue as Newsletter Editor. Thanks again to all those who served in '96.

I look forward to being with all of you in 1997, and know that many of you have favorite activities that you would like to do this year. Now is the time to get them on the board where we can plan for them. The Corvair Lover's Holiday is coming up very soon in February, and it will be back in Navarre Beach this year. Please remember to bring any announcements of activities to club meetings or call me with the info and I will put it in my newsletter notes.
Jon Keeton, Secretary

BIZARRO

Retrospective

Memorable moments for 1996 begin with a trip to Pencacola for the Corvair Lover's Holiday, with a car show and a side trip to the Mobile Mardi gras. Next was the three location car show and hot dog sale/fundraiser with Advance Auto Parts. In June, Peggy Bagby held an Open House for the club. In August, Ron and Liz Moore had their "Drive Through the Past" car show. Jon and Sarah Keeton entered the road rally held by the Pell City Car Club at Roy Frost's Museum. In October, the Kellers, Hinkles, Smiths and Larry Gulsby with Peggy Bagby made the trip to Warner -Robbins, GA for the Dixie Corvair Classic. One long distance trip was made by Frank Ranelli, Jon Keeton, Chris Rothe and John Dozier to the Hoosier Auto Show in Indianapolis. The Greenbrier performed flawlessly. On the same weekend, some members made a trip to Looney's Tavern for the show. The Hathaways, Hartlines and Kellers all enjoyed this trip. November found many Corvairs around the sights of Little River Canyon for a day trip and picnic lunch in DeKalb county.
Jon Keeton.

Corvair...

New Officers

President	Sarah Keeton
VP/Activities	Larry Gulsby
Secretary	Jon Keeton
Treasurer	John Hathaway
Newsletter	Mike Donley

TECH TIP FROM THE INTERNET !!!

Date: 96-01-29 09:50:46 EST
From: Corvair-bounce@thunderbolt.mitre.org
To: corvair@thunderbolt.mitre.org('VirtualVairs-Internet')
Subj.: RE: Teflon Valve Stem Seals

I used those Teflon seals a year and a half back on a rebuild and ruined the 1st set trying to install them. I'll have to dig out that tech tip, but in the mean time, I'll give you a summary to get you going.

1) They do NOT just press right on like the instructions say.

2) Put the valve in the head and install any valve shims that will be used (at least one).The shims do not fit over the seals and I know personally that this can be a very upsetting discovery after you get those seals on.

3) Put the head, chamber down, on your workbench. You need to put something in the chamber to hold the valve up in the guide while you work on it. A WD-40 cap works well.

4) Apply some lubricant to the valve stem and the end of the guide.

5) Now the BIG SECRET! You need to heat the Teflon seal so that it will become pliable and stretch over the valve stem. Cold Teflon WILL NOT stretch enough without damage. I found that holding each end against a light bulb for 10-20 seconds will do the job. Don't worry about the heat, remember what you will be subjecting it to with the engine running.

6) Now you can slide the seal over the stem. Press it on with your thumb. Slide it down the stem to the end of the guide.

7) Now this is the other tricky part. You need to seat the seal on the end of the valve guide. I found that a valve spring retainer disk does a nice job. It fits well over the end of the seal and gives you a nice big surface to push on. Push down till you feel it pop down over the stem.

I used this technique with the 2nd set of seals and it was easy. No cursing this time!

PLUGGERS

To a plugger it's not a bad oil leak...

AUTOMOTIVE MILESTONES

THE CORVAIR'S GRANDDADDY

Copper-Cooled Chevrolet of 1922-23 was an air-breathing ancestor of today's popular Chevy compact

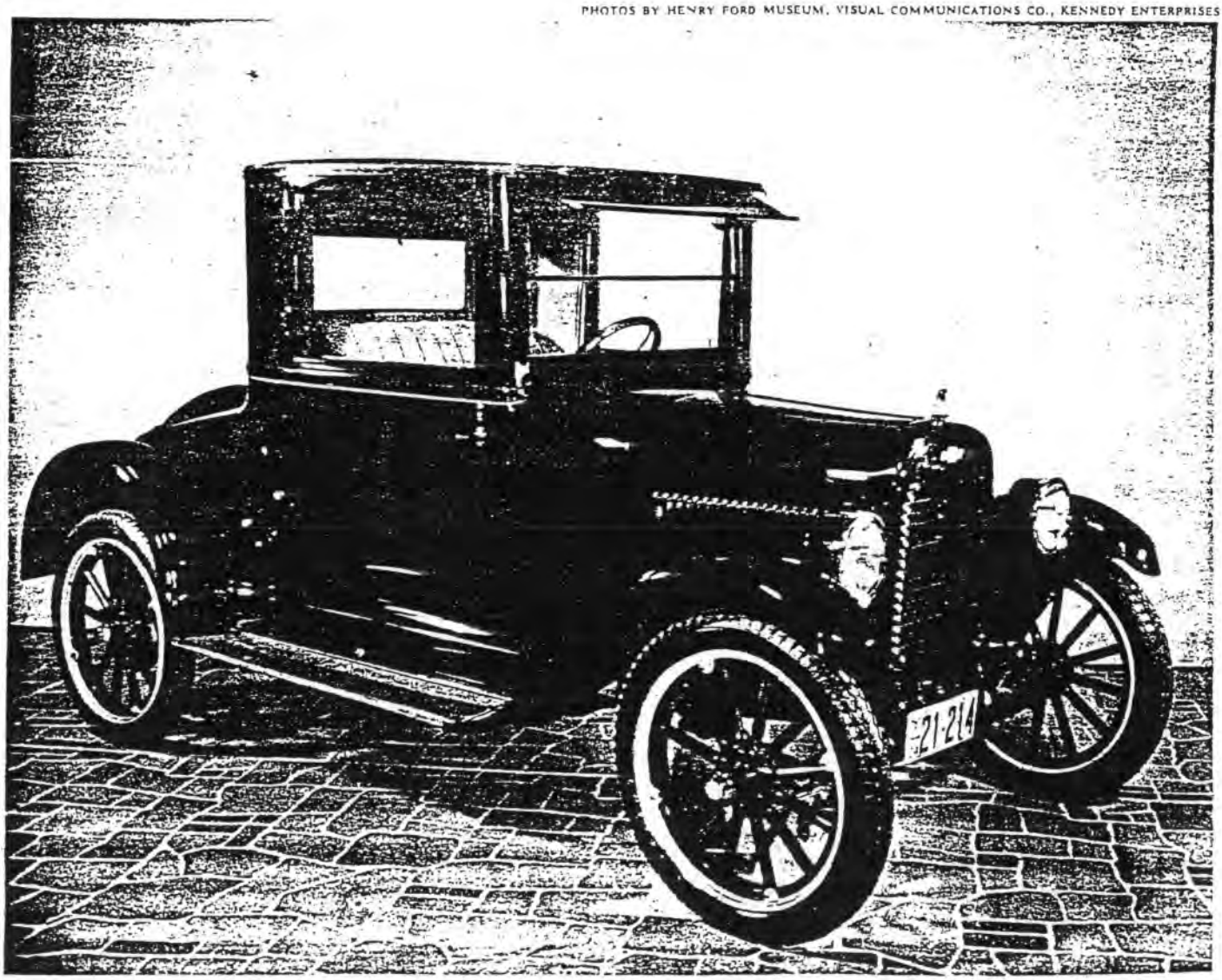
by Mike King

CAR BUFFS nowadays think the Corvair has the only air-cooled engine Chevrolet has ever built. But who remembers that other air-cooled Chevy? In December of 1922, General Motors surprised the motoring public (not to mention the auto industry) with a sensational announcement that the Chevrolet "Copper-Cooled" car was ready for production.

Several hundred other makers had been offering air-cooled engines ranging from one to eight cylinders — with varying success. So the basic idea wasn't new even then. Cylinders with integral cast fins were a production problem, and some manufacturers tried the very expensive process of machining fins from solid blocks. Others screwed studs into the tapped cylinder or wrapped the barrel with sheet-metal flanges. Most of these designs made for a longitudinal air flow through the fins, leaving the area between the cylinders very much under-cooled. Cylinders warped and the pistons often stuck.

The successful air-cooled Franklin engine of this period was designed for downdraft cooling through circumferentially closed vertical fins. The cylinders were made by placing flanged copper fins in the foundry molds and casting the barrel so the fins were imbedded in the iron. But old-timers remember that the Franklin wasn't a cheap car, and the company made them in very limited numbers.

PHOTOS BY HENRY FORD MUSEUM, VISUAL COMMUNICATIONS CO., KENNEDY ENTERPRISES



ONE OF THE TWO REMAINING COPPER-COOLED CHEVYS NOW RESTS IN HENRY FORD MUSEUM. CAR HAD NO RADIATOR, ONLY A LOUVERED GRILLE.

From Central VA Corvair Club

So the Chevrolet announcement came as good news. Here was an air-cooled car that everyone could buy. This new engine was to be an alternate choice in the famous Chevrolet Superior models. Outwardly, the only difference between Copper-Cooled versions and standard Chevys was a louvered, sheet-metal grille instead of the exposed radiator core.

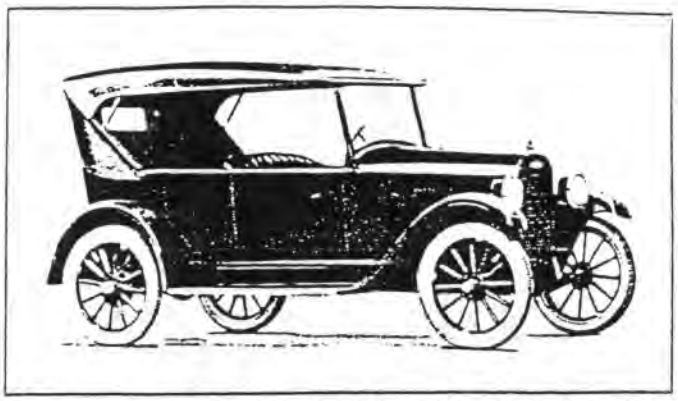
As in most air-cooled engines, the cylinders were individually produced. They were machined both inside and out to get uniform wall thickness. The vertical, sheet-copper fins formed loops around the cylinder and were fused to the iron to give quick heat transfer to the radiating surfaces.

The cylinders were mounted on the crankcase in pairs, capped by two pairs of overhead-valve assemblies. The fins between the adjacent pairs were necessarily short and consequently had less cooling capacity. To offset this, the intake valves were placed above the short-finned sides. The exhaust valves were thus toward the outside ends in each pair, where cooling was a bit more effective.

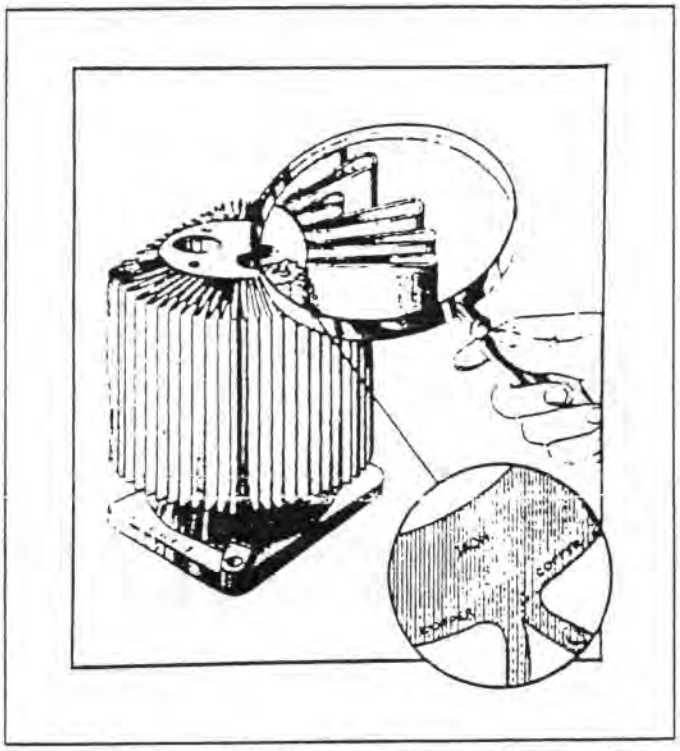
These fins were enclosed by a large sheet-metal housing, and this was open at the front and bottom. Above the engine, a large, pressed-metal air duct, with a valve access door, blew out the hot air being drawn up and forward. It was expelled by a large squirrel-cage blower. The axis of this fan was at the top of the engine and was driven by a V-belt from the crankshaft. Other items that made this engine radical for its day were an automatic spark advance and a belt-driven generator.

The engine was a square Four, with a bore and stroke of 3.5 inches. This gave a displacement of 134.6 cubic inches. (It was the smallest engine Chevrolet ever produced.) With a 4-to-1 compression ratio, it developed a maximum of 22 hp at 1750 rpm. The touring car, for example, on a wheelbase of 103 inches, weighed 1670 pounds. That's a power-to-weight ratio (with five passengers) of some 111.5 to 1. Price was $725 minus accessories. Base prices began some $200 higher than models with regular water-cooled engines. There was a full range of roadsters, coupes, sedans, and a sedanette as well as the touring models.

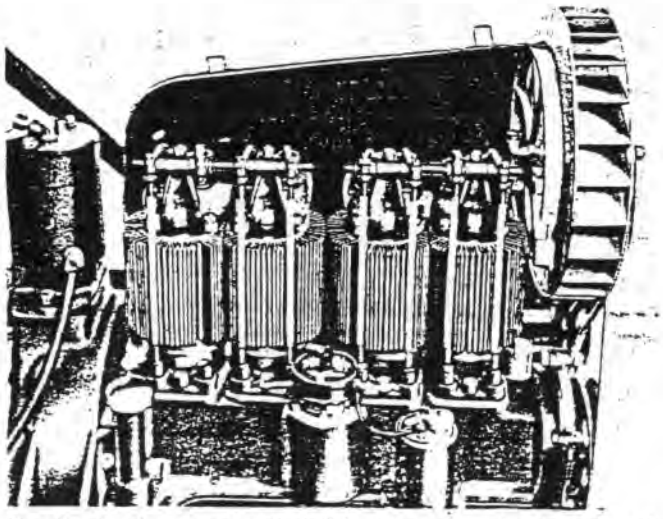
After less than 300 of these cars were built, they were called back to the factory without explanation. One rumor has it that the recalled cars were loaded onto barges and dumped into Oakland Bay outside San Francisco. At least two now rest in U.S. museums. One (much like a lamb among wolves) is owned by the Henry Ford Museum in Dearborn, Michigan. So it took some 37 years before an American company would again produce an economical air-cooled automobile. Ironically it was again Chevy. /MT



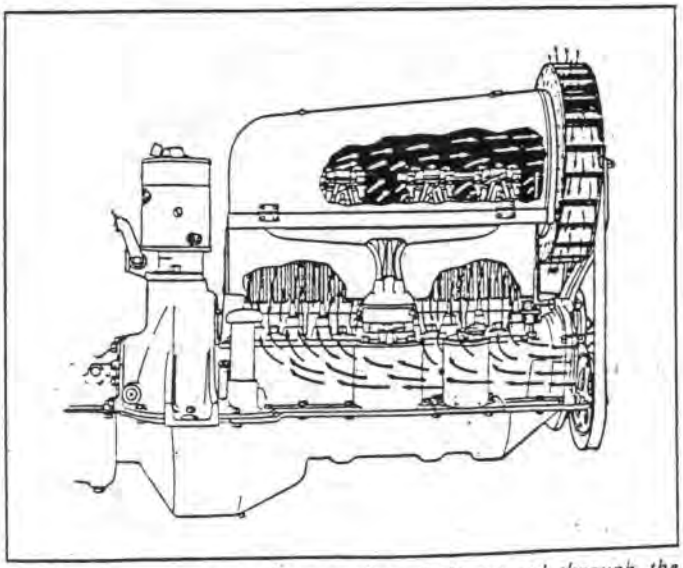
Five-passenger touring car of 1923 sold for $725 f.o.b. Flint, Michigan. Air-cooled engine was widely hailed by the public.



Continuous copper fins were fused into cast-iron cylinders to give maximum cooling. Exhaust valves stood toward outer fins.



Overhead valves were activated by exposed pushrods and rocker arms. Starter motor pointed downward from top of the flywheel.



Air-flow diagram shows how cooling draft entered through the bottom of metal shroud, was driven out by big squirrel-cage fan.

BY MAC DEMERE

LITTLE WHITE LIES FROM YOUR DASHBOARD

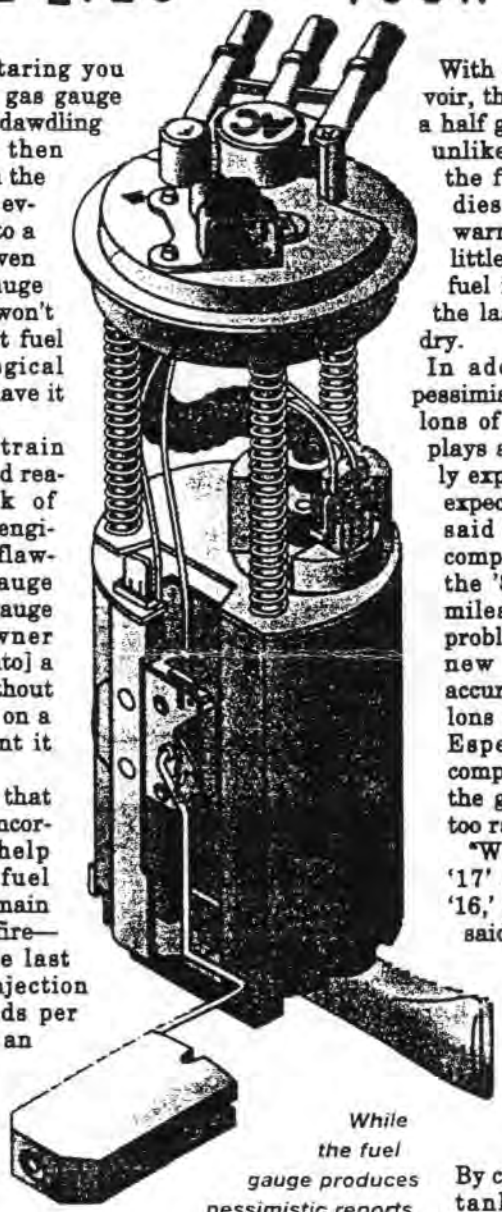
There's a liar in your car, staring you right in the face. Does your gas gauge stay on "Full" a long time before dawdling down to the halfway mark and then plummeting toward "Empty"? With the gauge showing half-full, have you ever pumped nine or more gallons into a 16-gallon tank? Have you ever driven 50 miles or more after the gas gauge said "Empty"? Observant drivers won't be surprised by confirmation that fuel gauges are, by design, pathological liars—and most drivers wouldn't have it any other way.

According to Cadillac Powertrain Engineer Al Cline, there are myriad reasons for this intentional lack of veracity. "It's my duty as a GM engineer to build cars that perform flawlessly up to the point the gas gauge says 'Empty,'" Cline said. "If the gauge shows fuel in the tank, the owner should be able to throw [the car into] a tight freeway transition ramp without fear it will starve for fuel, or park on a 15 percent grade and be confident it will restart when he returns."

Today, it's tough to accomplish that goal. The now-extinct carburetor incorporated a reservoir of fuel to help tolerate momentary lapses in fuel supply, allowing the engine to remain running—or even sputter and refire—as the fuel pump sucked up the last drops of petrol. Modern fuel-injection systems require about 60 pounds per square inch of fuel pressure, so an instant of starvation can mean a dead engine. Cadillac's solution: With the car on a level surface, program the fuel gauge to read "Empty" when there's at least two gallons of useable gas in the tank.

Our experience has been that many cars have an even greater margin of error: One predawn morning, with a Lincoln Town Car's gauge racing toward "Empty," we made it across the longest section of U.S. interstate without gas stations—the 104 miles on I-70 between Salina and Green River, Utah.

The recent practice of relocating the fuel pump from on the engine to inside the fuel tank helps engines drink virtually every drop of gas in the tank. In-tank pumps usually incorporate a fuel reservoir, which is filled by unused fuel returning from the injectors.



While the fuel gauge produces pessimistic reports on the remaining few gallons of gas, Cadillac's in-tank fuel pump incorporates a reservoir that ensures the car will go many miles after the gauge says the petrol's all gone.

With the fuel pickup inside this reservoir, the pump can capture all but about a half gallon of the fuel in the tank. But unlike with carbureted engines, once the fuel pickup runs dry, the engine dies, usually without the previous warning stumble. Cline says there is little danger of damaging the engine, fuel injectors, or pump by sucking up the last ounces of gas or even running dry.

In addition to protecting you with pessimistic reports about the last few gallons of gas, your fuel gauge likely displays another falsehood. "People not only expect to go a ways on 'Empty,' they expect to drive awhile on a full tank," said Cline. "We were deluged with complaints of poor fuel economy with the '85 DeVille, though it got better mileage than the previous car." The problem was traced to the car's then-new digital fuel gauge, which accurately showed the number of gallons remaining in its 18-gallon tank. Especially when the tank wasn't completely topped off during a fill-up, the gauge dropped from "Full" to "17" too rapidly for many people's tastes.

"We recalibrated the gauge to skip '17' and go directly from 'Full' to '16,' and the complaints evaporated," said Cline.

Also, many drivers equate fuel range with fuel economy: Their definition of mileage is how far they go before a fill-up. This is especially true of the multitude who tank up the moment the gauge drops below the half-tank mark, said Cline. By calibrating the gauge to read a half tank at one gallon below its true halfway point, people who don't divide "miles traveled by fuel used" are confident they're getting good mileage.

Its leisurely trip from "Full" to the halfway point and the fact that it hits "E" about two gallons early means the needle must be calibrated to cover the second half of its travel in just six gallons of an 18-gallon tank. You haven't been imagining things: The needle does travel faster from "Half" to "E."

A Pollyanna when full and a Chicken Little as "Empty" approaches, your fuel gauge never tells the truth. And you love it that way. MT

DOT DOT DOT

"Although there are no statues to honor Botts, he has hundreds of millions of tiny monuments to his memory along the world's highways."

By Michael Lamm

reprinted from *Invetion & Technology*, Fall 1996

It's sometimes hard to when someone has just saved your life. But Elbert Botts has pulled me back from the brink a number of times, and he's probably uncooked your goose once or twice too. Although there are no statues to honor Botts, he has hundreds of millions of tiny monuments to his memory along the world's highways. No one can say how many lives they have saved during the last thirty years, but the total is more, I'd venture, than air bags and seat belts combined.

Elbert Dysart Botts was born in rural Missouri in 1893 and showed an early interest in the natural sciences. In 1924 he earned a doctorate in chemistry from the University of Wisconsin. He worked for a paint company for three years but then decided that he wanted to teach. In 1928 he became an assistant professor at San Jose State University in California, where he continued his research in paint chemistry. Botts stayed there until 1944, when he became a chemist for the federal government. In 1950 he joined the California Department of Transportation (Caltrans).

This '62 was on the road without the protection of Botts Dots

One thing Botts was looking for at Caltrans was a paint that would outlast concrete and remain visible on the rainiest and gloomiest of nights. No matter what paints he and his staff tried-some of them even containing tiny glass beads to reflect headlights-there was always the problem of a film of rainwater making the lane stripes invisible.

Botts decided to try reflective pavement markers (RPMS, as he called them) that stuck up above the surface of the roadway. His team soon came up with a glass-and-ceramic marker that a nighttime motorist could see from a hundred yards away. The biggest problem, it turned out, wasn't the markers themselves; it was fastening them to the roadway.

At first Botts tried drilling a hole through each marker and attaching it with a steel spike. That worked pretty well until the spike loosened, whereupon the impacts of automobile tires broke the ceramic marker and left the spike sticking up like a dagger. A former student of Botts named Herb Rooney developed a tough, fast-setting epoxy that could bond the raised reflectors to virtually any solid surface. Testing continued through the late 1950s and early 1960s. Botts retired on January 1, 1960, and died at age sixty-nine in 1962, so he never saw the effects of his work. He never profited from its enormous popularity either: everything he invented for the state went into the public domain.

California's first Botts Dots went into service in 1966 along Interstate 80 in Solano County (northeast of San Francisco) and U.S. Highway 99 near Fresno. One serendipitous aspect of the Dots soon became apparent: They made a thrumming noise when a tire passed over them at speed, as well as a bumping motion that drivers could easily feel. These side effects are every bit as important as their reflectivity on rainy nights-maybe more so.

Botts Dots come in two basic types, reflective and plain. The plain ones are usually round domes, in white or amber, made of a dense ceramic or plastic material. The reflective ones are high-impact polyester and usually rectangular, about four inches square. The most common type reflects white light and is used to delineate parallel lanes. Center markers on two-lane highways and city streets reflect amber. And if you've ever gotten on an off-ramp at night going the wrong way, you've seen the dreaded red Botts Dots. Blue ones are used to help firefighters spot hydrants.

It costs about $3.50 to stick one Botts Dot to the road surface. The job used to be done on hands and knees, but today machines perform most of the work, sandblasting a spot, applying the epoxy, and putting the Dot in place. The epoxy -nowadays actually a bituminous adhesive-sets Lip within five minutes. Once a Dot is glued down, it will stay in service anywhere from eighteen months to ten years.

No one can say how, many sleepy drivers have been jolted awake by Botts Dots, nor do statistics exist on the number of inattentive motorists snapped back to reality when their tires told them they were wandering out of lane. Factor in the number of nighttime accidents prevented, especially, on rain-soaked streets, and you'll get an appreciation for what Elbert Botts left us.

Michael Lamm lives in Stockton California. His book **A Century of Automotive Style** was published by Lamm-Morada Publishing Co. in September

AL SLINGER

Vulcan Corvair Enthusiasts

Dues: $15.00 per family membership payable in January.

First Name:_____

Last Name: _____

Name of Spouse: _____

Street Address: _____

_____

City/State/Zip: _____

Home Phone: (_____)_____

Work Phone: (_____)_____

Corvairs owned: _____

_____

_____

_____

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Your Birthday: _____

Spouse's Birthday:_____

Anniversary: _____

1st Child's Birthday:_____

2nd Child: _____

3rd Child: _____

4th Child: _____

5th Child: _____

Please fill out this form and mail to:

Mike Donley, 8 Hibiscus Drive, Montgomery, AL 36109

RICHARD & SANDY STOLZMANN
376 BURGESS DRIVE
SPRINGVILLE, AL 35146

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

A	T	U	R	B	O	C	H	A	R	G	E	D	N	C	O
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LOOK FOR THESE WORDS

CHEVROLET	CONVERTIBLE
CORSA	CORVAIR
COUPE	HORSE POWER
MONZA	RALPH NADER
RAMP SIDE	REAR ENGINE
SEDAN	SPYDER
STATION WAGON	TURBO CHARGED
VAN	YENKO STINGER

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.

President: Sarah Keeton
205-798-9361
VP/Membership: Larry Gulsby
205-956-3166
Secretary: Jon Keeton
205-798-9361
Treasurer: John Hathaway
205-833-5972
Newsletter: Mike Donley
334-277-4308

THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Next Meeting

Date: Friday, February 21, 1997
Time: 7:00 PM
Place: Hoover Library

January Minutes

The January meeting of the Vulcan Corvair Enthusiasts was held at Morrison's in vestavia at 7:00 PM on the 17th. Due to the fact that many members were in Gatlinburg at the time, no treasurer's report was given.

Old Business: The Corvair Lover's Holiday in Navarre Beach, Florida, was discussed and it appears that there will be a good sized group representing Birmingham. February 14-16 is the date at the Holiday Inn at Navarre. There was also discussion of the upcoming CORSA National Convention at Lake Placid, NY. Additionally, SpringFest '97 hosted by Corvair Atlanta at Helen, GA, was discussed. This is to be held April 25-27. For more information call Ed Mackey, 1147 Reading Drive, Atworth, GA, 30102.

The February VCE meeting will return to the Hoover Library on Friday, February 21 at 7:00 PM. Refreshments will be provided by Rozell Doughty and Jewell Hinkle.

There was discussion of donations in the club's name to the Salvation Army such that the club would match the funds raised by the membership. This will be addressed at the February meeting.

The March outing is described as a trip to the Ranelli's to view a taped tour of "Clark's Corvair Parts."

Please note: Annual dues will be collected at the February meeting. The duse are important to cover the cost of many of the activities as well as the newsletter expenses.

Jon Keeton, Secretary.

Apology

I received a letter from Larry Claypool stating that I had not properly credited an article that I published to the Chicagoland Corvair Enthusiasts and the Airhorn Newsletter.

I would like to say that I am truly sorry, and that it was an oversight on my part. I will make sure it never happens again. I hope the Chicago club will accept my apologies and will continue to trade newsletters with the Vulcan Corvair Enthusiasts.

Sincerely,

Michael Donley, Editor.

Coming Events

March 16, 1997: Show and Swap Meet, Gulfcoast Corvairs. Contact Tony Fiore @ 941-955-6171 or fax 954-3690.

May 2-4, 1997: Vair Fair '97, Virginia Corvair Clubs. Contact Allen Bristow @ 804-693-0422 or Jim Elliot @ 757-898-7000.

June 17-21, 1997: CORSA International Convention, Vermont Independent Corvair Enthusiasts. Call Bill, Tim or Kathy Cotrofeld @ 802-375-6782.

Tech Session

A tech session was held at Larry Gulsby's house on Saturday, January 18, for the purpose of repairing a faulty generator and voltage regulator and to find a short that was blowing fuses for the turn signal/tail lights. After many steps in trying to track down this problem, it was found that the replacement engine compartment wiring harness was incorrectly assembled and had mixed up the wiring to the generator and tail light circuits. Unfortunately, as so often happens with wiring, when one thing is sorted out, another problem becomes visible. In this case, the oil warning light would not come on, and it had been working. Some how the wire for this light in the tunnel had broken down, so new wiring had to be run the length of the car. Additionally, the new oil pressure switch would not make a good ground so it had to be replaced. All of this may sound bad, but it all worked when finished, and Larry reports that he is making great progress and is close to completion of the work on his 1964 convertible. On hand that day for the sesion were Peggy Bagby, Joe Doughty, Frank Ranelli, and Jon, Sarah and Sonya Keeton.

CORSA, NC

Recipe of the Month:

Poppyseed Chicken

4 chicken breast
1 can cream mushroom soup
1 can cream chicken soup
16 oz sour cream
2 teaspoons of Poppyseed

1 1/2 pkg crushed Ritz crackers
1 stick margarine (melted)

Cut chicken into bite size pieces. Boil for 10 minutes until white. Mix together chicken, soups, sour cream, and poppyseed. Spread mixture into a 2 quart casserole dish. Sprinkle with cracker mixture (Ritz crackers and the margarine). Bake 45 minutes at 350. Serve over rice. Makes 4 to 6 servings.

From Old Dominion Late Great Chevys, and Central Virginia Corvair Club.

Corvair Lover's Holiday

West Florida Corvair Club returned to Navarre Holiday Inn this past weekend for the "Corvair Lover's Holiday." The Holiday Inn was very nicely restored following the Hurricane. Everything appeared so fresh. There are, however, no sand dunes left in front.

Except for Friday, the weather was beautiful. There were many cars, in all classes, entered in the show. I hate to admit it, but I did not attend the award ceremony, so I cannot relay the winner's names here. I feel sure this information will be available at the meeting this Friday night.

There was a large turnout. I was "counting heads" with Howard Furr of the host club, and discovered that VCE was only two people short of having the same number as the Northwest Florida group. Those representing Vulcan were Ed and Carol Keller, Charles and Jan Trotter, Buck and Jewell Hinkle, Jerry and Sarah Smith, Joe and Rozelle Doughty, Jon and Sarah Keeton, John and EthelMae Lankford, Larry Gulsby and Peggy Bagby, Mike Donley and Owen and Joyce Miller. Our Pensacola members, Sara and Hugh White were there representing both clubs. Atlanta and North Alabame also had some people come down.

I do know that Larry Gulsby received the HardLuck Award as he lost his generator on the trip down. With the help of the local members, he was able to build another one for the return trip. (Thanks, Gary Knecht! -editor) Hope he and Peggy made it back OK.

As always the Friday night hospitality room was great with plenty of good food. The Saturday night dinner was a seafood buffet. When I saw the pile of boiled shrimp, everything faded into insignificance. I was almost embarassed over the pile of shells I left. Notice I said "almost."

On Saturday morning, two car loads of Vulcan ladies departed for the local shopping malls and did their part supporting the local economy. I don't think any of them exhausted the limits of their credit cards, but some of the families may be eating bologna this week.

Hope to see everyone in Helen.

Owen Miller

IOWA CORVAIR ENTHUSIASTS VIA SUNCOAST CORVAIRS

CORSA ADDS $20 CLUB FEE

Ray Collins

The national organization, CORSA is experiencing budget problems. They have cut expenses and are very serious about holding the budget line, but alas, they are currently running a deficit. The basic problem is a decrease in membership. It doesn't appear there are as many Corvair enthusiasts as in years past. Perhaps many have become less active and have let their CORSA membership lapse. Whatever the reason for lower membership, CORSA needs to balance its books.

They are holding the line on a dues increase but have increased the Communique classified ad rates for non members and commercial advertising. In addition, a $20 filing fee is effective next year. It will affect chapters, like ICE, that do not have 100% CORSA membership. Chapters comprised of all CORSA members, and some require this, will not have to pay the fee. Directors said they chose a filing fee as a way to help offset the costs of the $1 million liability policy provided by CORSA for a basic annual premium of $4,500. This insurance covers chapters against lawsuits that could stem from activities like rallies, autocrosses, caravans to events, etc.

While ICE has always encouraged membership in CORSA, we have never required it. We have several options to deal with this fee.

1. We could simply pay the fee, as we have a surplus in the treasury. This doesn't seem fair to the majority of members (about 75 of 90) that do belong to CORSA. These members are also the people most responsible for ICE having a good treasury balance.

2. We could simply require all ICE members belong to CORSA. This may be the rule in other chapters, but your present ICE board thinks this doesn't result in more CORSA members. It may be counter productive in many cases. Instead of just $12.00 dues to get involved on the local level with the ICE club, you would need to pay another $27.00 to CORSA. Many potential members are not sure they want to join and $39.00 up front may keep them on the outside.

3. ICE could change its dues structure such that non CORSA members would fully pay their way. An additional $2 dues for ICE members that are not CORSA members would cover the increased $20 fee since ICE currently has over 10 non CORSA members. We could also make a separate newsletter subscription-only status for $12.00 a year. This may work just fine with distant members that find it impractical to travel so far for events, or really just want to keep informed monthly via the Connection.

The board would like your opinions regarding this matter. Most members affected by these decisions are quite distant, and probably will not be attending our November potluck or future meetings where we will further discuss this issue. This newsletter is your link to ICE. What do you think of these proposals? Please let us know.

Happy Birthday

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

TECHNICAL TIP

After more than a dozen hours of trouble-shooting [illegible] parts swapping to try to solve an intermittent (which eventually became permanent) engine cut-off problem in my '62 Monza wagon, I discovered that my fuel line was plugged.

The blockage was so bad that I was unable to blow it out with 120 psi of air pressure. I couldn't find the problem until the blockage was complete, however, because enough fuel was getting to the engine to get it to idle and run under power until the fuel bowls emptied each time.

I had already replaced the pump and installed a back-up electric one because of low flow. The blockage was in the portion of the line that is routed vertically to cross over the differential. This is about the only place in the line where gunk can accumulate. I also discovered that the only good place for an in-line fuel filter is in the rubber line coming out of the tank, and not between the two metal lines at the engine where the previous owner installed one. (One reason the solution took so long was that many of the other typical causes were also present. The rubber line from the tank had a small hole in it; the carburetor filters were dirty; a line was too close to the engine; and the carburetors needed to be rebuilt.)

CORVAIR ATLANTA

Grant Young

BIZARRO

CAR LIFE: CORVAIR SPECIAL EDITION

ROAD TEST

SPYDER 4-SPEED

Turbo-Supercharging Puts More Sting in the Monza Tail

WHILE THE air-conditioned Corvair Monza provides a luxurious, temperate climate in a sensible compact package, it is the new turbo-supercharged Spyder that appeals to the performance-with-economy type of automobile purchaser.

We have always felt that one way to justify a small car would be to give it performance with a capital P. In fact, we will even go further and say that an important reason for the failure of small autos in the U.S. has been that they were, and still are, relatively underpowered.

The Corvair Spyder isn't a small car when compared with the American Austin (Bantam) or the two Crosley models, although it is the smallest car mass-produced in the U.S. today (by volume in cu. ft.). Nevertheless, the ability of the Spyder model to accelerate from a standstill to 60 mph in 10.8 sec. puts this compact into a class by itself. Complete performance figures are given in the data panel and the average improvement runs about 30% better (quicker) than the 102-bhp Monza models with 4 speeds and standard 3.27 axle.

We had predicted in advance that the pulling power of this new version would be 300 lb./ton and peak at 62 mph. By actual test the Tapley meter peaks at 225 lb./ton and at 71 mph. Apparently the torque curve holds up well, even above 65 mph, yet the extra wind drag at such speeds makes the reading look low.

One benefit of the turbo-supercharger came as a complete surprise, at least to us. The optional 102-bhp engine, with its wild valve timing, has never been noted for smooth or steady running at low speeds and the idle is definitely erratic. While the supercharger doesn't seem to affect the idle, the minimum comfortable speed in high gear is about 20 mph, compared with 30 mph in most Monzas we have tried. The supercharger appears to give much better mixture distribution, even at low speeds where no appreciable boost is generated. As for the heavy-duty suspension ($21.55 extra, all models) our staff liked it very much; it gives very flat cornering around town, feels much better at high speeds on the highway and seems to improve the Corvair's not-too-good crosswind stability. But for an outside, general-opinion test we let four Corvair owners take it for a short spin. All four came back raving about the extra performance, but two of them didn't appreciate the harsher ride.

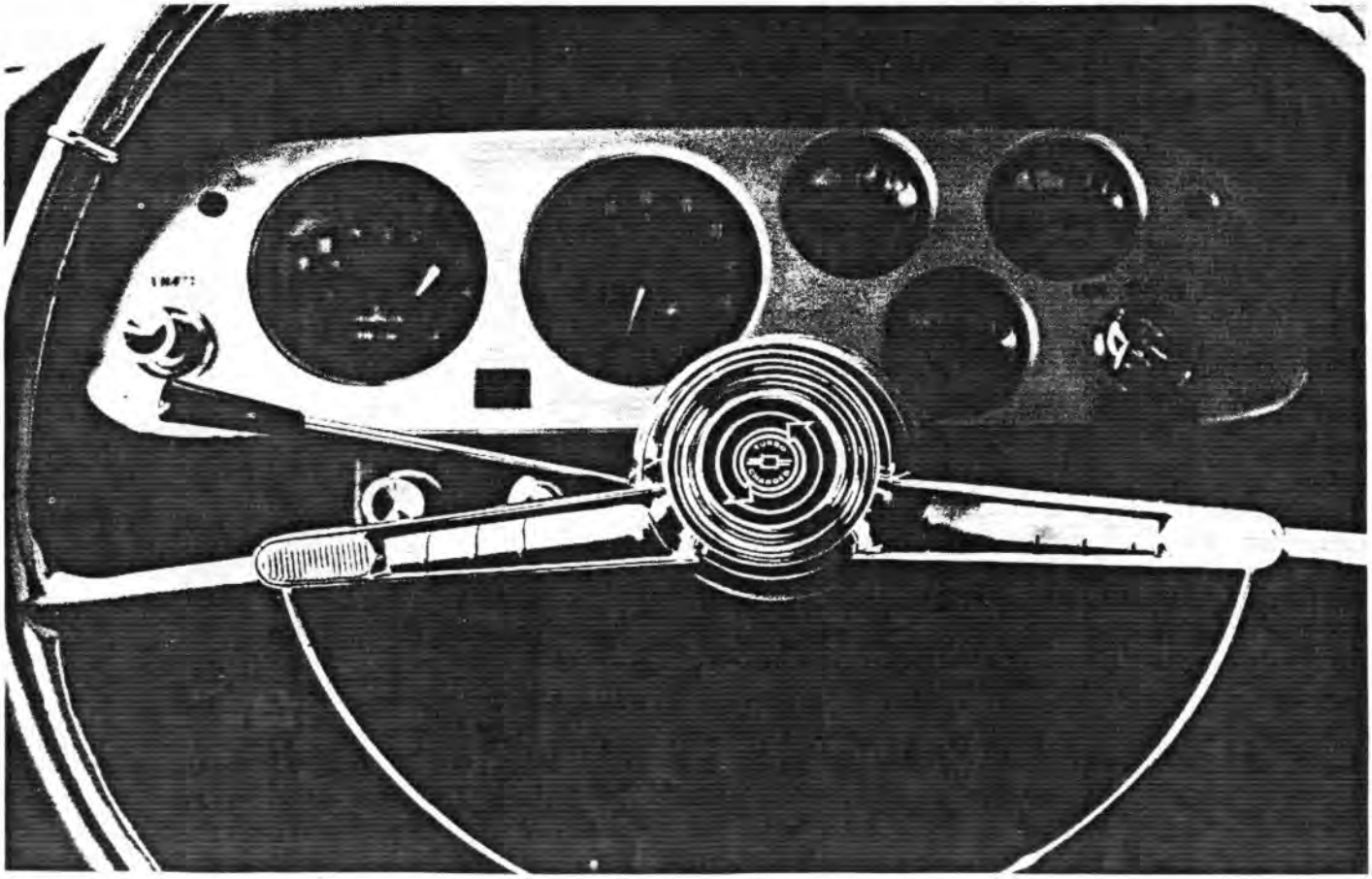
The metallic brakes feel much the same as the standard composition linings although it is noticeable that a little extra pedal pressure is required when they are first used in a heavy rain; unlike previous metallic linings, the Spyder's brakes do not squeak on first application.

When the turbo-charged Spyder was first announced our report gave complete details on the engine and supercharger. The only important change in specifications since has been to make optional the heavy-duty suspension and metallic brakes, rather than mandatory as originally announced.

Briefly, the Spyder engine changes include the following internal items:

1) A new high-alloy crankshaft
2) Heavy-duty bearing inserts
3) Heavier section connecting rods
4) New heavy-duty pistons
5) Special valves
6) Revised cylinder heads to provide for a temperature-sending unit on the left side and a supercharger oil drain on the right side.

If the above items are not enough to discourage anyone contemplating the addition of a turbo unit to his present Corvair, consider the following list of external changes:



1) A Carter side-draft carburetor
2) New distributor
3) New fuel lines
4) New front and right side shields
5) New exhaust pipes and muffler
6) Revised heater duct (right side)
7) New heat-resistant front engine shield
8) New exhaust shield and insulation
9) Revised wiring harness
10) New gasket, engine rear housing
11) Revised oil filter adapter
12) Air recirculation plates, as used on air-conditioned models.

As announced previously, the turbo-supercharged Spyder comes only with the 4-speed, all-synchromesh transmission, a special clutch and a 3.55:1 axle ratio (3.27:1 is standard in all 1962 Corvairs except with air-conditioning). Furthermore, you cannot order this engine in the 4-door-sedan—it comes only with the coupe or convertible bodies.

Aside from the turbo-supercharger unit itself, which has already been well described, one of the most interesting items found in the new Spyder is the engine "protection" system. As on all Corvairs, there is a unique dual-purpose signal connected to the lubrication system of the engine. A red light comes on if the oil pressure gets too low or if the oil temperature goes above 280° F. But on the Spyder there is a cylinder-head temperature gauge and a warning buzzer, too. The latter works only when the oil temperature gets too high, according to a factory service bulletin dated April 1962. However, our test car's buzzer was wired to the low oil pressure warning side of the system and it made so much noise when starting the engine that you couldn't hear the starter motor or tell when the engine was actually running.

The cylinder-head temperature sensing unit looks much like an AC spark plug and the gauge itself reads up to 600° F. We found no mention of a safe operating temperature but our test car never went above 430° F and from old Franklin data a safe limit might be placed at 500° F. Chevrolet gives no reason for this triple warning system but it should be rather obvious that the surplus of power provided by a boost pressure of 11 psi could lead to trouble. For example, there is a notoriously steep grade, 12 miles long, coming off the desert and leading into San Bernardino, Calif. With ambient temperatures often above 110° F, an inexperienced driver might try to climb this mountain with foot flat on the floor and in high gear. This would at least fry the engine, if not melt it completely. The wise driver would use part throttle and perhaps 3rd gear.

Turbo-supercharging comes off so well in the Corvair Spyder that we wonder if there isn't a large market around the corner for exhaust-driven blowers on the larger gasoline engines. Diesels, of course, have been using turbos for years. And, for the factories, it means a way of giving the performance customer the power he wants without making bread-and-butter customers pay the penalty of big-inch displacements. ■

1962 CORVAIR Spyder Coupe

SPECIFICATIONS

List price	$2569
Price, as tested	2830
Curb weight, lb	2530
Test weight	2870
distribution, %	37/63
Tire size	6.50-13
Tire capacity, lb @ 24 psi	3340
Brake swept area	197.4
Engine type	flat-6, ohv
Bore & stroke	3.44 x 2.60
Displacement, cu in	145
Compression ratio	8.0
Bhp @ rpm	150 @ 4400
equivalent mph	87
Torque, lb-ft	210 @ 3300
equivalent mph	65

EXTRA-COST OPTIONS

Radio, wsw tires, seat belts, tinted windshield, dash padding, crankcase ventilator, heavy-duty suspension, metallic brakes.

CALCULATED DATA

Lb/hp (test wt)	19.1
Cu ft/ton mile	89.0
Mph/1000 rpm	19.8
Engine revs/mile	3030
Piston travel, ft/mile	1310
Car Life wear index	39.7

PULLING POWER

4th, lb/ton @ mph	225 @ 71
3rd	315 @ 50
2nd	460 @ 33
Total drag at 60 mph, lb	122

DIMENSIONS

Wheelbase, in	108.0
Tread, f and r	54.5
Over-all length, in	180.0
width	67.0
height	51.5
equivalent vol, cu ft	360
Frontal area, sq ft	19.2
Ground clearance, in	6.0
Steering ratio, o/a	23.5
turns, lock to lock	4.6
turning circle, ft	38.1
Hip room, front	2 x 25.5
Hip room, rear	57.0
Pedal to seat back, max	38.0
Floor to ground	8.5
Luggage vol. cu ft	10.6
Fuel tank capacity, gal	14.0

GEAR RATIOS

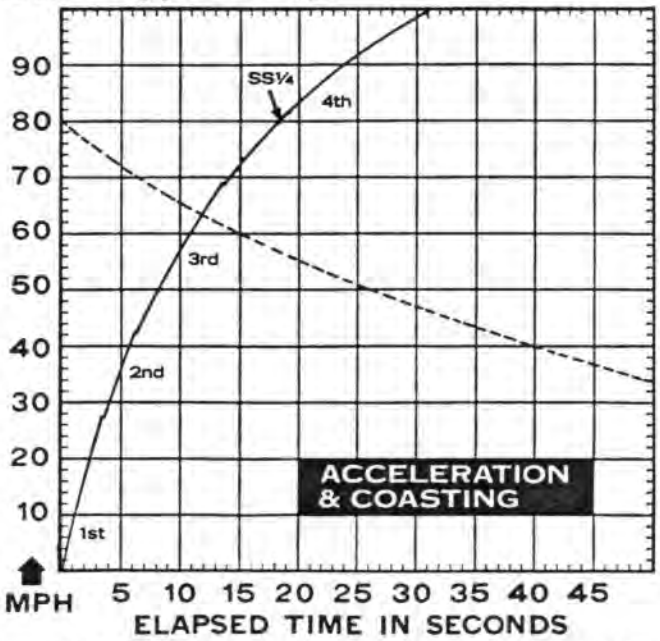
4th (1.00), overall	3.55
3rd (1.44)	5.11
2nd (2.35)	8.34
1st (3.65)	13.0

FUEL CONSUMPTION

Normal range, mpg	20-23

ACCELERATION

0-30 mph, sec	4.1
0-40	5.8
0-50	8.3
0-60	10.8
0-70	14.3
0-80	18.4
0-100	31.0
Standing ¼ mile	18.5
speed at end	80



PERFORMANCE

Top speed (5300), mph	105
Shift points, rpm-mph (manual)	
3rd (5000)	69
2nd (5000)	42
1st (5000)	27

SPEEDOMETER ERROR

30 mph, actual	29.5
60 mph	60.0
70 mph	70.3
80 mph	80.6
90 mph	91.0

RICHARD & SANDY STOLZMANN
376 BURGESS DRIVE
SPRINGVILLE, AL 35146

MONTGOMERY AL 361 02/19/97 23:20

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

1995-1998 Catalogs Are Ready

You get 3 catalogs!

Main Catalog—Over 400 pages, over 10,000 parts

Specialty Catalog—Over 170 pages (NOS, Otto, & Used Parts)

1995 Supplement & Price List—June Revision

To Request by Mail—USA $5.00 (postpaid), Canada $10.00 (Foreign—check for cost.)

To Order on a Parts Order—order CAT–0 $3.00 plus 3 lb.

Clark's Corvair Parts, Inc.
Rt 2. 400 Mohawk Trail Box CC
Shelburne Falls, MA 01370
413–625–9776

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.

President: Sarah Keeton
205-798-9361
VP/Membership: Larry Gulsby
205-956-3166
Secretary: Jon Keeton
205-798-9361
Treasurer: John Hathaway
205-833-5972
Newsletter: Mike Donley
334-277-4308

THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Next Meeting

Date: Friday, March 21, 1997
Time: 7:00 PM
Place: Hoover Library

February Minutes

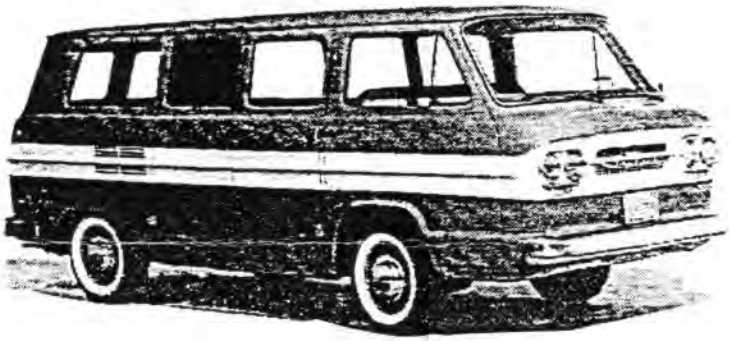
I did not receive the minutes for February in time for inclusion in the newsletter.

PLUGGERS

Plugger lawn work includes trimming around the parts car.

Happy Birthday

Martha Alverson	3/22
Charlie Drake	3/6
Meg Dutton	3/31
John Lankford	3/4
Frank Ranelli	3/6
Richard Stolzmann	3/30



Coming Events

March 16, 1997: Show and Swap Meet, Gulfcoast Corvairs. Contact Tony Fiore @ 941-955-6171 or fax 954-3690.
May 2-4, 1997: Vair Fair '97, Virginia Corvair Clubs. Contact Allen Bristow @ 804-693-0422 or Jim Elliot @ 757-898-7000.
June 17-21, 1997: CORSA International Convention, Vermont Independent Corvair Enthusiasts. Call Bill, Tim or Kathy Cotrofeld @ 802-375-6782.

More Fun Than Ever **Corvair**

Recipe of the Month:

Two recipes for the summer gardener
from Thelma Mckenzie

Zucchini Lasagna

zucchini sliced lengthwise
pasta (or spaghetti) sauce
mozzarella cheese shredded

Place a layer of zucchini in slightly greased baking dish. Spread with a thin layer of sauce. Sprinkle cheese over sauce layer. * Repeat once or twice. * Bake at 350 for 45 minutes or until zucchini is tender. Allow to stand for 10 minutes before serving. (Not all the liquid will be absorbed.

This original recipe had a pasta sauce recipe, but, it was too oily. If your Corvair doesn't drip oil, why should your lasagna? So use your favorite pasta sauce be it homemade or from the supermarket shelves.

Yellow Squash and Zucchini

yellow squash, sliced crosswise
zucchini, sliced crosswise
chopped onion
marjoram
butter
Parmesan cheese, grated

Combine yellow squash, zucchini and onion in pan (or microwave safe dish). Add enough water to prevent burning. Cook until tender. Sprinkle with marjoram and add butter to taste. Cook until butter melts. Sprinkle individual servings with Parmesan cheese.

TECH

DUAL EXHAUST

IF YOU WANT YOUR CORVAIR TO BE STRICTLY STOCK, YOU CAN ONLY HAVE A DUAL EXHAUST SYSTEM ON LATE MODELS ORIGINALLY EQUIPPED WITH THE 140 HP ENGINE. HOWEVER, IF YOU ARE LIKE I AM AND WANT A CORVAIR FOR A FUN CAR THAT RUNS GOOD AND LOOKS FAIRLY NICE, YOU MAY WANT TO CONSIDER A DUAL EXHAUST SYSTEM. A LARGE NUMBER OF CLUB MEMBERS HAVE DONE THAT.

TOM CLARKE INSTALLED A COMPLETELY FABRICATED SET OF DUALS PURCHASED FROM CLARKS. EACH OF THE TWO EXHAUST SYSTEMS IS MADE OF A LONG EXHAUST PIPE BENT INTO A LOOP RESEMBLING A PAPER CLIP OR TROMBONE. TWO SMALL GLASS PACKED MUFFLERS ARE MOUNTED IN SERIES IN THE EXHAUST PIPE. THE ARRANGEMENT LOOKS NICE AND APPEARS TO BE EASY TO INSTALL.

I CHOSE TO HAVE A SYSTEM SIMILAR TO THE 140 HP ENGINE ARRANGEMENT. EACH SIDE IS MADE OF A "U" TUBE, SIZED TO FIT THE STANDARD EXHAUST MANIFOLD, A 1963 SMALL ROUND STANDARD MUFFLER AND A STANDARD OUTLET ELBOW EXHAUSTING TO THE SIDE OF THE CAR. THE LEFT BANK USES A 140 MUFFLER BRACKET AND HEAT SHIELD. THE RIGHT BANK HAS A 1963 STANDARD MUFFLER BRACKET AND HEAT SHIELD. I CHOSE THE SMALL ROUND MUFFLERS FOR GREATER INSTALLATION CLEARANCE AND EASE OF INSTALLATION.

AS IS GENERALLY AGREED, THE DUAL EXHAUST SYSTEM WILL REDUCE THE AVERAGE EXHAUST BACK PRESSURE ON THE ENGINE BY ONE-HALF TO ONE-FOURTH OF THE AMOUNT WITH THE ORIGINAL STYLE SINGLE EXHAUST. A POSSIBLE GREATER BENEFIT IS THAT, ON THE CORVAIR ENGINE, THE DUAL EXHAUST SYSTEM ELIMINATES THE EXHAUST PRESSURE PULSE INTERFERENCE.

WITH A SINGLE EXHAUST SYSTEM ON A CORVAIR, THE EXHAUST PRESSURE PULSE OCCURS EVERY 120 CRANKSHAFT DEGREES WHICH IS THE FIRING INTERVAL. THE EFFECTIVE EXHAUST VALVE OPEN DURATION IS APPROXIMATELY 200 TO 220 CRANK DEGREES, ALTHOUGH THE ACTUAL VALVE OPENING AND CLOSING DURATION WILL BE 260 TO 290°. IT CAN EASILY BE SEEN THAT TWO EXHAUST VALVES ARE OPEN TO THE SINGLE EXHAUST SYSTEM AT ANY TIME. THE HIGH PRESSURE EXHAUST PULSE OF AN OPENING EXHAUST VALVE PUTS A HIGH BACK PRESSURE ON THE OTHER CYLINDER WITH THE OPEN EXHAUST VALVE. THIS CAN CAUSE INTERFERENCE TO THE EXHAUST FLOW FROM THAT CYLINDER.

THE DUAL EXHAUST SYSTEM ONLY HAS THREE EVEN FIRING CYLINDERS PER EXHAUST SYSTEM RESULTING IN A 240° PULSE INTERVAL. THERE IS NO EXHAUST PRESSURE PULSE INTERFERENCE DUE TO THE EFFECTIVE EXHAUST VALVE OPEN DURATION BEING LESS THAN THE 240° PULSE INTERVAL.

THE 140 HP ENGINE NEEDED ALL OF THE HELP THE DUAL EXHAUST COULD GIVE TO MAKE THE 140 HP RATING EFFECTIVE. UNLESS YOU ARE RACING YOUR CORVAIR, THE DUAL EXHAUST IS NOT NECESSARY. BUT ISN'T IT NICE TO KNOW THE POTENTIAL IS THERE?

- WARREN RHOADES -
CORVAIR HOUSTON

Tech Tip - Mark Domzalski

Have you ever had that sinking feeling when the engine races while the car or FC slows down and no amount of clutching or shifting does a bit of good? Just north of San Felipe on I-25, I got that sinking feeling a few weeks ago. Coasting to a stop, the engine was running perfectly. Shutting down, I got out and did a quick inspect under the engine and transmission. Lots of dripping transmission oil was not a good sign. The tow truck driver sure liked the Rampside, so that eased the anguish on the ride home.

Disassembly was particularly easy when I separated the transmission/differential from the engine. I didn't have to pull the transmission/differential two feet back as usual, it just came off... The input shaft had broken two inches ahead of the shaft seal, superheated and mushroomed itself on both broken pieces. That's bad. Pulling the cover on the differential revealed that the posi carrier had also failed (not surprising). Disassembly of the differential also revealed that the intense heat at the shaft break had seized/welded the rear pinion bearing to its inner race. Another bad sign.

Being a Corvair collector, I have plenty of "spares." I had a clean replacement non-posi differential and a couple of spare input shafts. Getting close to assembly, I stopped for lunch and Elizabeth asked "how it was going." I explained that I had the parts, but was a little concerned about reusing another 32+ year old input shaft even though it "looked good." She asked if I could get a new one and, of course, Clark's has remanufactured them. Guess what I ordered...

Now for the tech report/tip... The new input shaft was perfect to the eye and fits perfectly just as you would expect. Being a 1000 mile per week commuter and engineer, the value goes much deeper... Granted, steel metallurgy has been around for hundreds of years. Since 1960, there have been great technological improvements in the heat treat processes used on vehicle parts. I am sure that the uniformity of heat to my new input shaft is superior to the original. This means that the strength in the shaft should be more uniform and higher overall since the strength of a part is only as good as its weakest point.

I don't know that there is sufficient value for the cost of a new input shaft in a non-daily driver, especially car vs. FC. I am sure that my input shaft is no longer a weak link in my 140hp daily freeway and hill climbing commuter Rampside. Something to consider the next time you change a clutch or have an input shaft failure...

The Care and Feeding of Your Corvair -by- Bill Reider

Here's a golden oldie on engine work... While doing your latest engine overhaul did you have a little problem torqueing the heads? Well, GM has a way, Richard Finch has a way, and guess who else has a way. Why me, of course. Let's start out with GM and go from there. On page 6A-52 in the 1961 shop manual they give you the torque sequence and tell you to torque the heads to 27 to 33 ft. lbs. So you woun't have to look it up I'll give you the sequence.

12	8	1	4	6	10
*	*	*	*	*	*
*	*	*	*	*	*
11	7	3	2	5	9

Now this corresponds to the way most heads are torqued, but you have to remember that while the Corvair head is one piece the jugs are not. It's more like a motorcycle, and each jug should be torque in an "X" pattern. As you can see GM does not do this. Maybe there's a better way. In his book, *How to Keep Your Corvair Alive*, Richard Finch says to tighten all the nuts snug, then follow his pattern in 5 lb. increments to 35 ft. lbs. Here is his pattern.

5	11	1	7	3	9
*	*	*	*	*	*
*	*	*	*	*	*
12	6	8	2	10	4

While this at least uses the X pattern, you still have to change the socket on the torque wrench every time and if you do it in 5 lb. increments you will probably change the sockets sixty times! Now that's a lot. Okay, are you ready for this. My sequence is as follows.

8	9	2	3	10	7
*	*	*	*	*	*
*	*	*	*	*	*
12	5	4	1	6	11

Now you'll notice we start out with a 13/16 for one nut, then 9/16 for two, then 13/16 again for three, then 9/16 again for four, then finish with 9/16 for two. That is five socket changes, not eleven. And when you start over you start with the same socket and don't have to change.

The GM manual tells you to torque the heads to 27 to 33 ft. lbs. but they don't tell you you should do it in at least three steps. In the 1965 shop manual they tell you to torque the heads a little at a time until you get it right. Well, how much is "a little?"

I start by running the nuts down snug, then tighten to 20 ft. lbs. using the above pattern, then tighten to 30 ft. lbs. and finally tighten to 35. While you still have to change the socket 13 times it sure is a lot better than 60 times, and we are still using the superior X pattern. As far as taking my torque in three steps, an old timer once told me, start by going to about half your final torque value, then go to about half of what you have left, then go to the final value. This has worked extremely well for me. Try this on your next set of heads, I think you'll like it.

Upgrading the Heater Fan

Most of you read long ago about how easy it is to upgrade the heater in your Corvair simply by changing to a more powerful fan motor. Almost any 70's or 80's GM car with air conditioning had a more powerful fan motor that would just bolt in place of the existing Corvair unit. The increased power would send gales of hot air through the heater.

Unfortunately, there is a fly in the ointment. The original Corvair wiring and heater fan switch are not up to the increased current draw by these more powerful motors. The fix is simple. You need to install a larger gauge wire and use a relay to supply power when the fan is at full speed. (At slow and medium speeds, the wiring and switch are fine.)

Anil Mittal, a regular on the Internet VV circuit, recommends a Bosch automotive relay. He says this is commonly available for about $4.00 each although he orders them from a place call Parts Express. It can be used in a variety of applications since it has both normally open and normally closed contacts. Give it a try and save that heater fan switch.

GROUP CORVAIR: AUTHOR UNKNOWN

1960-1969 Chevrolet Corvair Distributor Identification

{Date Revised: 9/1/1996}

YEAR	H.P.	TRANS.	DIST. #
1960	80 (Early)	M/T	1110252
1960	80 (Late)	M/T	1110258
1960	80 (Early)	A/T	1110256
1960	80 (Late)	A/T	1110259
1960	95 (Early)	M/T	1110257
1960	95 (Late)	M/T	1110260
1961	80	M/T	1110258
1961	80	A/T	1110259
1961	84	A/T	1110275
1961	98	ALL	1110260
1962	80	M/T	1110269
1962	80	A/T	1110271
1962	84	A/T	1110278
1962	102	ALL	1110272
1962	150 (Early)	M/T	1110290
1962	150 (Late)	M/T	1110298
1963	80	M/T	1110294
1963	80	A/T	1110295
1963	84	A/T	1110297
1963	102	ALL	1110296
1963	150	M/T	1110298
1964	95	M/T	1110310
1964	95	A/T	1110311
1964	110	ALL	1110319
1964	150	M/T	1110314
1965	95	M/T	1110310
1965	95	A/T	1110311
1965	110	ALL	1110319
1965	140	ALL	1110330
1965	180	M/T	1110329

YEAR	H.P.	TRANS.	DIST. #	w/A.I.R.
1966	95	M/T	1110310	1110368
1966	95	A/T	1110311	1110369
1966	110	M/T	1110319	1110372
1966	110	A/T	1110319	1110389
1966	140	M/T	1110330	1110371
1966	140	A/T	1110339	1110371
1966	180	M/T	1110329	N/A
1967	95	M/T	1110310	1110368
1967	95	A/T	1110311	1110369
1967	110	M/T	1110319	1110372
1967	110	A/T	1110319	1110389
1967	140	M/T	1110330	1110371
1967	140	A/T	1110339	1110371
1968	95	M/T	N/A	1110434
1968	95	A/T	N/A	1110311
1968	110	M/T	N/A	1110389
1968	110	A/T	N/A	1110319
1968	140	ALL	N/A	1110371
1969	95	M/T	N/A	1110452
1969	95	A/T	N/A	1110453
1969	110	M/T	N/A	1110454
1969	110	A/T	N/A	1110455
1969	140	ALL	N/A	1110454

*1960-Distributor month date matched the cranckcase month. 1961-One month before, or matched. 1962-Up to two months before. 1963-64's-No correlation yet discovered. 1965's-One month off, usually never matches exactly. 1966's-Matched, or one month before . 1967-1968's-Several months after. 1969-Had a new numbering code, but all after. Most were late '68's.

*1960 & 1961 G.M. Distributors had markings stamped on the breaker point plate.

1962-1969 DELCO-REMY DISTRIBUTOR BASE HOUSING CODE:

DELCO - REMY
1110329 5B-5

"1110329"	=	(Distributor Part Number)- Late Model180 H.P. Turbo.
"5"	=	(Year Produced)-1965.
"B"	=	(Month Of Production)- February.
"-5"	=	(Day Of Production)- The 5th day of the month.

CHEVROLET DATE CODES:

A = January	E = May	J = September
B = February	F = June	K = October
C = March	G = July	L = November
D = April	H = August	M = December

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 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

President: Sarah Keeton
205-798-9361
VP/Membership: Louise Hartline
205-491-5253
Secretary: Sheila Ranelli
205-798-3787
Treasurer: Juanita Hathaway
205-833-5972
Newsletter: Mike Donley
334-277-4308
Hospitality: Larry Gulsby
205-956-3166

THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Next Meeting

Date: Thursday, April 17, 1997
Time: 7:00 PM
Place: Old Greenbriar Restaurant

March Minutes

The March meeting of the Vulcan Corvair Enthusiasts was brought to order at 7:00 PM on Friday, March 21, 1997.

We welcomed back some members who we have not seen in a while, including the Sneads, the Miljus family, Norman Rogers and Curtis Hare.

The Treasurer reported a balance of $1092.27.

Old Business: Please take a minute to fill out the Member Survey so we can complete our roster.

We will have a joint meeting with the North Alabama club on Thursday, April 17, at 7:00 PM at the Old Greenbriar Restaurant. If you need directions, please call Sarah Keeton at 205-798-9361.

New Business: Possible trips for the club:
~~Casino trip to Misssissippi.
~~Trip to Bowling Green to see Corvette Plant and Museum with Montgomery AACA club.
~~Car Show with North Alabama club.

The meeting was adjourned at 9:00 PM.

Coming Events

~~Cruise Ins begin in April
~~April 12 Callaway Gardens
~~April 25-27 Helen, GA Springfest
~~May 17th Talledega car show
~~May 24 Panama City car show
~~May 28-29 Pensacola car show

Happy Birthday

Sarah Smith 4/06

Happy Anniversary

Frank and Sheila Ranelli 4/24
Richard and Sandy Stolzmann 4/06
Roy and Meg Dutton 4/20

Dues are Due !

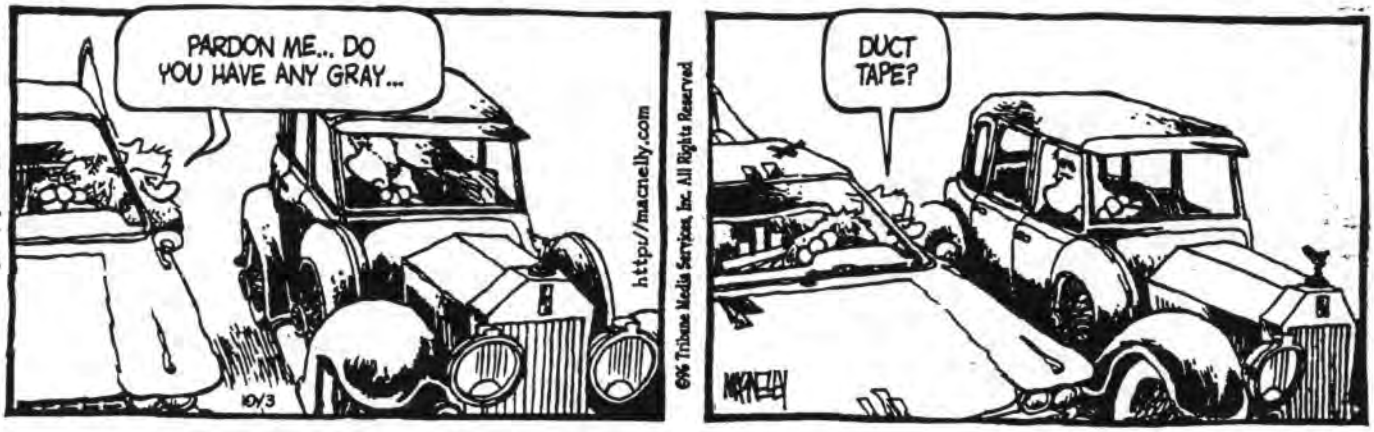
If your mailing label is highlighted then you have not paid your dues. You have until the May meeting to pay or your name will be removed from the mailing list.

Chris and Frannie Rothe had a baby boy on April 9 at 4:25 AM. It was 7lb 12oz. His name is Joshua Allan Rothe. Frannie is doing well and has gone home, although the baby has a small infection and remains at the hospital. Congratulations, Chris and Frannie!

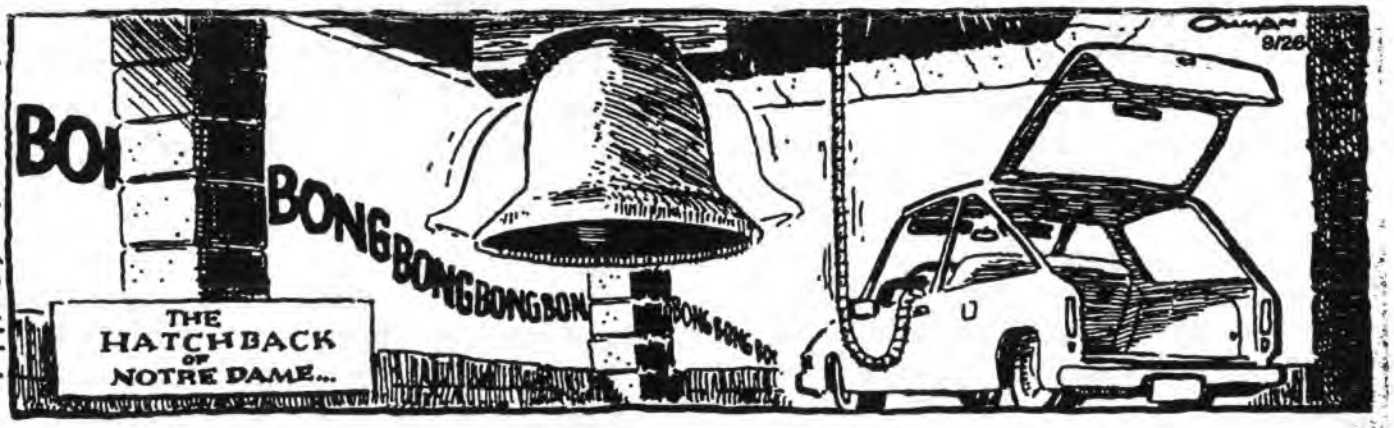
Louise Hartline's mother passed away last month after a long illness. We send our sympathies to her family.

SHOE

SHOE

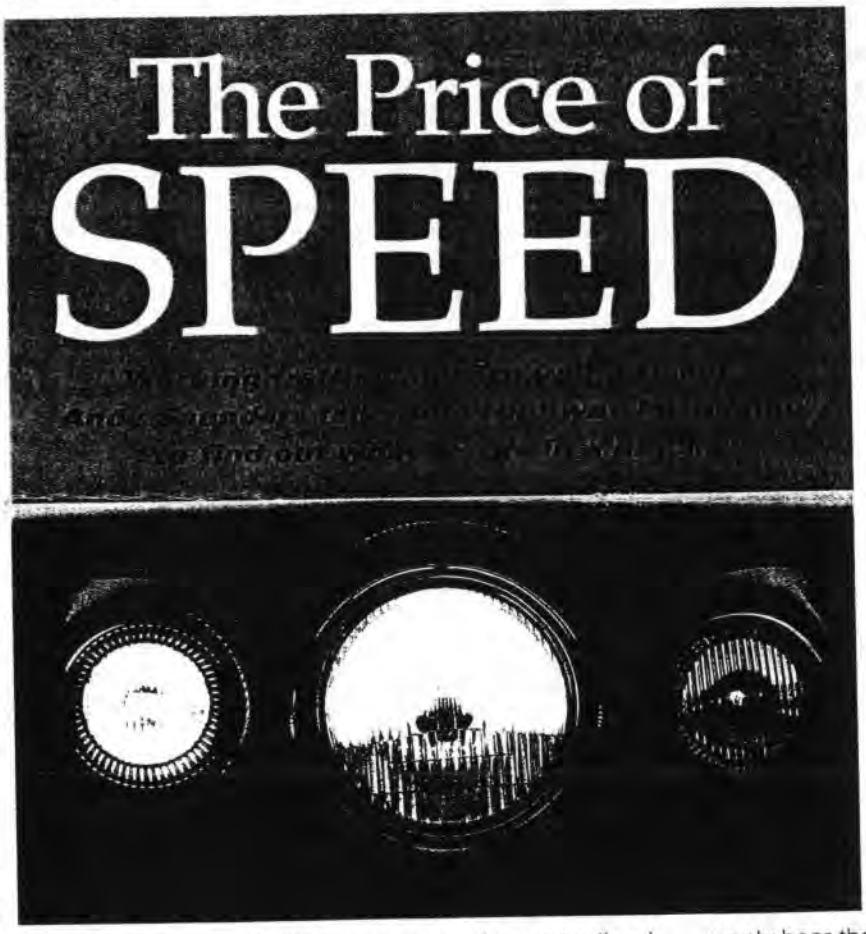


MIXED MEDIA



MIXED MEDIA

The Price of SPEED



Does driving a masterpiece of German engineering designed to hold the road at supra-legal speeds, tend to create a feeling of velocital elitism — we can go faster than everything else on the road, therefore we must? And does this presumption make a shiny, new-looking Porsche a magnet to officious minions of the law?

A big-city Highway Patroller — we call him Officer B — claims there's no prejudice against sports cars, at least on his beat. "There's nothing fantastic around here about seeing a Porsche. Most road cops are going to look for movement through traffic, and unless there's something extremely unusual about the car, it's the movement that's going to attract notice rather than the car or its color.

"I don't want to stereotype, but most guys who have a sweet-looking Porsche usually try to run them fairly quick and nimble through traffic, as do many sports car owners. I call it 'working traffic.' If the car has a clear area around it, they'll run all the way from number 1 (left) lane to the 4 and back, just to pass cars. So they work traffic fairly hard, and that movement makes them pretty conspicuous."

Street survival dictates that sometimes you have to drive over the speed limit (yes, that's speeding) to keep up with traffic. It's easy to rationalize a few mph over the artificially low limit, when conditions are good, visibility is perfect, and the road is absolutely clear. Keep in mind the party can be interrupted by blue lights flashing in the rearview mirror — always a high-adrenaline moment.

Everyone has their favorite speeding-ticket story. If it happens to someone else, it's usually hilarious. But when it happens to you, the laughter is painful and the neatly folded ticket in your wallet feels like a lead weight.

Tickets are annoyingly disruptive as you'll find if you accumulate more than one or two. Just one can cause your insurance premium to rise, can disqualify you from various driving-related employment, and worst of all, can make it more likely you'll get another ticket if and when you get stopped again. Two or more and you start getting frantic calls from your insurance broker. Get three in a year, and your rental car may evaporate, leaving you stranded at the airport. Even that ticket you picked up in Hawaii last year will surface in the DMV computers to create problems. Tickets are no fun.

Which is not to say that speeding is fun, safe, and easy. Excessive speed is dangerous, sometimes lethal, and a speeding automobile can be a deadly weapon.

The relevant section of your state legal code probably reads something like this:

"No person shall drive a vehicle on a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of the highway..."

That's a sample of California's basic speed law. Notice it does not state an absolute limit (that comes later in the state's 1100-page vehicle code).

Even on a highway without a speed, the above "reasonable and prudent" limitation can get you booked for speeding. Ever since Montana abolished speed limits at the end of 1995, the state has attracted 'speed tourists.' Fifteen Mercedes-Benz test drivers were ticketed at one time last summer, and heavily fined for tailgating and weaving through traffic at close to 100 mph. Ironically, the speeders might have fared better before the law was changed, when the maximum fine for speeding was just $5 in Montana.

Drive over the limit long enough and eventually you'll get a speeding ticket. With many states now using the Highway Patrol as a means of increasing revenues, the chance of a ticket becomes more likely every year. And you may even deserve it.

Our CHP officer comments: "The usual thing you hear from drivers of sports cars is that they were only going as fast as everybody else. They'll say, 'I was just moving with traffic,' which is ridiculous when you've just watched them make 17 lane changes. I wouldn't really call that lying, but it's not what you'd say is a believable story. Then they deny they had any idea how fast they were going. Those are the things you commonly hear that don't work too well."

Usually the officer will have followed you further than you think, because he or she is a master of concealment.

"I remember picking up a guy in a Porsche on 101 — and this guy was working traffic real hard, and when he got a clear spot, he'd go up to 85 or 90, but he'd often have to slow down for traffic. He was using all four of the northbound lanes. It was obvious that he was paying attention in his rearview mirror. He was using a tactic speeders often do, which is to pull in front of traffic he'd passed, and use it to block the view from behind. Since he had a smaller car, he could pull in front of a

station wagon and from a quarter of a mile back, you'd be hard-pressed to see him. I worked this guy hard — I was on my motorcycle and I was hiding behind cars, peeking around the sides of trucks for six miles, and when I finally stopped him, he congratulated me. He said, 'You have got to be excellent at what you do because I'm damn good at what I do, and I've never been caught before.' It was like combat — he was trying to get away with it, and I was trying to catch him getting away with it. It's kind of a game for some drivers. He did drive extremely fast, but never dangerously. He told me he was watching his mirror, and he never once saw me. Did I give him a ticket? Hell, yes. He took his medicine very well."

Sometimes a convincing presentation can keep the ticket book in the officer's pocket. But state troopers are not gullible people, so the story has got to be good, preferably true, and capable of being substantiated. Some people have avoided a ticket by appearing deeply remorseful about their transgression. On the other hand, if the officer starts writing down your sob story, it's time to shut up. You'd be surprised how ridiculous any statement can sound when repeated in a matter-of-fact monotone in an oak-panelled courtroom.

If you are unfortunate enough to see those lights flashing in your rearview mirror, don't compound your problem by trying to ignore the officer. Stopping a car in traffic is one of the least favorite activities of a highway patroller, and one of the most dangerous jobs they must do. If you are elusive, your troubles will escalate. There's nothing funny about lying spread-eagled on dirty asphalt with your wrists zip-tied behind you.

Officer B says, "What you don't hear very often is somebody who apologizes, admits, 'yeah, you're right, I was pushing it kind of hard and I'm really sorry about it. It was such a nice day and it got away from me.' I would say most police officers never get to hear that.

"When you got a guy or a gal who's working traffic pretty hard, and you follow them for a quarter-mile or a half-mile or more, they always come up with some weird story. It's never just the honest truth like, 'yeah, I'm a little bit late, I'm trying to make up time. I'm sorry.'"

So is honesty the best policy? "Most of the time. The guys I work with get such a kick out of hearing the truth, they'll say, 'OK, slow it down, be careful, and the next time you come through here, remember you got a break. So cut me a break and relax on this freeway.'"

A smoothly-driven car, under control, is less likely to attract attention, whatever speed it is being driven. If you ride the ragged edge, you're asking for a smacked wrist. Drive smoothly, without aggressive control inputs on accelerator or brakes.

And if you do get stopped, you'll generally fare better if you treat the cop like a human being. From Officer B: "One that I get a kick out of is the person who won't say anything, but they want you to hurry up and write that ticket. Like, let's get this over with, you're wasting my time. Sure, I'm going to hurry up for you, buddy.

"In all honesty though, most of the guys driving sports cars don't give you a lot of lip, and you don't stop that many of them because they're a little bit more intelligent when it comes to ripping on down the freeway. The ones I get stuck with are the nuts, the 'wannabe Porsches,' the Acuras with exhaust pipes four-feet wide. Most people driving high-dollar sports cars are extremely polite — they're just a cut above — and we don't have much of a problem with them in the twisties. You don't find a whole lot of those cars wrecked.

"Probably the rudest car on the street is the 5.0 Mustang. The drivers push those things, and they just don't get it. It's not a great handling car at high speeds, but the guys driving those things think they're Mario Andretti. You find them wrapped around poles, over the edge, broken in half, but it's not often you find a high-dollar sports car out there. Either they're a lot more forgiving, they handle better, or they just don't get driven that hard.

"Porsche owners seem to enjoy the car more. They know it will go 168 mph, they know it will handle well, but they are content to enjoy it. They're not that concerned with attracting attention as much as enjoying the car themselves. It does sometimes get away from them, but even then you don't see them challenging everyone on the road. You don't see a whole lot of Porsche drivers tailgating drivers in the fast lane, trying to get them out of the way. They don't use that kind of a tactic. They'll usually wait for an open space, move over a lane to the right, accelerate past and get out of the way. They know they've got the ponies to do it, and they don't want to use their auto as a weapon.

"Some stops make you smile, like when I was patrolling near a Ferrari shop. I chased one of the mechanics who was flat test-driving this F40 on the Hollywood Freeway. I don't know what training they give Ferrari mechanics, but it was pretty evident they don't give them driving lessons. He hit the freeway, and he was gone. I was well over 100 and he was pulling me on my police motorcycle. The only reason I caught him is because he had to slow down to get off the freeway. When I stopped him, he was begging for mercy — it seems the owner had a compaint about some problem that only happened above 100 mph and this was the only way he could identify it. To me, that was kind of a cute story, and I really should have arrested the guy, but I just let it go. You should have seen the look on his face... ■

Re-Keying Lock Cylinders --
by Les Huckins --
From Corsa West

This is very well covered in the shop manual, but very few seem to try it, feeling it requires greater expertise than the average mechanic possesses. It doesn't! It's easy! I offer here only a few hints should you decide to take on the task from a cold start.

I've had several cars wherein the luggage compartment cylinder was either missing, or had been mangled somewhere along the line, and was now keyed to a non-original keying. Where you have several cars (who doesn't), and carry a lot of keys, the extras are not welcome. It's also nice to have the stock configuration of one key fitting all lock cylinders. (early models!)

The first thing is to place your key against the key diagram in the shop manual to see what tumblers you need, using the Y B N C coding. The next thing is to dig up some old lock cylinders and extract the tumblers. Per the book, you will note that there are the 4 different tumblers (Y B N C), said difference being the height of the notch in the side. If you can pick them out by eye, great, but I get one of each size by comparing notches. I turn one over and compare it to another I think to be the same size. If it is, it makes a perfect little square. If it isn't, it is the next size up or down, and becomes the comparator for that size. When I have all 4 sizes separated into groups, I pick out those I need for my key and insert them in the cylinder. Put the spings and retainer in place and insert key to make sure that the locking bar retracts properly just below the surface of the cylinder. If all is well, stake lightly per the book.

Recipe of the Month

VAIR HEELS

Turkey & Broccoli Delight

1 lb. of smoked **turkey**
(buy 1 slice 1" thick and cut into bite-size cubes)
1/2 lb. fresh **broccoli** spears or 1 lb of frozen spears
8 oz jar of sliced **mushrooms**
1 can sliced **bamboo shoots**
2 cans **cream of chicken soup**
3/4 cup **mayonnaise**
2 cups shredded sharp **cheddar cheese**
1 cup **minute rice**, uncooked
1 large can **Durkee's fried onion rings**
1/2 stick **butter** or margarine

Preheat oven to 350. Butter bottom and sides of 9X12 glass baking dish. Spread uncooked rice on bottom of dish. Arrange uncooked broccoli spears on top of rice. Mix together all other ingredients except onion rings and butter. Spread mixture over broccoli and rice. Dot with butter slices. Bake at 350 for our hour or until mixture is bubbling. Remove from oven and spread onion rings on top of casserole. return to oven for 5 or 10 minutes until onion rings are golden brown.

Power and Gas Mileage Loss

From: SC newsletter

Ever have a drop in power and gas mileage? You do tune-up and still not do any good? Recently, a friend our local club was complaining about not having much the line of power. Never could rev over 3000 rpm and di n't get past too many gas pumps either. The engine is stock '64, 110 hp, with a four speed. This set-up shou yield relatively good results power-wise and in fuel ec n my. He asked me if I would do a tune-up and check o the carburetors.

He brought the vehicle over to me one Friday to allo the engine to cool over night as I wanted to do a compre sion check when cold. Plus you never want to pull th plugs out of a hot aluminum engine. As I was checkir things out, one of the first things that I had noticed wa that the two carburetors were not the same. He had good pair of '65 carburetors that we changed over to sol that part of the problem. The compression check resul were very good and acceptable. Next was timing and igr tion checks. I hooked up the dwell/tach and timing lig and began checking things out. Dwell was okay, but th timing was very high. Before any changes were made change these items, I pulled off the distributor cap check the points, rotor, etc. to learn their condition.

With all the little things in there that make the distribut do its job, the first thing that I noticed was the substan that didn't belong. It was a silver/grey powdery materi This prompted further investigation. I removed the poi plate and boy what a mess. The contrifugal advan weights had locked in the extended position and were cu ting the distributor housing. After removal of the distrib tor, on the back side the weights had begun cutti through the housing to such an extent that you could s daylight. This was promptly changed. After everything w put back in and set my friend could not believe that Corvair could really run so well. During the test flight I thought I was going to blow the engine by winding it over 4000 rpm.

The idea is that once the timing is set, etc., to check out further by checking the timing after you set it at idle revving the engine to see if the centrifugal advance working; naturally, with the vacuum disconnected. Th connect the vacuum advance and check it again revving the engine. You should see a difference in h soon the timing begins to change. Also you can watch t vacuum advance arm motion. Be aware that how high y may need to rev the engine to check the centrifug advance will be different from one engine/distributor another. I make mention of the vacuum advance becau they too can be faulty and it may be easily overlooke Both of these items will have an effect on the engin performance.

Donald M. Richmond, Sr.

Selling *It*

Auto roundup: Honk if you've seen ads like these

1 Do we get a steering wheel, too?

2 $0 down, but $930 due at lease signing? Here's how that sum is explained: "929.85 initial fee due at lease signing = $0 down pymt., 1st mo. pymt., $250 sec. dep. & $450 acq. fee plus taxes, title, license & registration."

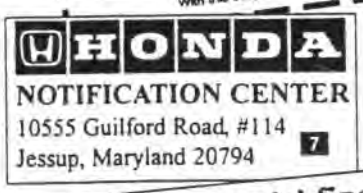
3 Wow. Maybe if you buy two cars, a reader suggests, they'll throw in a doughnut.

4 This wording led a Virginia reader to speculate: Would her cost be prorated if she used only a truck's right front tire?

5 A Pennsylvania reader wondered how an "everyday low price" could have an expiration date.

6 The Virginia reader who submitted this coupon wasn't sure whether he was bringing his car to a service station or a doctor. (Staffers at our auto-test facility say such an ailment is possible only in diesel engines, not in the gasoline engines found in most cars.)

7 Did this letter from the Honda Notification Center bring a recall notice? No, only a "special Honda recall program" in which owners of late-model Hondas were asked to trade them for a new car.



The following special financing rates will be available for this SPECIAL HONDA RECALL PROGRAM :

Vulcan Corvair Enthusiasts

Dues: $15.00 per family membership payable in January.

First Name: _____

Last Name: _____

Name of Spouse: _____

Street Address: _____

_____

City/State/Zip: _____

Home Phone: (_____)_____

Work Phone: (_____)_____

Corvairs owned: _____

_____

_____

_____

_____

Your Birthday: _____

Spouse's Birthday: _____

Anniversary: _____

1st Child's Birthday: _____

2nd Child: _____

3rd Child: _____

4th Child: _____

5th Child: _____

Please fill out this form and mail to:

Mike Donley, 8 Hibiscus Drive, Montgomery, AL 36109

RICHARD & SANDY STOLZMANN
376 BURGESS DRIVE
SPRINGVILLE, AL 35146

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

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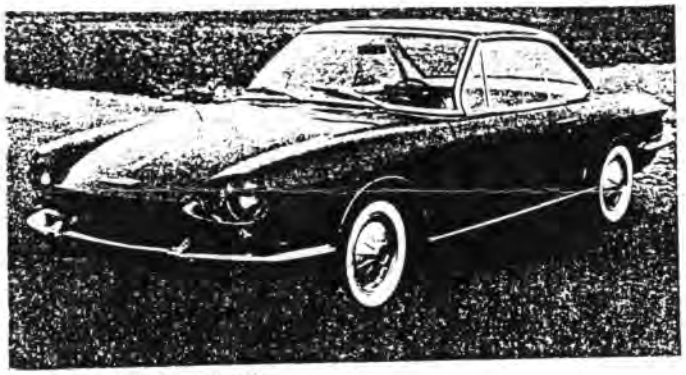
205-798-9361
VP/Membership: Larry Gulsby
205-956-3166
Secretary: Jon Keeton
205-798-9361
Treasurer: John Hathaway
205-833-5972
Newsletter: Mike Donley
334-277-4308

THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Important Announcement

The Vulcan Corvair Enthusiasts meeting for May 16, 1997, will be a joint meeting with the North Alabama Corvair Club, and will be at Morrison's Cafeteria on Montgomery Highway off I-65 South. Turn left at the bottom of the ramp on Montgomery Hwy- also known as Hwy 31. Go about 1 mile and Morrison's is on the right.



76 MOTOR TREND/JANUARY 1963

Next Meeting

Date: Friday, May 16, 1997
Time: 7:00 PM
Place: Morrison's Cafeteria, Hwy 31

President's Corner

In regards to the Helen, Georgia trip on April 25-27, I am glad to report that Vulcan Corvair had the most number of people to attend out of 26 clubs represented, however the number of cars that our club showed was pretty sad. We have some good cars and we need to start driving and showing them because the Corvair is the reason for our club. We have a very good club with a lot of good people, but I think we have lost sight of what the club is all about. It has been brought to my attention that by several people that Vulcan Corvair is a social club, and all that seems important to us is visiting our friends and eating. We have lost several members because we do not have activities with the cars. In the upcoming months, we will be scheduling activities and would like to encourage everyone to attend.

This article is not meant to hurt anyone's feelings or step on anyone's toes, but this is a car club and we need to start enjoying our cars again and be proud to be part of a club devoted to saving the Corvair.

I am very proud to announce that George Miljus won 1st place in the Late Closed class with his green 1967 Corvair in Helen. Congratulations, George and Ann.

The May meeting will be a joint meeting with the North Alabama club, and we look forward to getting to know their club members, so I would also like to encourage the women to come . I am looking forward to the new friends we will make and the events our two clubs will be doing over the next few months. I would like to challenge everyone in our club to come to the meeting and drive your Corvair. Let's make the North Alabama club feel welcome.

Sarah Keeton, President

CORVAIR

Coming Events

June 14: Childersburg Car Show
July 26-27: Noccalula Falls Car Show
August 16: Moore Oil Car Show
September 13: Youngs Car Show, Piedmont
TBA: Trip to Silver Star Casino
TBA: Club outing to Charles Carey's home. Fish fry and Cookout
Cruise Ins:
1st Saturday-Pelham Walmart
2nd Saturday-Roebuck Burger King
3rd Saturday-Trussville Dairy Queen
4th Saturday-Bessemer Shoney's
Jon Keeton, Secretary

Happy Birthday

Juanita Hathaway	5/28
Norman Rogers	5/12
Jerry Smith	5/30
Wayne Moore	5/16

Happy Anniversary

Charlie and Marie Drake	5/21

Springfest at Helen

On April 25-27 the Atlanta chapter again hosted their annual meet in Helen , Georgia.

Vulcan was again well represented . The Hartlines, Hathaways, Kellers, Millers, Trotters, Seimans, Miljuses, Doughtys, Larry Gulsby and Peggy Bagby, Chris Rothe, Frank Ranelli, and Jon Keeton made the trip. Some of our group went up on Thursday. Joyce and I were unable to go until Friday. The weather was beutiful Thursday and Friday. Saturday and Sunday it **rained.** Needless to say, the judges had to ignore beaded raindrops on the cars.

On Friday evening, in the "Fest Hall", the traditional supper of hamburgers, hotdogs, and all the trimmings were served up. Food was great as was the hospitality and meeting old friends. The turnout did not seem as large as previous years, but this did not dampen the spirit of the attending crowd.

George Miljus had the designated show entry in the form of his late coupe. This car is green with white interior and is beautiful. The judges agreed and it won "late closed" division. Congratulations George.

The ladies did their usual good job of helping the local economy. Joyce told me before we left home," I am not going shopping in Helen." We arrived in Helen at 10:30 AM(local time) on Friday and by noon we had three large sacks in the trunk. I'm just glad she didn't plan on shopping any.

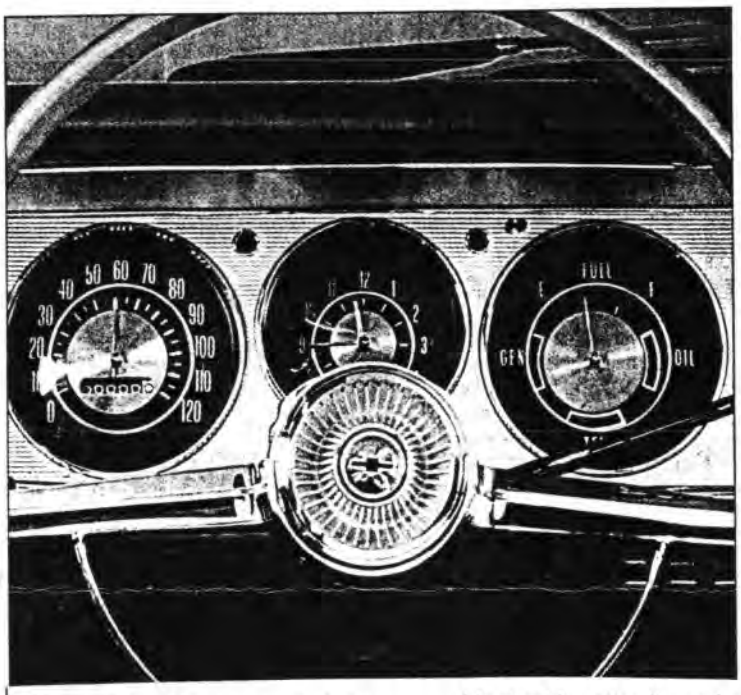
Sunday, we drove in the rain(hard rain in places) to within 40 miles of Montgomery. Everyone had a safe trip, I am pleased to report. Hope to see everyone Friday night.
Owen Miller

A flashlight is a tube where you store dead batteries.

A great actor can bring tears to your eyes. But, then, so can a mechanic.

resto
tech

CHANGING TIME



While the clock exterior case and overall shape may vary by manufacturer, the movements within the cases are almost identical. The original movements were supplied by aftermarket manufacturers who sold them to most auto companies, who in turn adapted them to the particular clock design.

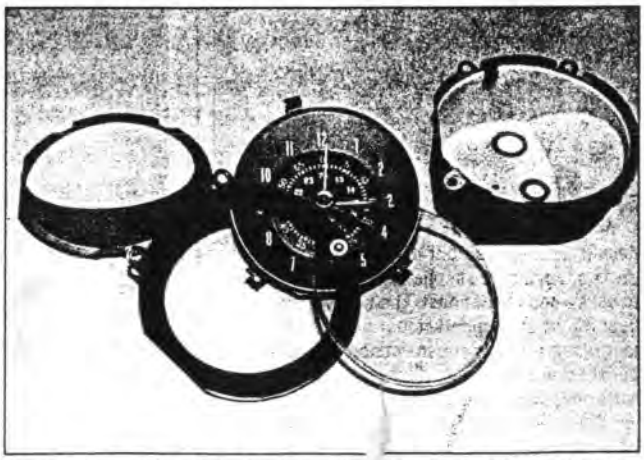
How To Convert Your Clock To Quartz Movement

By Jim McGowan

Technology is a wonderful thing. For example, consider the primitive who first discovered the wheel, but didn't have a clue about an axle: He had something revolutionary, but knew there was more to this round stone than met the eye.

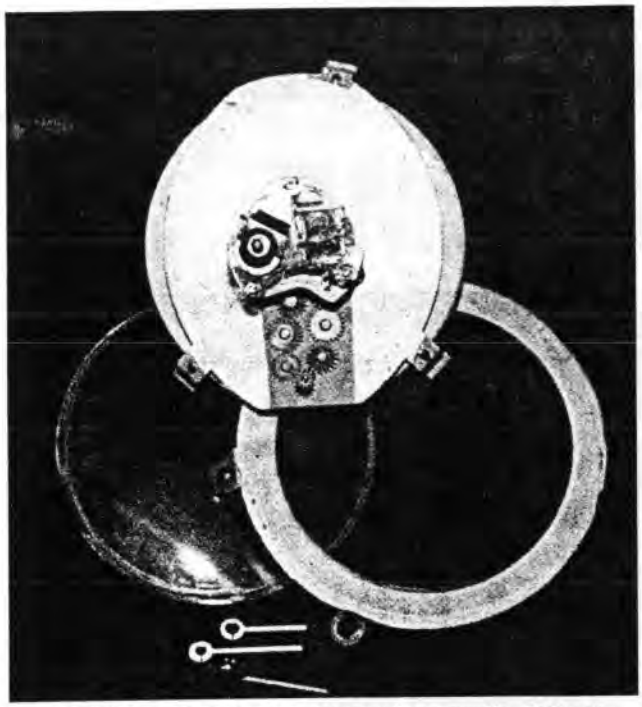
Additions, mutations and changes to a basic idea will often create a final product that is light years ahead of the original concept, but still performs the identical function it was designed for.

Let's take automotive clocks. During the '60s and early '70s, most automotive clocks were doomed, because they worked on the principle of negative polarity. This means they were self-winding using electrical points that, as the clock ticked down, would come closer



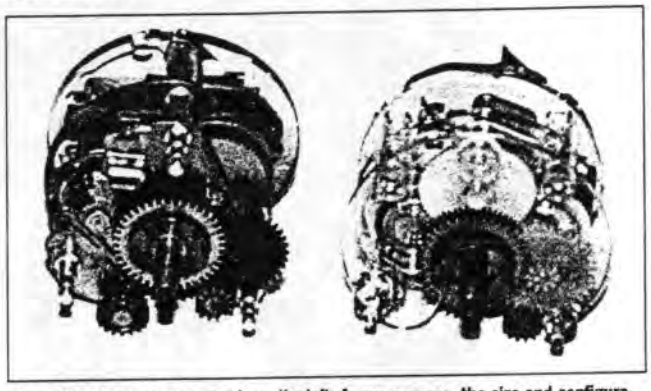
PHOTOS BY JIM MCGOWAN

The clock case and the exterior bezels are atta d by crimping tabs or denting the outer metal ring over the large rear case. By li ng the tabs or flattening the dents, the various components will come apart. *Do t* try to pull the time selection arm, or the knob at the end of it, out of the clock. ' will remain intact with the new movement. The lens and plastic trim bezel are t removed from the arm.

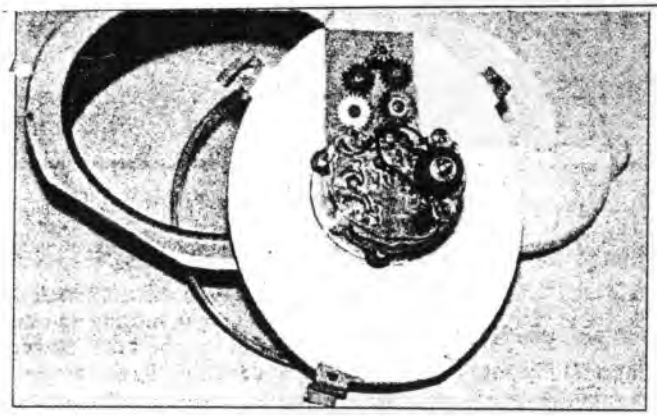


Carefully pull the second hand from the clock stem, then remove the minute and hour hands. These are normally a press-fit on the stem. The points movement and how it's attached are very apparent at this stage. While it's removed, the plastic lens can be cleaned with a plastic polish to remove scratches.

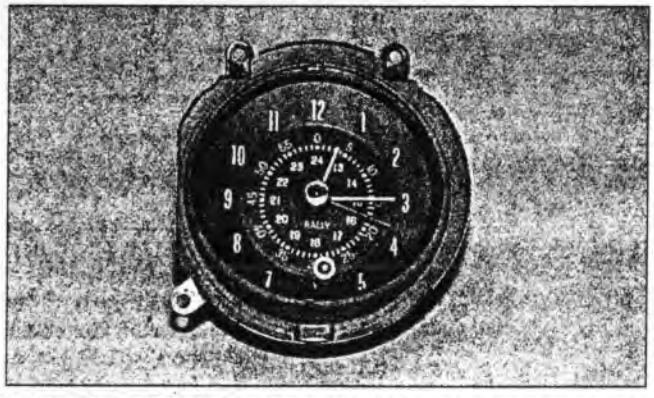
The movement is secured to its mounting plate with rubber insulators and round push-on retainers. To remove each retainer, slowly unscrew it from the stem with a pair of needle-nose pliers. When all three are removed, the old movement will come free of the plate.



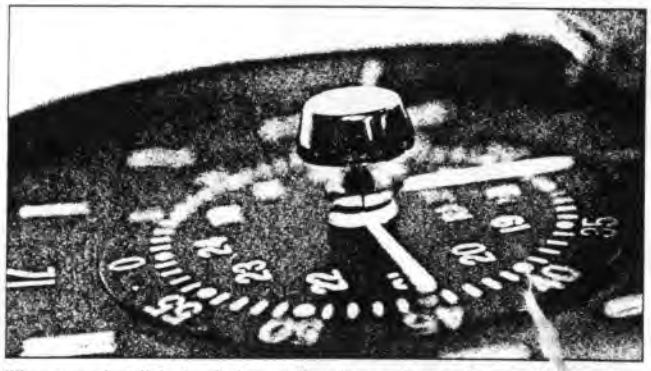
The old points-type movement is on the left. As you can see, the size and configuration of the old and new are identical. The only difference is the new quartz movement is mostly plastic, and the original is metal.



The new movement is mounted and secured in place. The mounting plate is now reattached to the clock face plate, and the plastic front bezel and lens can be repositioned.



Re-install the electrical plug-in contact on the back of the case, and the conversion is finished. It takes longer to get the clock out of and back into the vehicle than to do the changeover. Now you have a clock that will perform its original function, but completely trouble-free, for years to come.



When you re-install the hands, be sure there is enough space between the face plate and the hour hand, and between the hour hand and the minute hand. If they are rubbing together, your clock will not tell accurate time. Obviously, the second hand and chrome button cover are too far from the hands to cause any problems.

together until an electrical charge created between the points would fire them open and start the cycle all over again. This type of clock would function properly until the points touched together (due to a weak battery or power cut-off at the time the points were close together), and then the points would fry together and the clock would stop forever.

With the advent of quartz movements (no points), today's clocks can tick for eons without cooking themselves. Converting your old-style clock to use a quartz movement is quite easy. Quartz movements are available from most large clock shops or clock repair facilities, and some restoration suppliers carry conversion kits.

You'll have to remove the clock from your car, in this case a GM clock, and obtain a movement that will match your original in size. Many of the movements are interchangeable.

Mike Donlon
[illegible] Madison Drive
Montgomery AL 36109
334-272-7770

Joe & Rozella Doughty
1336 Stonehurst Drive
Birmingham AL 35235
205-853-0463

Charlie & Marie Drake
6454 New Castle Road
Hoover AL 35216
205-991-7193

Roy & Nea Dutton
PO Box 548
Adamsville AL 35005
205-674-8377

John Garrett
12019 Runningcreek Tr
Huntsville AL 35803

R. Larry Gulsby
915 Roywood Rd
Irondale AL 35210
205-956-3166

Curtis Hare
3707 Heavenview Circle
Birmingham AL 35216
205-823-2165

Harold & Louise Hartline
1920 Longview Drive
Hueytown AL 35023
205-491-5253

John & Juanita Hathaway
812 Castlewood Ave
Birmingham AL 35206
205-833-5972

Buck & Jewell Hinkle
4142 Terrace R West
Birmingham AL 35208
205-780-0549

Jon & Sarah Keeton
340 Carriage Drive
Birmingham AL 35214
205-798-9361

Ed & Carol Keller
2461 Jannebo Road
Birmingham AL 35216
205-823-5424

J Lankford
102 Big Oak Circle
Maylene, AL 35114

George & Ann Miljus
3520 Belle Meade Way
Birmingham AL 35223
205-972-1385

Owen & Joyce Miller
601 Avondale Road
Montgomery AL 36109
334-272-7085

Joseph & Carol Popinski
212 Maple Trace
Birmingham AL 35244
205-970-1780

Frank & Sheila Ranelli
1725 Hendrix Drive
Birmingham AL 35214
205-798-3787

Norman Rogers
408 South Broad Street
Albertville AL 35211
205-878-1810

Chris & Frannie Rothe
3369 Crescent Drive
Hueytown AL 35023

Bob & Wilma Siemens
1725 Buck Island Drive
Guntersville AL 35976
205-582-2175

Jerry & Sara Smith
635 Browning Road
Odenville AL 35120
205-640-6952

Grant & Mary Snead
6427 Ridgewood Road E.
Tuscaloosa AL 35404
205-553-4210

R Stolzmann
376 Burgess Drive
Springville AL 35146
205-467-6444

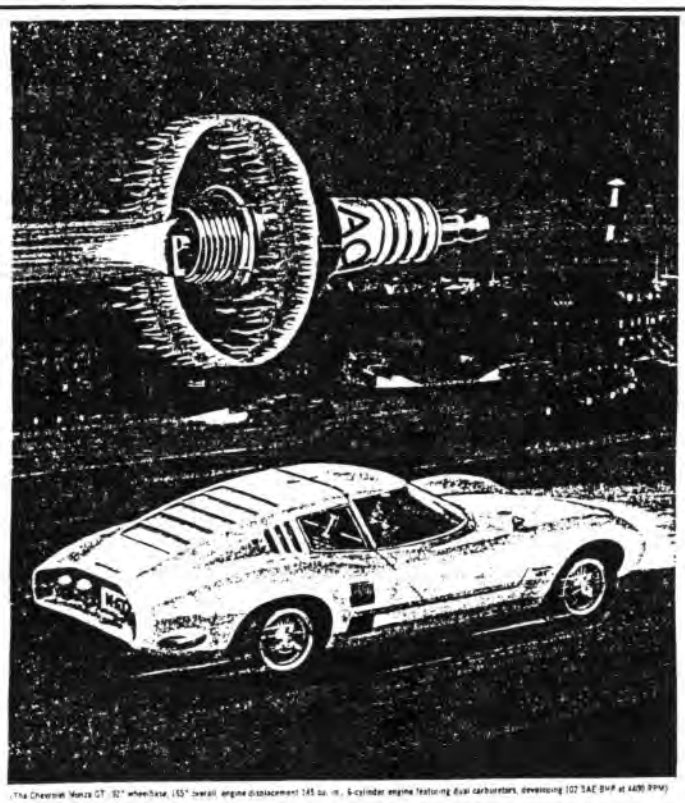
Charles & Jan Trotter
102 Allen Road
Pell City, AL 35125
205-338-6828

Hugh & Sara White
1411 Gonzales Street
Pensacola FL 32501
904-432-5974

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

RICHARD & SANDY STOLZMANN
376 BURGESS DRIVE
SPRINGVILLE, AL 35146

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



(The Chevrolet Monza GT. 92" wheelbase, 165" overall, engine displacement 145 cu. in., 6-cylinder engine featuring dual carburetors, developing 107 SAE BHP at 4400 RPM)

Monza GT sparks the imagination—AC sparks the action

Chevrolet's Monza GT, dream car of tomorrow, is sparked by today's self-cleaning AC Fire-Ring Spark Plugs. Although the car is not for sale, you can buy the spark plugs now and get tomorrow's power today. So, ask for action . . . ask for AC.

AC SPARK PLUG ⓒ THE ELECTRONICS DIVISION OF GENERAL MOTORS

AC
FIRE-RING
SPARK PLUGS

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205-798-9361
VP/Membership: Larry Gulsby
205-956-3166
Secretary: Jon Keeton
205-798-9361
Treasurer: John Hathaway
205-833-5972
Newsletter: Mike Donley
334-277-4308

THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Next Meeting

Date: Friday, June 20, 1997
Time: 7:00 PM
Place: Hoover Library

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May Minutes

The May meeting of the Vulcan Corvair Enthusiasts was held at Morrison's Cafeteria as a joint meeting with the North Alabama Corvair Club. Members from their club included Steve and Luann Harris from Decatur who drove a '64, David Berry from Union Grove, who drove a '63, Mike and Charles Carey from Prospect, Tennesse, who drove a '66 Convertible, and Louis Norris, who drove a water pumper. They were welcomed by all.

The treasurer's report was a balance of $1027.27.

We had a report on the Helen, Ga. show by Harold Hartline, who said it was a really big show this year, and was really enjoyable, as always.

Cruise-Ins this month: Pelham Walmart, Roebuck Burger King, Trussville Dairy Queen, Bessemer Shoney's.

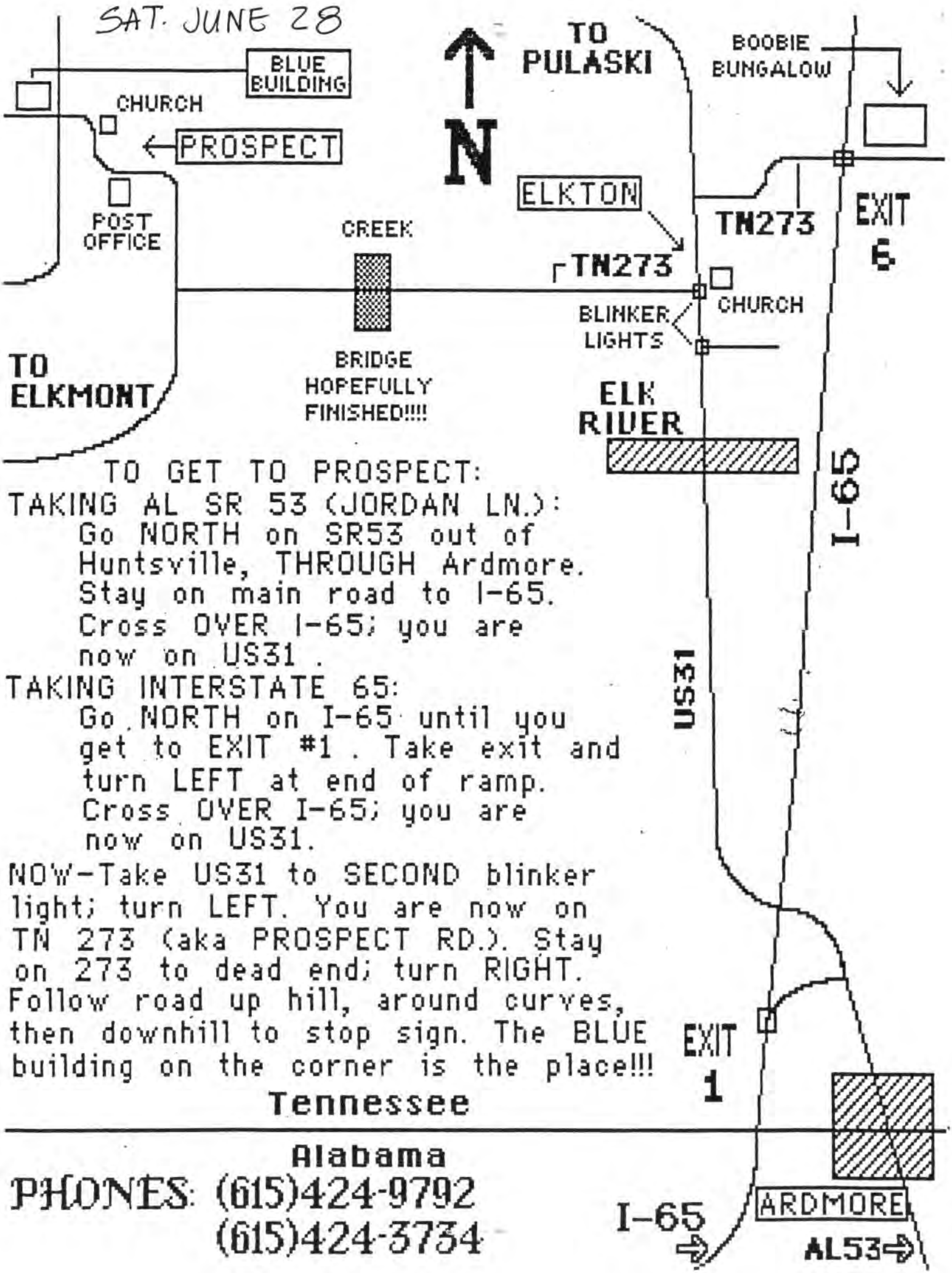
A trip to the Silver Star Casino was discussed. It would be a one day trip and would include a meal ticket and tokens.

Saturday, June 28 there will be a fish fry at Charles and Mike Carey's home in Prospect, Tennessee. (See map elsewhere in newsletter).

Members of VCE who drove their Corvairs are: Chris Rothe, Sarah Keeton, Jon Keeton, Buck and Jewell Hinkle.

The meeting was adjourned at 9:00 PM.

SAT. JUNE 28



TO GET TO PROSPECT:

TAKING AL SR 53 (JORDAN LN.):
Go NORTH on SR53 out of Huntsville, THROUGH Ardmore. Stay on main road to I-65. Cross OVER I-65; you are now on US31 .

TAKING INTERSTATE 65:
Go NORTH on I-65 until you get to EXIT #1 . Take exit and turn LEFT at end of ramp. Cross OVER I-65; you are now on US31.

NOW-Take US31 to SECOND blinker light; turn LEFT. You are now on TN 273 (aka PROSPECT RD.). Stay on 273 to dead end; turn RIGHT. Follow road up hill, around curves, then downhill to stop sign. The BLUE building on the corner is the place!!!

Tennessee

Alabama

PHONES: (615)424-9792
(615)424-3734

BIZARRO

Recipe of the Month:

Better Than Sex Cake

VAIR HEELS

1 box Duncan Hines yellow cake mix

1 large can crushed pineapple, with juice
1/2 cup sugar

1 large box vanilla instant pudding
1 (8 oz.) carton sour cream

1 large container Cool Whip

Mix cake as directed on the box and bake in a sheet pan. * Mix pineapple with sugar and bring to a boil, approximately 5 minutes. Pour mixture over sheet cake while still hot. Let cool. * Mix pudding as directed on the box and add sour cream. Spread on cooled cake. Refrigerate. * Wait about 10 minutes and spread Cool Whip on Top.

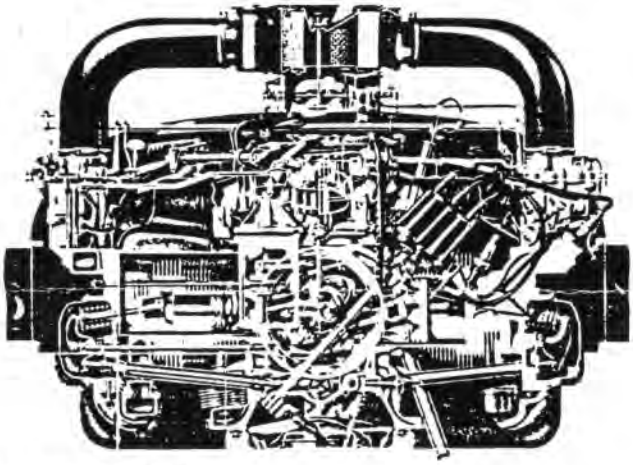
I can't swear to the truth in advertisement on this recipe, but, I guess it has alot to do with your baking techniques.

"Maintenance Free" means when it breaks, it can't be fixed.

Some people's trains of thought never leave the depot.

Happy Birthday

Sandy Stolzmann	**6/04**
Ethel Mae Lankford	**6/28**



An inside look at the radically new Corvair engine.

BIZARRO

Tech Topics

Incomplete Notes from Rebuilding My '66 Corsa

Just a few notes I thought I'd pass on from recent experiences while rebuilding my '66 turbo Corsa.

Wiring Harnesses: I put in a reproduction wiring harness—both the main body harness and the engine compartment harness. The package came with a little note saying to check the new harness against the old to make sure the right wires are in the right places in the various connectors. DON'T IGNORE THIS NOTE! I almost did, and would have had an interesting time trouble-shooting the problem later on if I hadn't. In my case, the connector that goes to the voltage regulator was wired backwards. It would have connected the battery positive terminal to ground via the voltage regulator field coil, thus discharging the battery continuously. Probably no smoke, but a dead battery pretty quickly. One other mix-up was two similar brown wires were swapped, but since they were swapped at both ends of the harness, no problem except when trying to use the shop manual to trace the wiring.

Batteries: Way back when, when the Corvair was new, the battery was vented outside the engine compartment (at least on late models—I don't know earlies at all). The battery cell caps had a fitting that vented hydrogen from charging and sulfuric acid vapor from the battery through a pair of rubber hoses out through a pair of holes punched in the sheet metal just to the rear of the battery tray. One of the stories is that they discovered the problem while they were experimenting with a molded nylon fan for the Corvair. It turned out if the battery was being heavily charged or perhaps overcharged, it would give off significant quantities of sulfuric acid vapor and this reacted with the nylon, producing some serious chemical warfare gases. Naturally, these gases gets blown into the passenger compartment via the heater. So no more nylon engine fan, and on with the battery vent tubes. (I think that explains why the vent tube holes look like someone attacked the car with a bit ice pick!)

Well, I imagine the vent tubes lasted about the same length of time as the original battery. Maybe a couple of years if you were lucky. The first new battery, which you probably bought at the local service station, didn't have vent caps that worked with the spiffy vent assembly on the old battery, so bye, bye vent assembly.

Things may be coming full circle now. The new battery I bought, a Delco "Ultracell 1000", Group 24R, from Trak Auto, is a no maintenance battery. It fits the late model battery tray perfectly, the terminals are close to the engine, you can tilt it on its side without leaking (though I wouldn't keep it that way!), but it is <u>not</u> sealed. There are two neat little vents, one on each end of the battery top, that are just inviting you to hook up rubber hoses and vent it outside the car. It almost worked out perfectly. Unfortunately, the hose needs to be about 7/32 inch which is just too big to fit through the punched holes. (Buy 7/32 inch inside diameter windshield washer/vacuum hose -- you need a thin walled hose that can stretch. The fuel line is much too thick walled.) But if you take use a bit of polyethylene tubing that fits the rubber hose, you can use that to go through the hole and connect to another short bit of rubber hose outside the car. When pushed up tight, you can't even see the splice and the short length of hose outside the car holds everything in place. Looks almost like it was supposed to be there.

Oil Pressure and Oil Pressure Indicators: I've always heard that it only takes a couple of PSI to open the low oil pressure warning switch and extinguish the warning light. It wasn't until I was getting ready to fire my new engine for the first time that this really came home to me.

Before starting the new engine for the first time, I decided to spin the oil pump to fill the oil galleries. They were dry of course since just pouring oil into the crankcase doesn't do a thing for filling the galleries because they are all above the level of the oil. (All it takes to spin the oil pump is a 3/8 inch rod with one end filed to about a 3/16 inch flat and an electric drill. Remove the distributor, insert the rod, and "drill" away.)

This made me a true believer. It took several seconds of drilling to fill the oil galleries—you could hear it gushing and the air escaping. The oil level in the crankcase dropped about ¾ of a quart as it filled everything. Once everything was filled though, I hooked up an ohm meter (a test lamp would work as well) to the oil pressure switch to make sure I as actually getting pressure. Boy, was I surprised! You could just barely turn the oil pump --- maybe a couple RPM—and there would be enough pressure to open that switch. You could do it by hand. I guess they are right. If that oil pressure indicator comes on, you have <u>seriously</u> low oil pressure.

Jim Simpson, Group Corvair

CALENDAR

June 17-21, 1997
CORSA International Convention
Vermont Independent Corvair Enth.

Hotel reservations will be made through the Lake Placid/Essex County, NY Visitors Bureau. The room rates are as follows:

†SingleDoubleTripleGolden Arrow Hotel707080Holiday Inn SunSpree898989Quality Inn 656565Lake Placid Hilton 848484Ramada Inn 657075

A reservation card appeared in the January issue of the Communique. For hotel and visitor information contact the visitor's bureau at 800/447-5224 x114. For additional convention info contact Bill, Tim, or Kathy Cotrofeld, 802/375-6782.

September 20, 1997
Swap Meet & Flea Market
Corvair Atlanta

Join us from 9:00-4:00 for the largest Corvair-only swap meet and flea market in the southeast. Once again at Ted's Auto Body, 2288 4th St., Tucker, GA, just a few minutes outside of I-285, northeast of Atlanta. Vendors welcome at no charge, tech sessions, refreshments. For info call Ted at 770/621-9999.

October 3-4, 1997
Dixie Corvair Classic
Heart of Georgia Corvairs

October 24-26, 1997
Fall Affair
CORSA/N.C.

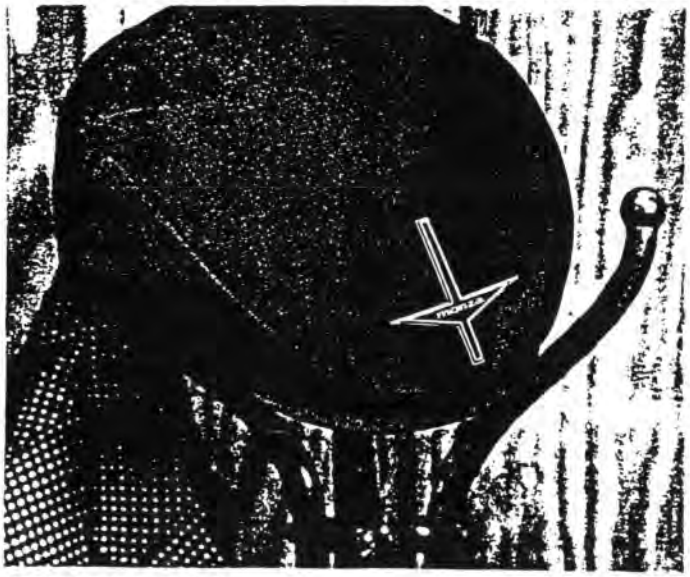
The CORSA North Carolina Fall Affair will be held in Charlotte, NC this year. Mark your calendars and watch for more details later.

RICHARD & SANDY STOLZMANN
376 BURGESS DRIVE
SPRINGVILLE, AL 35146

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

'66 CORVAIR

A MOST UNUSUAL CAR FOR PEOPLE WHO ENJOY THE UNUSUAL



A funny thing happens on the way to the office

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334-277-4308

THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Next Meeting

Date: Friday, July 18, 1997
Time: 7:00 PM
Place: Hoover Library

American Style, World Style

In somewhat more recent times, the original 1960 model Chevrolet Corvair must have inspired as many copies as the Chrysler and DeSoto Airflows did in their epoch. In Germany we saw the appearance of the NSU as an incredibly compressed Corvair; the Hillman Imp in Great Britain was an only slightly less compressed version; there was a Fiat takeoff in the 1500 and an Italo-Japanese version in the Hino Contessa; and even the peculiar Russian Zaporozhets owed something to Ned Nickels and his subterranean studio at the GM tech Center.
Automobile Magazine,11/86 VIA CCC

NSU 1000

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OF THE DETROIT PUBLIC LIBRARY

ZAPOROZHETS

GENERAL MOTORS DESIGN STAFF

HILLMAN IMP

Happy Birthday

Curtis Hare	7/10
Jon Keeton	7/14
Ed Keller	7/2
Sara White	7/28

ABCNEWS.com

Kiss Net access bills goodbye! FreeRide

Nader's Nemesis

Chevy Corvair Comes Around

By Michael Hill
The Associated Press

Chevrolet's answer to the VW Bug, the Covair has become "the poor man's Porsche" for collectors.

LAKE PLACID, N.Y. —Listen closely as the sleek Corvairs motor around the Olympic speed-skating track, you might just hear them whisper: What goes around, comes around.

Nearly 1,000 Corvair enthusiasts descended on this Adirondack Mountain resort Thursday to show off their odd-looking cars and give the infamous model the kind of respect that eluded it in the 1960s.

"Once you see how they handle, they kind of get into your blood," said Jim Benak of Burbank, Ill., who with his wife, Barb, owns two '66 Corvairs.

The annual Corvair Convention, which runs through this weekend, allows owners to take part in a restoration contest, rallies, a parade and endless talk about The Corvair. More than 200 of the star-crossed, rear-engine cars are in town.

Unsafe at Any Speed

The Corvair was buried by the rise of the muscle car and by a 1965 book on auto design flaws, *Unsafe at Any Speed*. The expose—written by a then-unknown Detroit lawyer, Ralph Nader—said the Corvair had steering and control problems. The charges stuck, and the car's name became mud.

At the convention, Nader is persona non grata. "I don't want to pick on him too much," said Ray Fallot of Louisville, Ohio. "You know, he is the great protector of everyone. Well, I don't need any protecting."

The Corvair dates to 1960, Chevrolet's economy-line answer to the popular Volkswagen Beetle. The cars shared some distinctive features, most significantly an air-cooled engine placed in the rear. But the Corvair was bigger and sleeker than its German cousin.

The low-slung car with four front headlights became a popular seller. The line eventually included convertibles, vans and pick-ups (complete with a gate on the side).

It looked like nothing else General Motors put out at the time and it caught the imagination of people like Al Rich of Charlotte, N.C., who has immaculately maintained his father's '64 Monza.

Rich shined up his car in loving detail readying it for competition.

"My wife's jealous of it," he said.

Dad of Mustang, Camaro

The Corvair hit a bumpy road in the mid-'60s, when Ford came out with the Mustang—a car inspired by the success of the Corvair, according to mechanic and Corvair historian Larry Claypool.

The sportier Mustangs—available with V8 engines—began outselling Corvairs. And soon, Chevrolet began planning a more powerful car, the Camaro.

Corvair production ceased in 1969—but not Corvair interest.

The Corvair Society of America now boasts about 5,500 members, and part of the attraction is the price. Restored models can run as low as $3,000, lending credence to the nickname "poor man's Porsche."

Enthusiasts are also bonded by a sense of vindication, a feeling that time has proven their car worthy, after all. Corvair innovations like unibody construction were later adopted by other cars. And government road tests later found the Corvair handled well too.

And maybe the biggest coup of all: A 1991 Corvair convention was attended by Nader, who cracked a few jokes about his infamy with the group.

"It was fun," said Mike Seversin of Madison, Wis. "We got him to sit in a Corvair and we got pictures of him."

Dear Mike,

I noticed in your last newsletter, you included a tech tip by Mark Domzalski on Input Shaft Failure. I had sent the enclosed letter to CNM newsletter editor after I had first seen this tech tip in September. I believe the cause of the failure in improperly identified in the article. You may wish to run my reply as a follow up to this tip.

Also included in the same issue is an article on installing a heater relay. I wrote a complete article on this subject some years ago. It is included in the new Corsa Tech Guide Supplement, along with a wiring diagram for the modification.

Best Regards,

Larry Claypool

CORVAIR CAPERS

Your Corvair doesn't have to be "unsafe at any speed" now that Master Power Brakes (254-1 Rolling Hills Rd., Dept. SC, Mooresville, NC 28115; 704/664-8866) offers

power brakes for the rear-engined classics. The bolt-on Booster Master Combo will work with either existing drum brakes or optional disc brakes, and will greatly improve the safety of your compact Chevy.

LARRY & MARYBETH CLAYPOOL
21403 S. 80TH AVE
FRANKFORT, ILL 60423

September 23, 1996

Dear Mark:

I noted the tech tip you did on the input shaft failure on your rampside. I have lots of experience with such failures on customer's vehicles. I believe you will find the input shaft was the victim here, rather than the cause of failure. Let me explain.

There is a little trough at the left inner, upper corner of the differential. This trough catches the gear oil slung off the ring and pinion gears and channels it, via a hole drilled in the case, to the rear pinion bearing. Now if the gear lube gets low, this splash of gear oil diminishes to point where it no longer reaches trough, so the bearing starts to run dry. The bearing gets hot and starts to burn up. The heat generated by the disintegrating bearing is transferred to the surrounding area; the input shaft, running right through the pinion shaft, being one of those places. The shaft gets hot, and in the process, soft. Soft enough to twist itself apart under the load of driving the vehicle.

That's why the shaft was all "mushroomed" where it broke, from twisting up. And I'm certain you'll also find it broke precisely at the point where it passed through that rear pinion bearing.

The conditions you were driving - highway - were perfect to create enough heat to soften the shaft. Around town, you wouldn't have broken the input shaft, but of course the pinion bearing would have still burned up. In many cases, this also causes the diff case to become ruined if the pinion bearing race spins in the case due to the race seizing to the rollers. When the race spins, the case gets "machined" bigger - a replacement race just falls in and wallows around.

The posi carrier being broken is probably unrelated; the early posi is a notoriously weak design, always cracking on the right side at the edge of the clutch pack. It was, quite likely, broken long before this incident. The preload of the side bearings keeps it from falling apart even though it was cracked, so you wouldn't have noticed anything unusual beforehand.

So, the real culprit here was low gear oil - not a weak input shaft.

Identical failures are very common on vehicles just out of storage - people get the engines running then take off down the road without giving a thought to the gear oil level. Or somebody hooks up a tow bar to some "project" car and proceeds to drag it across town, smoking the diff in the process!

Hope that helps explain what happened. By the way, all of you (CNM) did a great job on the convention. Congrats on a job well done!

NAME ______________________________

COLONIAL CORVAIR CLUB / CORVAIR DAY at Larz Anderson Park, 9 OCTOBER 1994

This quiz is from the collaborative efforts of a number of people who supplied questions & answers. We believe most of the questions are clear, and that the answers are correct. However, even if we have some wrong answers, all grading is final.

The quiz has a total of 40 points, with each question worth 1 point. Your quiz will be graded, and an answer sheet and your scored quiz will be available at the registration table.

Most of the questions are Corvair-related, while others are not. Please place your answers on the page in the tiny space provided. Please print clearly and legibly. You must answer each question *correctly* and *completely*. // 40 max

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1. What was the year of the first factory Corvair convertible?

2. Name the different cubic-inch engine displacements of Corvair models?

3. What Corvair engine reputedly had the "hottest bumpstick" ? Provide ALL engine cubic-inch-displacement(s), horsepower(s) and year(s).

4. When was the dual master brake cylinder used in the Corvair?

5. Name the first year for the side marker lights on Corvairs?

6. What years could you:
   * buy a Monza Spyder ?
   * buy a Spyder that was not a Monza ?
   * and what model did Spyder become for 1965 ?

7. An incorrectly answered Q in a recent Munster-related movie: what USA cars in 1963 had independent rear suspension? Name movie & answer question.

8. The Corvair engine was "hopped-up" for greater power in response to the sporty emphasis that Chevrolet adopted, while backing off the econobox image, shortly after the car was introduced. Who improved engine bhp, and what is this person much more well known for in Chevrolet circles?

9. Who wrote "The Corvair Decade"?

10. Give the birth year of the author of "Unsafe at Any Speed"?

11. Which weighs MORE, a Corvair-alternator or -generator ?

12. What is the nominal front/rear weight distribution for most Corvair automobiles (without passengers) ? Circle the correct answer.
    a) 55%/45% b) 50/50 c) 45/55 d) 40/60 e) 35/65

13. Who is affectionately known as the father of the Corvair?

14. American Motors Corporation made the Hornet, while a PA-based Chevrolet dealer made specially modified Corvairs. "Beeing" a clever person, what do these have in commmon ?

15. Name the two crank strokes, in inches, used in stock Corvair engines?

16. For Corvairs cars, what years are early and what years are late ?

17. How tall is a typical production Corvair car, unloaded and in inches:
    a) 49" b) 51" c) 53" d) 55"

18. True or false: leaf springs have been used on Corvairs. Circle.

19. How many pieces comprise a Corvair harmonic balancer?

20. Which of the following rear axle ring gears ratios were NOT offered by the factory in Corvair models? Circle all the bogus ones.
    2.56, 2.73, 3.08, 3.27, 3.36, 3.55, 3.89, 4.11, 4.56

21. Unscramble these into a certain Corvair-related word(s): NEOKYNOOD

22. Unscramble these into a certain Corvair-related word(s): MMANSONDMIAE

23. Apart from "L" and "e", what do Holden and La Salle have in common, and not counting them as being divisions of GM ?

24. Who sang "Dead Man's Curve" ?

25. In what year did front stabilizer bars become standard on Corvairs?

26. Who manufactured the factory Corvair wire wheels, and why was lead used in the accompanying hand-tool ?

27. Who is the "terror of the Colorado Boulevard" ?

28. Name five distinct car manufacturers AND models sold in the U.S. during the Corvair early model years having swing-axle rear suspensions.

29. What year and body style Corvair was the most produced?

30. On what date was the last Corvair produced?

31. If you are looking at a Monza station wagon, what year was it made?

32. What was the maximum number of passenger doors available on a 1968 Corvair and name the model(s)?

33. An insect-like 4-cylinder air-cooled amiable auto-cousin of the Corvair made it big in a 1960s Disney movie. Name the movie.

34. In the movie from Q. 33, the automobile-star had both a name, and a prominent number. Name both.

35. Was the manual transmission case for a Corvair even made of aluminum? Give the year(s) if so.

36. Name three prominent Corvair conversions (e.g. for Ford, the Shelby Mustang and the Pantera).

37. John Fitch designed AZ ippy Corvair-powered car that was killed by Government regulations and 'red-tape'. Name the car.

38. How many rivets hold together (for a while) a factory Corvair flywheel?

39. During what years were Corvairs built/assembled in Canada?

40. What four countries have registered CORSA chapters?

---------- end ----------

This quiz came from the Virtual Vairs Archives on their Web Site . The E-Mail address is corvair@shadow.mitre.org. Please bring the quiz to the meeting and we can see who is most knowledgable about Corvairs.

CALENDAR

August 29-31, 1997
Music City Jam IX
Music City Corvair Club

Our ninth Music City Jam has been moved back to Labor Day weekend by popular demand. Begin with a Friday night buffet, then cruise the "Athens of the South." Corvair show and other activities Saturday and Sunday. Opryland and the Grand Ole Opry is nearby, as well as country music museums. Host hotel is the Wyndham Gardens hotel, 1112 Airport Center Dr., Nashville, TN 37124,

September 13-14, 1997
AutoFair at Charlotte Motor Speedway
CORSA/N.C.

Fall version of the famous AutoFair, one of the largest auto flea markets in the country. More than 3,000 vendors, numerous auto displays, car shows, auctions, etc. Our part of the event is a display with people's choice trophies, dash plaques for all, and parking near the center of the action. Contact Spence Shepard 704/554-6769, 71643.2325@compuserve.com for info.

September 19-20, 1997
Tennessee State Corvair Show
East Tennessee Corvair Club

Come to Kingsport, TN for our 13th annual show, with concours at the hotel and vendor space by advance request. Reserve now at the Ramada Inn, 2005 LaMasa Dr., Kingsport, TN 37660, 423/245-0271. For show info call Bill or Betty Turner at 245-7602, George or Myra Teague at 247-8072, or write ETCC, P.O. Box 928, Kingsport, TN 37660.

September 20, 1997
Swap Meet & Flea Market
Corvair Atlanta

Join us from 9:00-4:00 for the largest Corvair-only swap meet and flea market in the southeast. Once again at Ted's Auto Body, 2288 4th St., Tucker, GA, just a few minutes outside of I-285, northeast of Atlanta. Vendors welcome at no charge, tech sessions, refreshments. For info call Ted at 770/621-9999.

October 3-4, 1997
Dixie Corvair Classic
Heart of Georgia Corvairs

Again in conjunction with the Georgia National Fair, parade and car display. Contact Chuck Smith, P.O. Box 343, Bonaire, GA 31005, 912/477-2910.

October 24-26, 1997
Fall Affair
CORSA/N.C.

The CORSA North Carolina Fall Affair will be held in Charlotte, NC at the Holiday Inn off I-77 (exit 6A) and Woodlawn Rd., 704/525-8350, rooms $61

Corvette discs are almost a natural for those early Corvair front ends

DISC BINDERS FOR CORVAIRS

Text and photos by Steve Kelly ■ In the process of engineering his street rod '28 'A' Phaeton, Larry Laufman of Fullerton, California, came up with a simple and fairly inexpensive adaptation of Corvette disc brakes to early Corvair ('60-'63) front suspensions. It'll work on stock Corvairs as well as rods that have this front end. He was more or less forced into this move, since a late Corvette independent rear suspension was already placed at the rear of the 'A' and he needed comparable stopping power up front to match the discs in back. Rather than use custom-made calipers, which are readily available, Larry used 'Vette binders, which proved to be less expensive but did cause more work. For now we'll concentrate on the brake adaptation and save the suspension adaptation until a later date.

The entire Corvette front suspension, less crossmember, was purchased for a mere $75. This included calipers, rotors, A-arms, dust shields, brake lines and all else needed for the job. Prices are usually higher than this, ranging anywhere from $100 to $150, but still less than most high-quality kits. Take your time on the job and it'll be easy. Anyone with a smattering of mechanical know-how can do the job alone, although the services of a welding shop may be needed.

Corvette spindles won't adapt directly to Corvair lower control arms. Simplest solution is to mate the outside ends of the Corvette arm to the inside section of the Corvair. Begin this task by removing the lower arm from the Corvair crossmember. Make a very accurate outline of it on paper and record measurements of its width, length and distance from inner mounting point to the ball-joint mount. These will be needed for reference later when putting the two sections together. One other very worthwhile procedure is to make a "jig" fixture of the original arm. Place the arm firmly on a section of plate and weld dowel posts around it in the exact shape of the arm. There's no need of completely outlining the arm; just place tabs or dowels at points around it. While this sounds like a lot of extra work, it really won't take long and is much easier than redoing the arm construction should you find it crooked after mating the sections.

The Corvair arm is then cut just past the strut mounting holes with a power hacksaw or torch. This point is between the strut mount bolt holes and the ball-joint mount. Make sure the strut mount remains on the arm.

The Corvette lower arm is the A-type (two mounting plates). Only the very end of it will be used. Calculate the amount of this arm needed to reach from a point just outward of the Corvair coil spring opening shoulder to the end of the arm, using the original Corvair length measurement. The Corvette section will cover those strut mounting holes on the Corvair arm, but these can be drilled out later from the underside. Reason for using this much Corvette arm is that it gives more surface for the weld (making it stronger) and also provides a double layer of metal at this point (the 'Vette arm overlaps a sizable section of the Corvair arm).

Once the Corvette piece has been cut, the two sections can go together. Use the pre-constructed jig fixture for this operation. The 'Vette arm will be slightly wider than the 'Vair, and that's why we made a point of not making a full-circumference jig. It would prevent the Corvette section from fitting into the fixture. Start the weld on the top, and stop often to make sure everything's in line — including the ball-joint opening. After both new arms are securely arc-welded, drill the strut mount holes through from below and set them aside for the next step.

New upper A-arms will be needed also, but modifying the stock Corvair unit isn't the way to go. The Corvette spindle is 2⅝ inches longer than the Corvair, and the upper ball-joint is different from the Corvair's. To gain this added height, a "riser" plate must be fabricated.

By this time, the complete upper A-arm should have been removed from the spring towers. Obtain or cut a piece of ⅜-inch-thick mild steel plate measuring at least 5½ inches x 3 inches for each side. Drill two holes on one edge (or side) in the same locations as the original A-arm bracket holes. Either "size" the holes from the mounting holes on the back of the spring tower or transcribe them from the original bracket. Bolt the plate to the tower and mark drill-points for two extra bolt holes, up from the originals. These will be slightly up and in from the lower

RIGHT — Upper arm relocation uses ⅜-inch-thick plate bolted to spring towers. Top bolts are new and add strength. Critical point here is making sure tube centerline is exactly 2⅝ inches from lower bolt center. Plate should taper with tower. CENTER — Here's complete layout of parts needed for changeover to 'Vette discs. Caliper, spindle, ball-joints and rotor are all that remain of stock pieces. Rest is modified. Note how lower strut location is same as Corvair. Plate on inside of crossmember was added for this particular job to accommodate idler for late Ford steering. Revision to stock Corvair steering will be required if used with Corvette spindles. FAR RIGHT — Assembled new front suspension reveals sanitary appearance of finished job. Heim ends on new arm allow full alignment to specs. No clearance problems are encountered and late 5-lug, 14-inch wheels bolt on. But they must be type made for disc brakes. Replacement parts are as near as a Chevy dealer.

ones, since the tower tapers to the top. The additional holes will have to be made in both plate and tower.

A length of 4130 chrome moly tubing will act as the upper A-arm mount, but first the correct riser height has to be determined. The total height difference between Corvette and Corvair spindle is 2⅝ inches, or 2.6250. This difference must be made up between the centerline of the original arm and the new one. The stock centerline is directly in line with stock mounting bracket holes. OK, we've got that down. The 4130 tubing for the mount is ¾- or .7500-inch outside diameter, and its centerline (or half its diameter) is ⅜-inch or .3750. To find the top "cut" point of this riser plate, measure up from the centerline of the lower mounting holes 2¼ inches, or 2.250. This then gives the exact location of the tube and the point to cut the plate. Adding 2.250 and .3750 (tubing radius) gives 2.6250 or 2⅝ inches, the height difference desired.

When ordering the 4130 tubing (the recommended grade), make sure it has a 29/64 inside diameter. This is the i.d. needed for tapping an N.F. ½-20 thread which you'll use for A-arm mount bolts. In some cases, this i.d. won't carry a ¾-inch o.d., and if it doesn't, adjustments to the plate top surface will have to be made — either more or less — to obtain the 2⅝-inch rise. Also pick up at least another 40 inches (usually it will come in pre-cut lengths and it is cheaper to buy the full section than to have it cut), as this same size is used on the A-arms.

Tap each end of the tube for ½-20 N.F. thread (same as S.A.E.), after cutting it to 5½ inches in length. You may "fudge" a bit here by cutting a fraction longer, but not shorter. Then trim the riser plate so that it tapers similar to the tower. This will shorten the top surface, but the bottom side of the plate will remain at 5½ inches. Center the tubing on the plate's top edge (gauging it to the bottom edge) and arc-weld the 4130 tubing to the ⅜-inch plate. It goes without saying that constant rechecking of all measurements before, during and after welding are necessary.

The new A-arm construction is the last step in fabrication. Using the same type 4130 c-m ¾-inch-o.d. tubing, cut four pieces of it to lengths of 6¾ inches (two for each side). A top plate for the arm is needed, and for this, a ¼-inch-thick mild steel plate measuring 6¼ x 4½ inches is used for each arm.

Position two tubing sections parallel to each other, 5½ inches apart measured inside to inside (or 7 inches outside). Secure them tightly with clamps so they can't move. Place the ¼-inch plate over them with 1½ inches of it sticking past the tubing ends. Check this by measuring the other plate end. It should be 3¾ inches from the opposite ends. Then arc-weld this plate to the tubes on top and bottom.

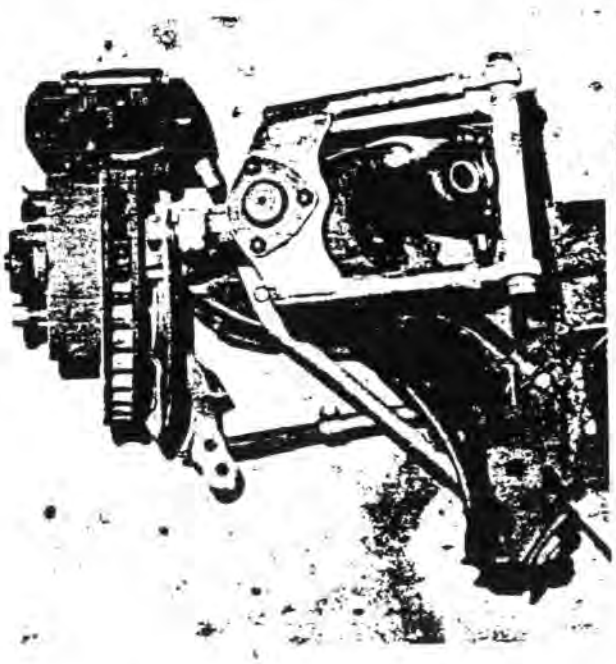
The Corvette upper ball-joint will be fitted to the plate, and it is mounted with a triangle of capscrews on its top mount. To determine the capscrew locations, scribe a line across the plate in line with the tubing ends below it (measured easily at 6¾ inches from the exposed tube ends). Also scribe the center point of the plate, which is 3½ inches from the outside of each tube. The two outside capscrew holes are drilled on this line with the tube ends, and the inside "single" cap and ball-joint holes are bored on the plate centerline. From here it's easy to "center" the plate with the attachment plate bolt hole centers on their respective lines, and then mark the ball-joint hole itself.

The attachment holes can be drilled fairly easily with a hand drill, but the ball-joint bore is best accomplished with a drill press. If one's not handy, a torch may be used, but save final finishing for a port grinder or hand file. Once the new ball-joint (we suggest replacing both upper and lower with "new" items before assembling) is in place, trim this top plate and cap the outer tube ends, as illustrated in the photos.

One-half by one-half Heim end joints (½-20 threaded stud by ½-inch center hole) are used to fasten the new arm to the riser. You'll first have to tap the inner ends of each tube with the same tap used for the riser tube. Then insert the Heim ends in each arm and attach them to the newly-made tower attachment with extra-high-strength (Supertanium is advisable) capscrews, threaded ½-20 N.F. A bit of loud wailing and gnashing of teeth may be heard when you check the tab on "good" Heim ends, but there's no substitute for quality merchandise and nothing else will work as well here. They come in various designs, some with sealed bushings, some with zerk-type lube fittings and others with Teflon bushings. Do yourself a favor and get the best.

Now put everything together as it should be: coil spring, lower control arm, control strut, ball-joints, spindle, upper arm and all. The brake assemblies will go right on, too. New brake lines should be used, and you can anchor them on the crossmember aft section. From here, it's only a matter of aligning the front suspension to complete the operation, and don't forget to "bleed" the brakes. If the "project car" has rear drums, a proportioning valve will be needed to obtain proper front-to-rear line pressure balance. The custom disc brake manufacturers should have no trouble supplying this, or you can pick up a stock Chevrolet item such as used on factory-built front disc/rear drum cars. A little low-speed experimentation to find the correct valve setting and you'll be ready to go — and stop — better than ever.

Laufman estimates the total cost of this job at $125. The price will rise accordingly with the amount paid for the 'Vette binders and the amount of outside work needed. He had no major problems anywhere along the line, including steering hook-up. Corvette linkage is rearward of the crossmember rather than forward as on Corvair front suspension. In Larry's case, a late Ford steering box and rear-positioned linkage had been planned which worked right in with the finished product. Spindle arm redesigning will have to be done on "stockers." While not impossible to do by one's self, this dictates the services of a reputable steering shop for a satisfactory job. We'll be back soon with details on putting the Corvair setup under early chassis, and maybe details on adapting the Corvair steering over to the 'Vette spindles if enough interest is shown — and we think there will be for this how-to job. ■■



ABOVE — Assembled side view shows brake hose bracket and relative position of A-arm location to spring tower top. Ideal application of early and late Corvair front ends is under early rod chassis. Stay tuned for that job. We'll fill you in on it in the August issue.

THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Next Meeting

Date: Friday, August 15, 1997
Time: 7:00 PM
Place: Hoover Library

FIRST CLASS

July Minutes

The July meeting was held at Morrison's Cafeteria on Hwy 31 after a last minute change. Thanks to those who called to let members know. Sorry if you were not reached in time. There were 17 members present. President Sarah Keeton called the meeting to order and the treasurer gave his report. Balance as of 7/19/97 was $922.63.

Old Business

Harold Hartline and Frank Ranelli reported on the North Alabama Corvair Club's outing at Charles Carey's in Prospect, Tennessee. Besides good food and fellowship, a highlight of the trip was a tour of the private collection of player pianos, organs, juke boxes, etc. belonging to the Careys. Thanks NACC for a great time.

John Keeton and brother Dave participated in the Pell City Club's rally on the 13th, representing Vulcan Corvair Enthusiasts. They were able to see the Frost Car Museum as part of the outing.

Upcoming Events for VCE:
Tech Session at Hartlines, Aug, TBA
Pt Mallard outing, Sept, Tentative
DeSoto Park Color Tour, Oct, TBA

Car Club Calendar:
Noccalula Falls Car Show.....July 26
Moore's Drive thru Past.....Aug 16
Kudzu Festival/Car Show.....Aug 23
Ford Festival/Wald Park.....Aug 29-30
Jasper Car Show.....TBA
Corvair Atlanta Swap Meet....Sept 20
Cruise-Ins.....Each Sat
Warner Robbins Show.....Oct 3-4

New Business

Sarah Keeton, as new manager of Advanced Auto Parts in Fairfield will be getting up a Corvair Parts list for VCE. She currently has Purolator oil filters to fit Corvairs.

Jerry and Karen Stewart purchased Frank and Mary Alice Smith's '64. We hope they will come to some of our meetings soon.

We will be back at the library for our August, September , October and November meetings.

Carol Keller, Peggy Bagby and Larry Gulsby are in charge of refreshments for August.

Carol Keller, Acting Secretary

THE REVOLUTIONARY Corvair

July 28-August 1, 1998
CORSA International Convention
Show Me Corvair Club

Showcase '98 will be held in the St. Louis area. The host hotel is the Holiday Inn in Collinsville, IL; for reservations call 800/551-5133. For show info call Robert Landers at 618/692-6741, or Tom Leith at 314/481-2512.

HERE ARE THE ANSWERS TO LAST MONTH'S QUIZ:

FROM: VIRTUAL VAIRS

top score at Corvair Day show, Museum of Transportation,
9 Oct 1994: 29 / 40 Kevin Voyer, Bay State Corvairs.

CORVAIR DAY QUIZ ANSWERS, 40 pts max. score

1. 1962 1/2 Monza.

2. 140, 145 and 164 cubic inches.

3. 1960 140 cubic-inch-displacement 95-hp engine; 1961 145-cid 98-hp engine; and 1962-1963 145-cid 102-hp engine. All had the hot Duntov camshaft.

4. 1967.

5. 1968.

6. You could buy Monza Spyder in 1962 and 1963 (the Spyder was a Monza option); you could buy a Spyder in 1964 that was not a 900-series (i.e. it was a model separate from the Monza); and the Spyder became the Corsa turbo in 1965.

   There was also a Monza Spyder edition of the mid-1970s Chevy Monza.

7. In 1963, Corvair cars and trucks, the Pontiac Tempest, and the Chevrolet Corvette all had independent rear suspension. In the movie "My Cousin Vinny" actress Marisa Tomei only identified the Pontiac and the Corvette. She was on the stand as a technical witness in a murder trial, and she was testifying on the ability (or-inability) for certain cars to have the proper suspension and power to leave characteristic tire skidmarks upon launch. The 326 V-8 model Tempest and all Corvette models had enough power; among Corvair models, the Spyder turbocharged Monza, and possibly a 3.89-axle 102 hp Monza coupe or sedan with a 4-speed, had marginally sufficient power to launch from start in this manner.

8. Zora Arkus Duntov (95, 98, 102 hp series engines) designed the upgrade of the 140/145 c.i.d. engines to have a larger exhaust pipe and muffler, hotter cam, and higher compression ratio. He is more well-known for his work with the Chevrolet Corvette.

9. Tony Fiore.

10. 27 February 1934 in Winsted, Connecticut.

11. The generator is heavier than the alternator by over 10 lbs.

12. d) 40/60.

13. Edward N. Cole.

14. Stingers !!!

15. 2.60" for 140 and 145 c.i.d. engines, and 2.94" for 164 c.i.d engines.

16. Early models are 1960-1964 cars. Late models are 1965-1969 cars. F/C trucks and vans, 1961-1965, are usually regarded as early models also.

17. b) 51 inches.

18. True. In 1964, a transverse leaf spring was used on all Corvair cars. The spring rate of the rear coil springs was reduced so that the coils provided approximately 60% of the spring force, and the transverse single-leaf spring the remaining 40%. The leaf spring was only used in 1964 because the rear suspension was redesigned for the 1965-1969 models.

19. Three pieces: the inner and outer parts are iron (or possibly steel) and they are connected by an elastomer (rubber). The elastomer gives both damping to prevent the crank assembly from resonance torsional vibration and thus overstressing, and it acts as the glue to hold the metal inner center piece (which connects to the crankshaft) to the metal outer piece (pully or sheave).

20. 2.56, 2.73, 3.36, 4.11 and 4.56 ratios were never offered by the factory in Corvairs. 3.08 *was* offered in 1963 with the 102/4-speed drivetrain.

21. Don Yenko, a Pennsylvania-based Chevy dealer and race driver who modified Corvairs into Stingers.

22. Donna Mae Mims, another Corvair race car driver.

23. These were early code names for the Corvair project during the late 1950s.

24. Jan & Dean.

25. In 1964 car models.

26. Kelsey-Hayes was the manufacturer, and the hand tool was a lead hammer to work the knock-off hubs without marring them.

27. The Little Old Lady from Pasadena.

28. Swing axles/rear engine: Borgwards; all VW models; Renault Dauphine R-10; Fiat 500, 600, 850 and possibly other Fiats; Porsches.

    Swing-axle/front engine: most Mercedes; Triumph Spitfire, TR-2, -2A, -3; Austin-Healy 3000's; Aston-Martins; Lotus; 1961-1963 Pontiac Tempest; 1959-1964 Chevrolet Corvairs (all models) and all Corvair F/C models.

29. 1962 Coupes.

30. May 14, 1969.

31. 1962 model year. Actually, these were built in 1961-1962.

32. Two doors, on any Corvair coupe. Four-door sedans were last produced in 1967 and 6- and 8-door F/C models were last sold in 1965.

33. The Love Bug.

34. The car's name was "Herbie", and the number was "53".

35. Yes, in 1960. Later models used cast iron trans case.

36. Yenko Stinger, Fitch Sprint, Solar Cavalier, 8/10 Cord, UltraVan.

37. Fitch Phoenix.

38. 12.

39. 1960 through 1966.

40. U.S.A., Canada, France and Switzerland.

---------- end ----------

FROM: VIRTUAL VAIRS

Subject: Powder Coating
To: corvair@thunderbolt.mitre.org (Virtual Vairs)
Date: Fri, 29 Dec 1995 02:09:39 -0500 (EST)
From: "Anil K. Mittal" <mittal@eniac.seas.upenn.edu>

Hello Everyone,

I finally found a local place that does powder coating. Man did I find a deal. I wanted to pass the info along to you all incase you are looking for a powder coater. I took in ALL of my shrouds, all 14+ peices, they were all greasy on the top side and had surface rust on the bottom. I figured it would be a pretty penny to clean these up and coat them. The guy is going to burn the grease up then blast the old paint and rust off of them, then he said the he will put two coats of powder on them and then bake them. The price for all of this you ask? No not $299, not $199, not even $99, just $75!!!!

I couldn't beleve it. He showed me sooo many colors to chose from. I chose Black, the hammer tone and wrinkle finishes will run about 30% more and the cool looking metallics will run about double the regular price. I saw some peices he did for someone and they looked really nice! He showed me these hunks of pipe he coated and let me bang on them with a hammer and nothing happined to the coating, this is great stuff!

The place where I am having it done at is called Delphi Engineering. They do heat treating and stress testing of materials, they make a lot of pressure vessles for refineries etc. They have these ovens that are bigger than my house! The place is in South Jersey, for local people it is just off rout 55 near Depford. I am sure he would take mail order peices also, UPS is pretty reasonable for a set of shrouds, light stuff like that. The phone number is 1-609-468-4839 you will need to speak with a guy named Nick, he does the coatings. Nick builds race cars as a hobby, he said he was spening so much on Powder Coating that it was cheaper just to buy the equiptment and since he had the ovens there already it was even better.

I hope you all have a great New Year.

PS Oh yeah also they have the biggest blasting cabinet I have ever seen, I guess you could call it a blasting booth!

FROM: VIRTUAL VAIRS

From: jmdavis5@unity.ncsu.edu
Subject: Re: Lower Shrouds
To: joewest@primenet.com (Joe West)
Date: Wed, 27 Dec 1995 00:44:11 -0500 (EST)
Cc: corvair@thunderbolt.mitre.org

Joe West wrote:

> Is it beneficial to run a Corvair motor in the Hot Arizona summer, with the
> lower shrouds removed, or will it cause more damage. One thing is for sure,
> the cooling system is open loop with the lower shrouds removed, and I hate

> it when things are open loop :)

This always seems to come back to the underlying question that is (unfortunately) not usually asked: How hot is normal, and how hot is too hot?

Fortunately for us, GM was worried about this question, too, and so spent a lot of time and money finding the answers.

Testing of the 1960 model showed an absolute worst-case head temperature of 465 F at full throttle at 60 mph sustained (100 F ambient temperature). Oil temperature was 280 F under these conditions. This was with the most efficient fan and the most efficient folded-fin cooler and the early model thermostat system which controls cooling air flow with an inlet throttle, rather than exhaust damper doors.

The oil temperature cited was regarded as excessively high, and the designers hoped that this particular set of conditions would not normally occur. Under more normal operating conditions, oil temeperature hovers in the 190-250 F range on this type of engine, which is squarely in the temperature range recommended by engine oil manufacturers.

The head temperatures were within design parameters. I will note that these are comparable to head temperatures I have observed in a wide variety of healthy air-cooled engines from snowmobiles to general aviation engines.

Design changes over the years increased specific output and (usually) reduced cooling capacity. Fans were changed twice, but the first design remains the most efficient air pump.

GM ran a series of tests in 1966 on the eve of introduction of the first 50 state smog pump equipped corvairs. They found that the smog pump/air conditioning combination was a guaranteed aluminum foundry, and that operating temperatures with a smog pump on an normal engine were excitingly high. The immediate result of these tests was that air conditioning was not available with a smog pump.

This information is in the CORSA Tech Guide, which is copyrighted, so I can't reproduce the article verbatim. I can quote the germaine part, however:

Effect on operating temperature

Change	speed (mph)	Change oil temp(F)	Change head temp(F)
add 1960 fan	60	-9	-15
	80	-11	-13
	W.O.T.	-4	-5
12 plate cooler replace 8 plate	80	-16	---
Cooler Side shields	80	-7	-10
Louvers in lower shrouds	60	-7	-14
	80	-9	-13
Remove lower shrouds	60	-14	-24
	80	-18	-28
	W.O.T	-18	-24

So what does all this mean?

1) A head temperature as high as 475 F is not unresonably high. Racing snowmobiles, I didn't get worried until the heads got over about 500 F, and this is in an engine that suffers heat related failure problems long before a Corvair does, temperature wise, because of poor piston cooling.

2) GM cited head temperatures under boost in turbo cars in excess of 500 F as normal. This makes me a little weak-kneed, but turbos can be extremely durable if properly maintained.

3) the most fragile engine head-temperature wise is the 140, so you should make more effort to keep 140 heads cooler. Having said that, I've observed that 140s with head temperatures around 450 on a hot day tend to be quite durable. All of this assumes a calibrated gauge. I have used thermocouples for the purpose.

4) there's no substitute for head temperature and oil temperature gauges. I have put these on my greenbrier because it gets pushed harder than the 140 Corsa thermally (no kidding, I assure you!). I worry much more about my stock 140 Corsa running too cold in winter in N.C. than I do about it running too hot in summer. Yes, we have temperatures in excess of 100 F here as well.

5) on the Greenbrier I have never seen head temperatures in excess of 450 F, nor oil temperatures in excess of 250 F. This includes doing some things intentionally just to see how hot it would get, and normal things like towing trailers at 70 mph in 95 F temperatures, etc. I have blued the crossover pipe, and very thoroughly baked the paint onto the lower shrouds, but the engine never showed any sign of distress. It now has 50,000 miles on it, and passes all the normal health tests with flying colors.

6) put side-shields on the oil cooler, if you're not using a folded-fin, (which is superior anyway, and comes with them).

7) I'd worry about oil temperature long before head temperature unless you want to drive a turbo, smog, or air-conditioned car hard (mountain climbing, towing) in the >100 F regime. Then I'd worry about both. And the best way to worry is knowledgeably: put on gauges of known accuracy before you decide you need to change GM's design.

8) ergo, I use the lower shrouds on both cars, because slow warm-ups are much more harmful to any car than a 6% higher head temperature. The only time I omit them is when in the exhaust packing tightening stage after doing exhaust work.

Rad

Recipe of the Month

FROM: VAIR HEELS

Fruit Salad

(Was served at the Jan Quarterly meeting)

2 small cans sliced **peaches** (or 1 large)
2 small cans crushed **pineapple**
2 small cans **mandarin oranges**
1 large bottle of **maraschino cherries**
1 medium can sliced **pears**

DRAIN FRUIT WELL – **save the juice**

3 1/2 cups juice – DO NOT use cherry juice
2 5 oz pkgs **vanilla pudding** (NOT instant)
Boil until thick – cool. Refrigerate the mixture overnight.
Refrigerate the fruit separately.

slice 5 **bananas**

Pour the juice/pudding mixture over ALL the fruit and stir.

I'm not sure whose recipe this was, but, Doris Flowers would have been upset if she had not seen it here!

985359
CHILD BED INSTRUCTION SHEET

CORVAIR 95 GREENBRIER

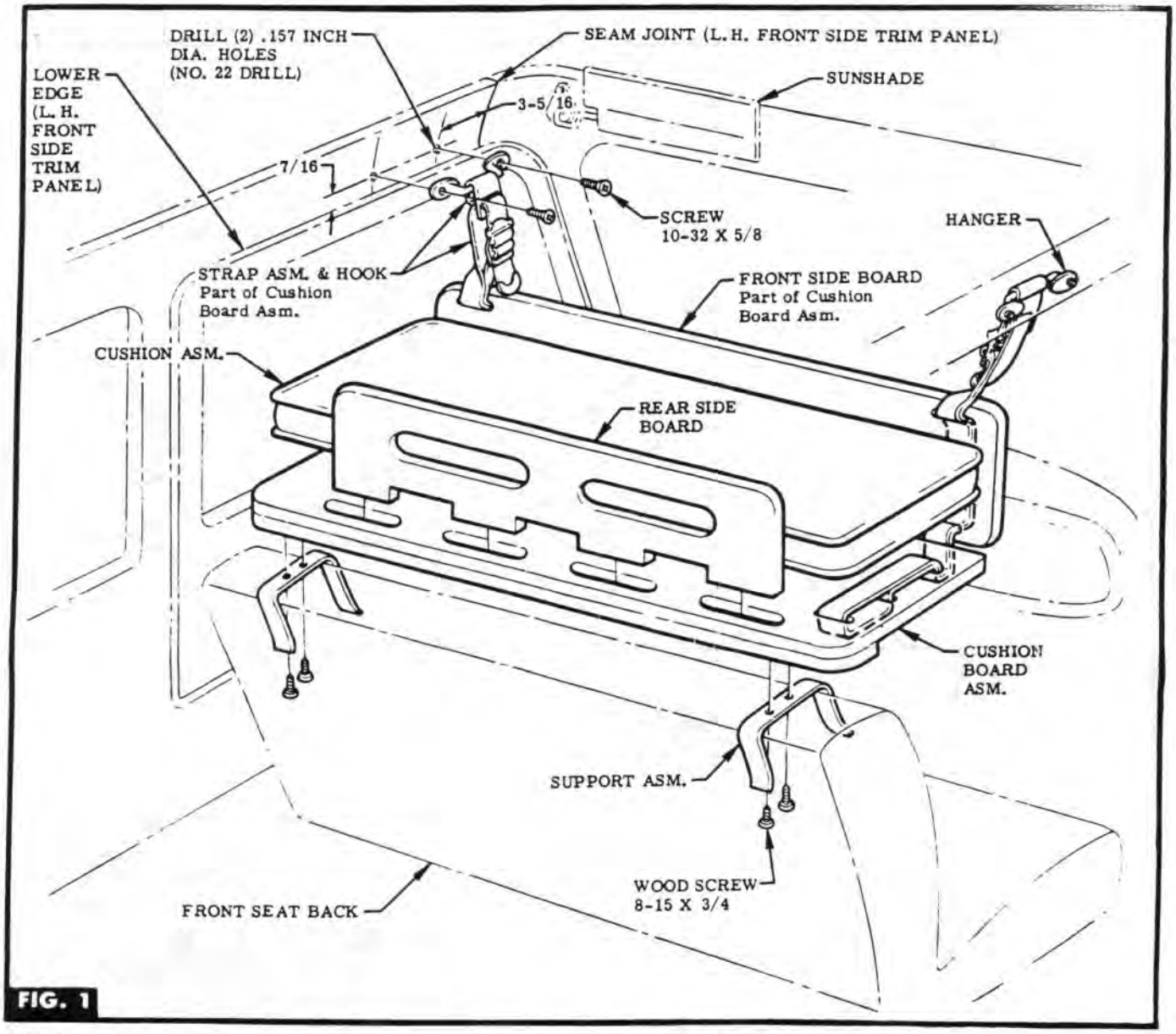


FIG. 1

STEP 1 LOCATE, CENTER PUNCH & DRILL HOLE IN L.H. & R.H. FRONT SIDE TRIM PANEL. USE STRAP HANGER AS TEMPLATE TO DRILL REMAINING HOLE. SEE FIG. 1.

STEP 2 INSTALL HANGER TO L.H. & R.H. TRIM PANEL WITH SCREWS. SEE FIG. 1.

STEP 3 LOCATE TWO HOLES IN EACH SUPPORT BY PIERCING THRU VINYL SLEEVE WITH AWL & INSTALL SUPPORTS TO CUSHION BOARD (PILOT HOLES PROVIDED) WITH SCREWS. SEE FIG. 1.

STEP 4 INSTALL CUSHION BOARD IN POSITION OVER TOP OF FRONT SEAT. SEE FIG. 1.

STEP 5 HANG HOOKS INTO HANGERS & ADJUST EACH STRAP SO THAT CUSHION BOARD IS HORIZONTAL. SEE FIG. 1.

STEP 6 PLACE CUSHION ON CUSHION BOARD & INSERT REAR SIDE BOARD INTO SLOTTED HOLES IN CUSHION BOARD. SEE FIG. 1.

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985107
TABLE INSTRUCTION SHEET

GREENBRIER CORVAIR 95

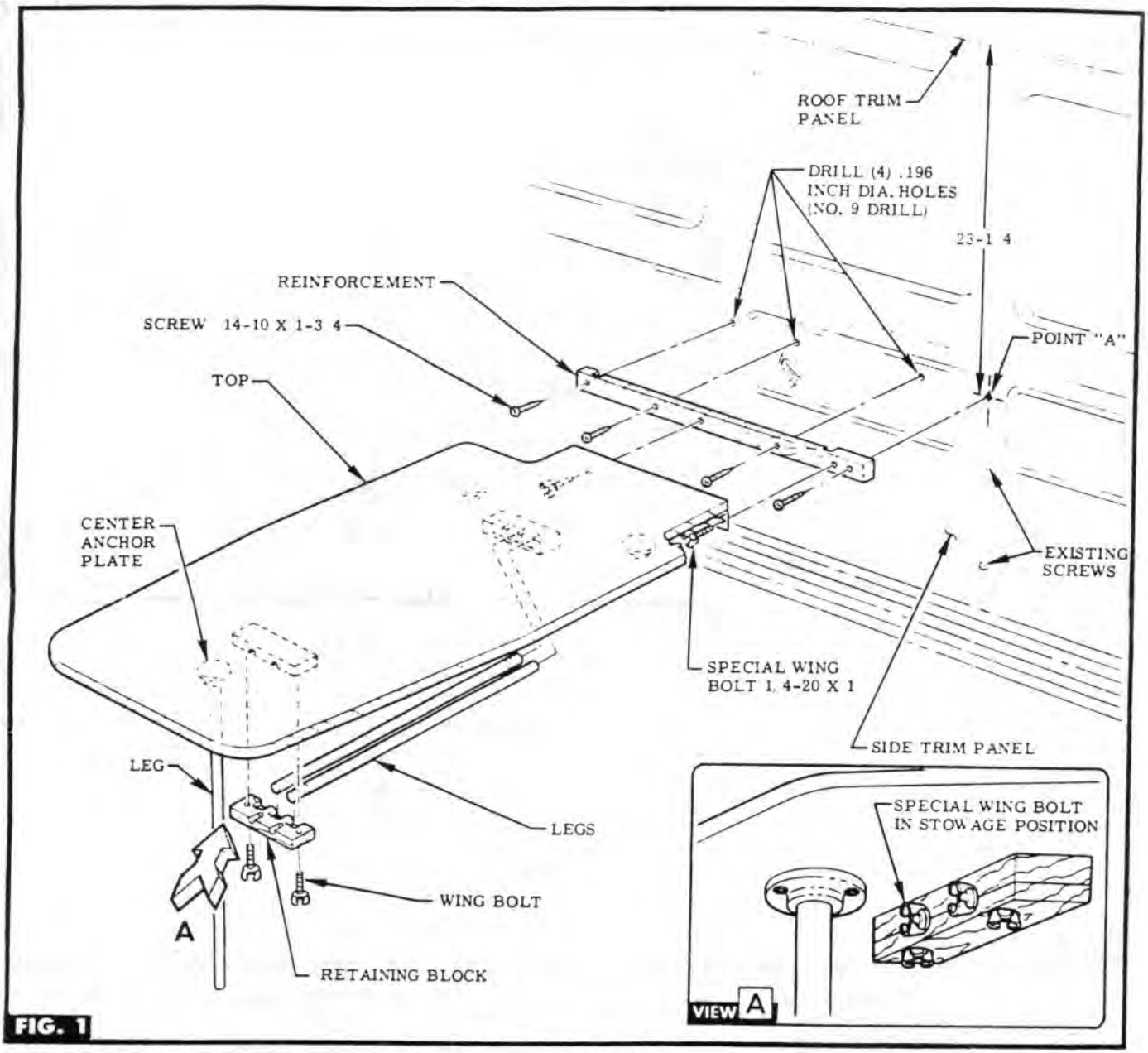

FIG. 1

STEP 1 LOCATE POINT "A" & DRILL HOLE THRU SOFT TRIM PANEL (IF EXISTING) & METAL SIDE TRIM PANEL. HOLE IS TO BE IN ALIGNMENT WITH EXISTING SCREWS. SEE FIG. 1.

STEP 2 ATTACH REINFORCEMENT & ALIGN WITH ROOF TRIM PANEL LOWER EDGE. DRILL REMAINING HOLES USING REINFORCEMENT AS A TEMPLATE. SEE FIG. 1.

NOTE Exercise care to avoid damage to reinforcement.

STEP 3 SECURE REINFORCEMENT TO SIDE TRIM PANEL WITH REMAINING SCREWS. SEE FIG. 1.

STEP 4 REMOVE WING BOLTS & RETAINING BLOCK FROM UNDERSIDE OF TABLE. REMOVE (1) TABLE LEG FROM STOWAGE POSITION. REPLACE RETAINING BLOCK & WING BOLTS TO SECURE REMAINING (2) LEGS. SEE FIG. 1.

STEP 5 SCREW TABLE LEG INTO CENTER ANCHOR PLATE ON BOTTOM OF TABLE & ATTACH TABLE TO REINFORCEMENT WITH (2) SPECIAL WING BOLTS. SEE FIG. 1.

STEP 6 TABLE MAY BE USED OUTSIDE THE VEHICLE BY INSTALLING THE ADDITIONAL LEGS PROVIDED & PLACING SPECIAL WING BOLTS IN STOWAGE POSITION. SEE VIEW A.

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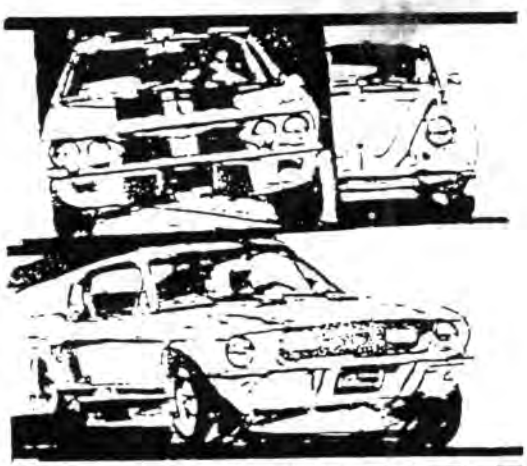
BOB & WILMA SIEMENS
1725 BUCK ISLAND DRIVE
GUNTERSVILLE, AL 35976

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



NO BLUEPRINT

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IECO

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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.

President: Sarah Keeton
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VP/Membership: Larry Gulsby
205-956-3166
Secretary: Jon Keeton
205-798-9361
Treasurer: John Hathaway
205-833-5972
Newsletter: Mike Donley
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THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Next Meeting

Date: Friday, September 19, 1997
Time: 7:00 PM
Place: Hoover Library

Happy Birthday

Larry Gulsby	9/14
Buck Hinkle	9/11
Mary Snead	9/19
Grant Snead	9/20
Charles Trotter	9/21
Hugh White	9/02

Happy Anniversary

Ed and Carol Keller	9/27
Charles and Jan Trotter	9/21

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From: Corvair-bounce@thunderbolt.mitre.org (The Corvair Mailing List)
Date: Mon, 29 Jan 1996 17:57:17 -0800 (PST)
To: corvair@thunderbolt.mitre.org
Subject: That's incredible

VIRTUAL VAIRS

or, You should have seen the Corvair I just worked on.
By Dan Brizendine, Circle City Corvair Club, Indianapolis

Following is a list of a few of the things I have seen in my many years of repairing Corvairs:

One new owner said his Spyder's turbocharger did not seem to be working. It wasn't. The shaft had seized so someone had cut off the shaft and impeller with a torch. The turbo was still on the engine.

How about the turbo shaft that had its threaded portion broken off and brazed back on, and crooked too? But it was still working.

A VW van with a Corvair power train tried to make it to Florida and back without differential grease. The owner, ignoring the noise, drove on until it stopped moving. After the pinion bearing rollers melted and fell out, the pinion gear began rotating on the transmission input shaft. The friction and heat became so intense that the input shaft softened at one point and was twisted into a know the size of a walnut.

One man said his '65 Monza 110 started knocking severely at 60 mph, then stopped. He restarted and although it was running poorly, he drove it in to see what the problem might be. I looked at the engine about 30 seconds and informed him that his engine had thrown a rod. He asked how I knew so quickly, without even starting the engine. I explained that when rod bolts are sticking up through the broken fan, there is little question.

After umpteen years of salty midwestern roads, a Corvair can become awfully rusty. Would you believe a '64 four door rotted so badly that its floor board would buckle from the twisting force on the front suspension when the brakes were applied?

If you're worried about a rusted through crossmember but think yours is okay, go look at it again. I've seen several late models with the strut rod mounting surfaces rusted and broken away, yet the center of the crossmember was solid.

A '63 owner said he could not find a good belt to fit his engine. The belts were always too short and came off. I raised the engine lid to fine the generator bolted to the wrong side of the mounting ears, placing the pulley

more than an inch out of alignment.

A '63 coupe's engine needed a complete reseal. Its owner wanted a close estimate and asked if I had included everything the engine might need. He specifically asked if the fan bearing was good. I had checked it and it was smooth and quiet. Later while removing the fan belt, I heard a noise. It turned out the bearing was worn so loose that the outer edge of the fan would rock 3/8 of an inch. But it did run quietly.

At one point some time ago a lot of daily driven Corvairs were really beat and owners didn't want to spend money on repairs. So, with Corvair parts interchangeability the way it vs the cost of an engine rebuild, i'll bet I'm not the only CORSA member to find an engine with two different cylinder heads, three different types of pistons, valve springs, etc,etc.

And I'll bet a lot of harmonic balancers have been repaired by placing bolts through the space where the rubber was.

It makes me a little ill every time I think of how many good Corvairs were either junked, sold at a loss, given away, needlessly overhauled or ruined by someone who thought he had a "blown " engine, when it was just a restricted vent pipe causing crank case pressure to blow oil out of the dipstick tube.

An owner told me his well used CORSA 140 had more than 200,000 miles on it. It was in the shop for its first-ever valve work. In fact, he said, the only internal parts ever replaces had been the rings and rod bearings. I didn't quite believe all this until I saw the valves. Apparently they had never been touched. The exhaust valve springs were filled with burnt sludge. Because the valve guides were so worn, exhaust was blowing into the valve covers. The intake valve faces were worn down so thin that their edges were starting to curl up. And several valves had worn halfway down through the seat inserts.

==========
The above was copied from "Coyote Tales" newsletter of the Coyote Corvair Club.
Any errors are mine.

Don Bowen donb@cts.com
Valley Center, CA dbowen@qualcomm.com
Bee Point acres

Software engineer, woodworker, beekeeper, organic gardener
1936 Farmall 12 1966 Corvair Corsa 140 Convertible
1 wife, 3 kids, 2 dogs, 1 cat, 2 acres, no TV

Date: Tue, 12 Aug 1997 13:23:56 -0400 (EDT)
From: Mike Adams <mikea@cim.epcorp.com>
Subject: <Humor>re:Speed Trap

Hi Fellow Brutewrenches...

Following up on Ken Rolt's post from his speeding buddy, I thought you all would enjoy the following list. #7 is my favorite <g>
Mike
****

>THE ABSOLUTELTY WORST THINGS TO SAY TO A POLICE OFFICER
> - Submitted by Tom Zickenberg (A Navy man)
>----------

Since going beyond the speed limit is the national sport in many countries, there is universal disdain for those uniformed creatures who stop you while you are driving. Here are a few things better left unsaid.

- Hey, you must've been doing' about 125mph (200km/h) to keep up with me! Good job!

- Sorry, Officer, I didn't realize my radar detector wasn't plugged in.

- I thought you had to be in relatively good physical condition to be a Police Officer.

- Excuse me. Is "stick up" hyphenated?

- Hi Officer, Do you mind holding my beer while I find my driver's license?

- You know, I was going to be cop, but I decided to finish high school instead.

- "Bad Cop! No Donut!"

- I was trying to keep up with traffic. Yes, I know there is no other car around, that's how far I am behind the other cars.

- You're NOT gonna check the trunk, are you?

- "Lets do it different this time... I will give you the breathalyzer test, now stick this in your mouth and blow"

- Didn't I see you get your but kicked on "COPS" last week on TV?

- Wow, You look just like the guy in the picture next to my girlfriend's bed.

- I bet I could grab that gun before you finish writing my ticket

- So, uh, you "on the take", or what?

- Gee, officer! That's terrific. The police officer yesterday only gave me a warning too!

- Do you know why you pulled me over? Good, at least one of us does.

- So, are you still crabby because your mamma didn't let you play with your gun when you were little?

- Hey is that a 9 mm? That's nothing compared to this .44 magnum.

- When you smack the crap outta me, make sure you smile pretty for the video camcorder.

- Is it true that people become policemen because they are too dumb to work at McDonalds?

Date: Tue, 15 Oct 96 12:04:00 EST
From: Michael Kellstrand <MKELLSTRAN@datx.com>
To: Multiple recipients of <corvair@jlab.mitre.org>
Subject: RE: Clutch Cable Installation

Hi,

I snapped a cable on my 66 a few years ago. They tend to break right at the clutch pedal bracket. Fortunately there was a hardware store across the street, so I bought some cable clamps and used these with a coat hanger (you all carry one, right?) to repair the cable and get home.

Here's how I replaced the cable without removing the tunnel panels:

You do need to roll back the carpet and remove the front access panel to see the pulley that the cable goes over as it enters the tunnel and heads back to the tranny.

This takes 2 people. Disconnect the clutch cable at the tranny end. Tie a long piece of string to the broken end of the clutch cable under the dash.
While maintaining slight tension at both ends, have one person pull the clutch cable/rod out of the tunnel while the other person feeds string into the tunnel from inside the car. Keep this string feeding over the pulley. I figure as long as there is slight tension, the string will end up in the exact position as the cable used to be.

When the person underneath runs out of cable and has the end of the string, tie it to the new clutch cable and reverse the process.

Attach both ends of the new cable and adjust.

I'm not positive if there are any cable guides down in the tunnel, but I don't think so. Keep the tension and the new cable should get positioned exactly where the old one was.

Feel free to flame me that it is better to remove the pans. Maybe so, but I'm lazy and that was 30K miles ago :)

By the way, those coathanger & cable clamp assemblies took up permanent residence in my tool box.

985508-985509-985510-985511-985437-985498-985499
FRONT SEAT BELT INSTRUCTION SHEET

CHEVROLET, CHEVY, CORVAIR, CORVAIR 95 (GREENBRIER) & TRUCK (SUBURBAN)

NOTE: FOR OPERATING INSTRUCTIONS FOR OWNER, PLACE LAST SHEET IN GLOVE COMPARTMENT

1963

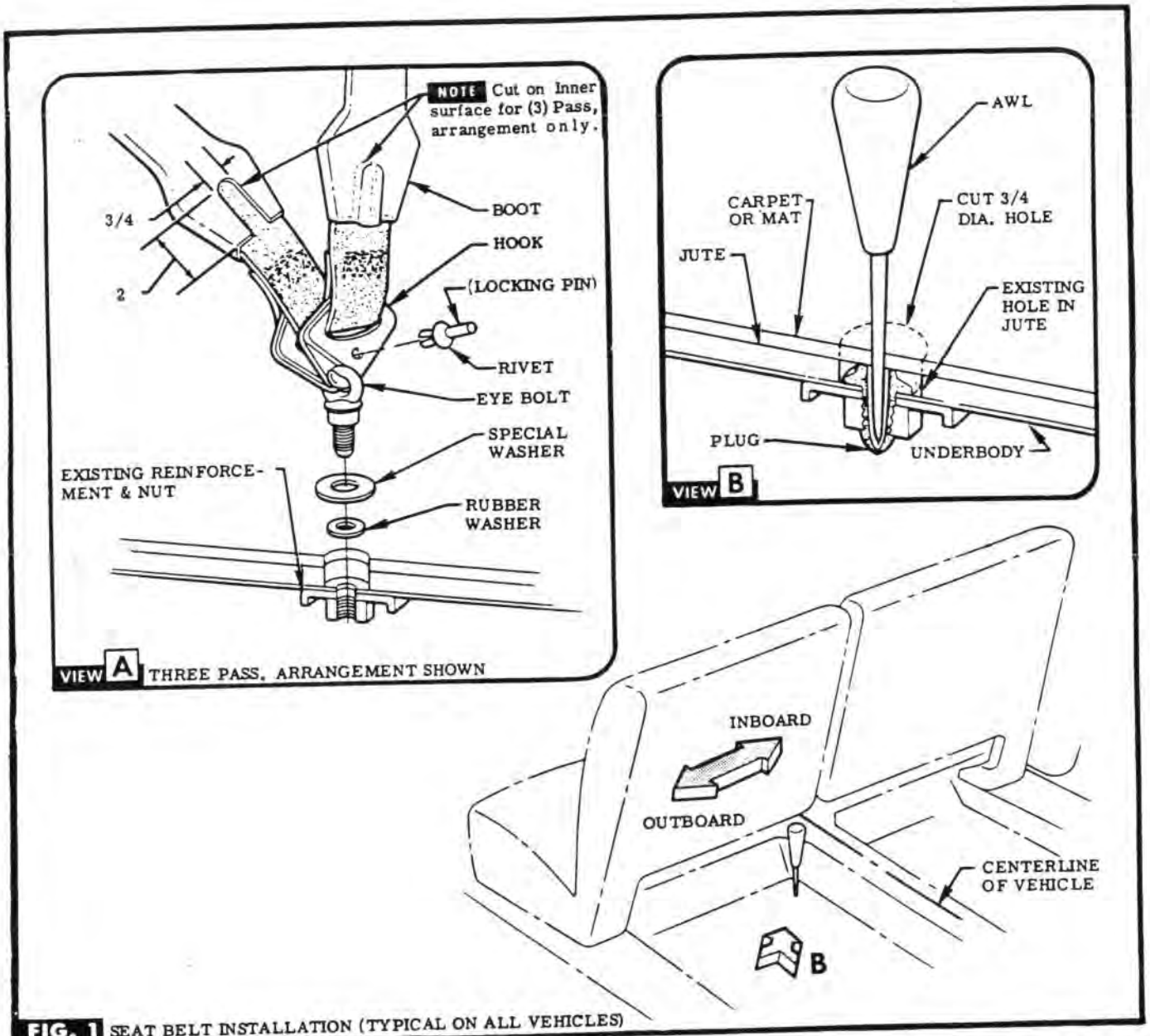

FIG. 1 SEAT BELT INSTALLATION (TYPICAL ON ALL VEHICLES)

STEP 1 USING DIMENSIONS GIVEN, LOCATE PLUG BY FEELING CARPET OR RUBBER MAT (SLIGHT INDENTATION). PROBE WITH AWL TO LOCATE HOLE IN PLUG. INSERT AWL DOWN INTO PLUG & LEAVE STANDING IN UPRIGHT POSITION, CUT CARPET OR MAT. SEE FIG. 1 & VIEW B.

FIG. 2 - CHEVROLET
FIG. 3 - CHEVY
FIG. 4 - CORVAIR
FIG. 5 - CORVAIR 95 (GREENBRIER)
FIG. 6 - TRUCK (SUBURBAN)

STEP 2 REMOVE PLUG & INSTALL EYE-BOLT. SEE FIG. 1 & VIEW A. **NOTE** Install special washer on eye-bolt then force rubber washer over threaded portion & seat tight against shoulder of eye-bolt. Special washer used only on vehicles with carpets. See Fig. 1 (View "A").

STEP 3 WHEN INSTALLING TWO BELTS ON ONE EYE-BOLT. BOOTS MUST BE CUT. SEE FIG. 1 (VIEW "A".)

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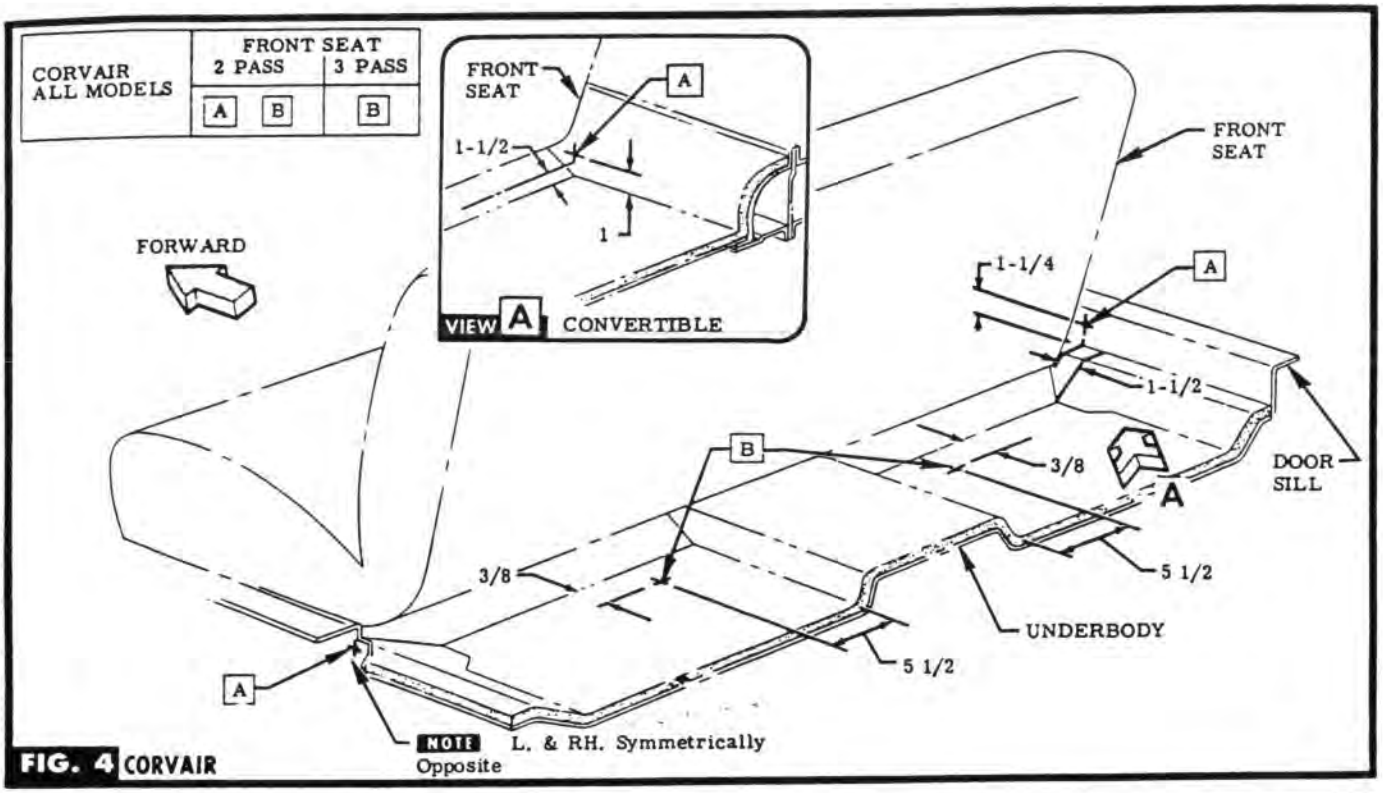


FIG. 4 CORVAIR

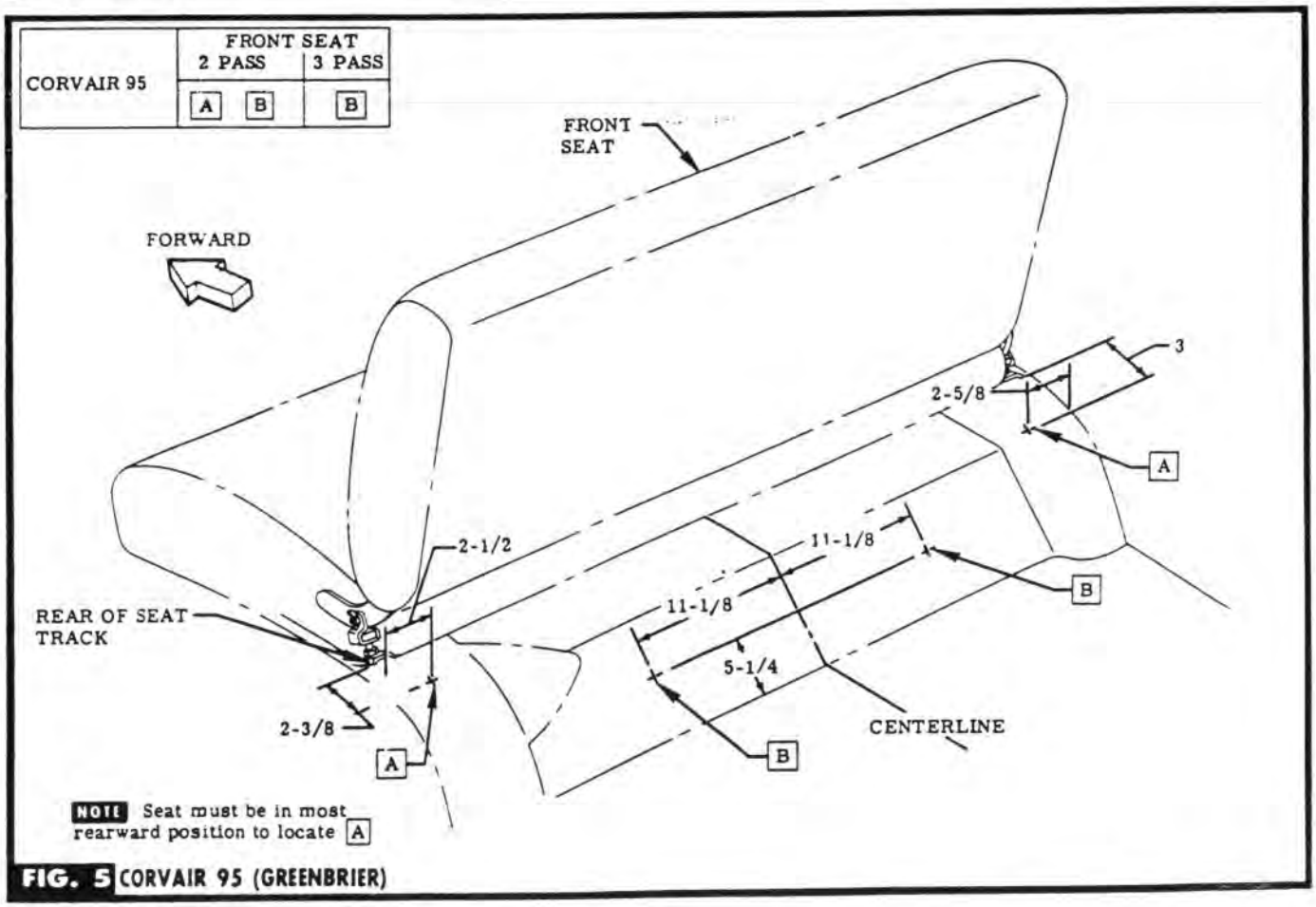
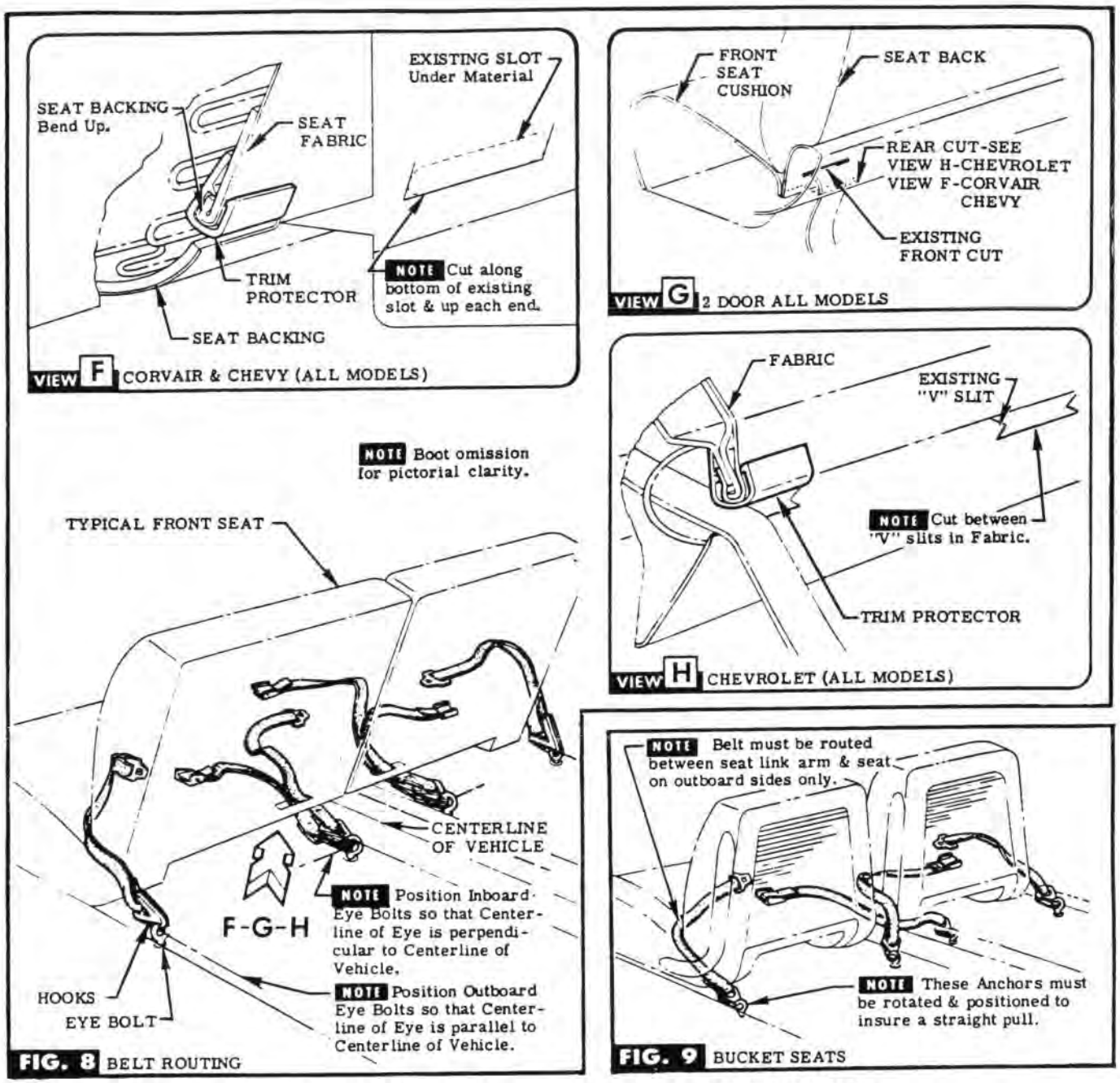


FIG. 5 CORVAIR 95 (GREENBRIER)



NOTE Fig. 8 & 9 and steps 6 thru 8 for all vehicles except suburban truck.

STEP 6 4 DOOR MODELS (TWO OR THREE PASS.)

CHEVROLET - LOCATE TWO EXISTING "V" SLITS BY APPLYING SLIGHT HAND PRESSURE TO FABRIC IN AREAS OF BELT ROUTING. CUT AS SHOWN IN FIG. 8 VIEW "H".

CHEVY & CORVAIR
LOCATE EXISTING SLOTS BY APPLYING SLIGHT HAND PRESSURE TO FABRIC IN AREAS OF BELT ROUTING. CUT AS SHOWN IN FIG. 8, VIEW "F".

2 DOOR MODELS (TWO OR THREE PASS.)

CHEVROLET, CHEVY & CORVAIR -
LOCATE "REAR CUT" SAME AS 4 DOOR MODELS.

CHEVROLET, CHEVY & CORVAIR -
LOCATE "FRONT CUT" FORWARD OF REAR CUT AS SHOWN IN FIG. 8, VIEW G.

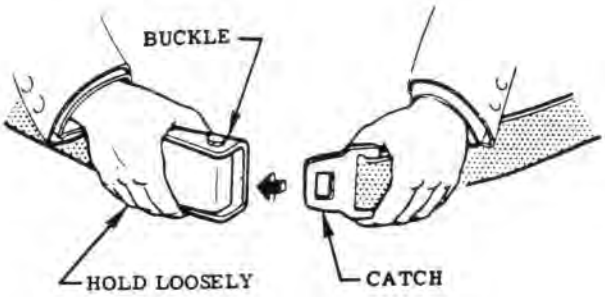
STEP 7 BUCKET SEATS - SEE FIG. 9.

STEP 8 INSTALL TRIM PROTECTOR AS SHOWN IN VIEW F & H. THREAD BELTS THRU SLITS & ATTACH HOOKS TO EYEBOLT.

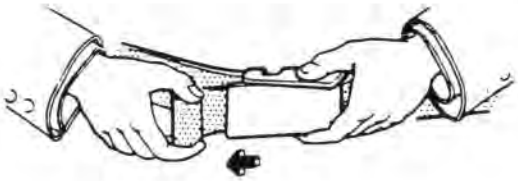
STEP 9 AFTER BELT HAS BEEN PROPERLY HOOKED IN EYE-BOLT, LOCK THE HOOKS IN POSITION USING RIVET. INSERT THE PRONGS THRU THE HOOK HOLES & DRIVE THE LOCKING PIN UNTIL FLUSH WITH RIVET HEAD. SEE FIG. 1 (VIEW "A").

STEP 10 PULL BOOTS DOWN TO COVER HOOKS & EYE BOLTS.

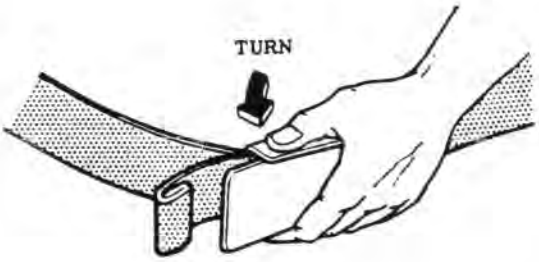
DEALER: PLACE THIS SHEET IN GLOVE COMPARTMENT



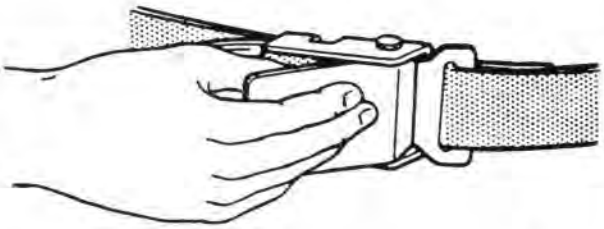
INSERT CATCH TO LATCH BUCKLE



PULL TO TIGHTEN BELT



TO LOOSEN BELT TURN BUCKLE OUTWARD



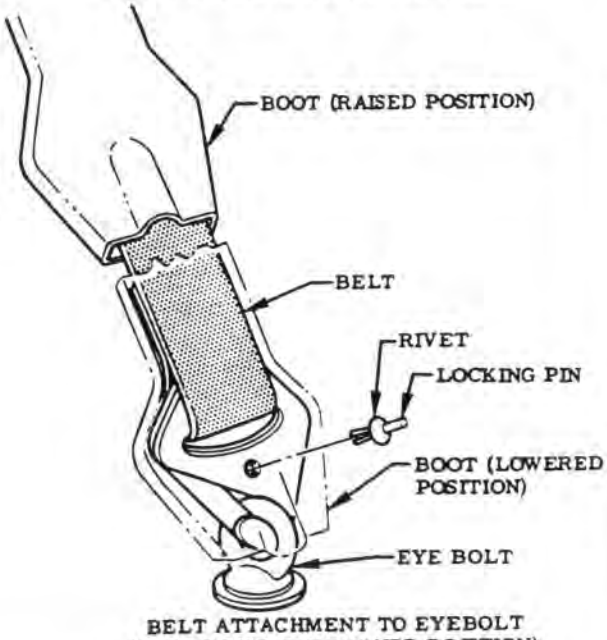
TO UNLATCH PULL LEVER OUTWARD

NOTE Adjust belt length to suit individual requirement. With belt correctly adjusted, person should not feel the weight of the Buckle asm. on the abdomen. At no time should the belt allow more than 1 inch forward movement of the body.

NOTE When not in use belts should be carefully laid on seat & kept off the floor.

CLEAN BELTS WITH CLEANER OR DETERGENT RECOMMENDED FOR NYLON.

CAUTION Do not bleach or redye belts as this may cause severe loss of strength.



BELT ATTACHMENT TO EYEBOLT (WITH RIVET IN REMOVED POSITION)

FIG. 10 OPERATION PROCEDURE & BELT ADJUSTMENT

Lubricating Your Control Cables

by Mike Shank, Virtual Vairs

If you want to lube the cables while they are still in the car, I found that the following process worked well for lubing the heater cables in my convertible, and should be adaptable to any other fully sheathed cable:

1. Find a length of tubing with I.D. close to the O.D. of the casing so that it fits snugly over one end of the casing. I used about a foot of 5/16 fuel line, but will switch to a longer piece of clear tubing next time (you'll "see" why later).
2. Find a valve stem with functioning Schraeder (sp?) valve. The local tire shop had a whole pile that they were happy to give away - saved somebody a trip to the dumpster!
3. Find 2 hose clamps - the type with the stainless band and screw for tightening worked well for me.
4. Shave down the rubber ball on the base of the valve stem until it fits snugly in the end of the tubing. An Exacto knife and a block of wood under the stem works well.
5. Push tubing over the end of the casing and install the first hose clamp.
6. Fill the tubing with potion of your choice. I used WD-40 for my heater cables, but in retrospect I wish I had used something thicker w/ better lube characteristics. Rad Davis suggests: 90 wt gear oil (80/120 GL5 EP actually)
7. Push the valve stem into the open end of the tubing and install the 2nd hose clamp.
8. PUT ON YOUR SAFETY GOGGLES!!
9. Now for the moment of truth. Apply **low** air pressure. I used one of those foot operated "bicycle" pumps with a built in pressure gauge. I kept the pressure around 10 - 20lbs. I have no idea how much pressure it takes to split the casing of a cable so I'd keep it low, especially if the cable is still in the vehicle - a 15 minute lube job could turn into a major cable replacement project in a big hurry!
10. After pumping the charge of lube into the casing (this is where clear tubing would be handy), reload and continue until it either comes out the other end or you're satisfied with the results. I was working alone from the heaterbox end and didn't want to have to clean up a mess under the dash so I didn't pump it all the way through, but two "charges" of WD-40 per cable made a world of difference!

One of the advantages of this method is that the tubing will accommodate funky cable ends (such as the loops on the end of heater cables) that prevent the cable from being removed from the casing.

Rad Davis had a very good point about flushing cables from the "clean" (ie.interior) end so any dirt/rust gets pushed back out instead of forced deeper in. You probably want to put down a thick sheet of plastic over the front carpet before trying the above method in the car. That way you wouldn't have to worry about pumping it all the way through, the excess will just end up on the garage floor with all the other puddles of oil.

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SPRINGVILLE, AL 35146

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Birmingham, AL 35259-9071

corsa
communiqués

Vol. 7 No. 3 March 1976

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.

President: Sarah Keeton
205-798-9361
VP/Membership: Larry Gulsby
205-956-3166
Secretary: Jon Keeton
205-798-9361
Treasurer: John Hathaway
205-833-5972
Newsletter: Mike Donley
334-277-4308

THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Next Meeting

Date: Friday, October 17, 1997
Time: 7:00 PM
Place: Hoover Library

SUPER SPYDER @ CPF MUSEUM ABOVE & RIGHT

In Memoriam

We are sad to announce the passing of John Lankford on Friday, October 10. He was a loyal club member and will be deeply missed.

September Minutes

The September meeting of the Vulcan Corvair Enthusiasts was brought to order at 7:00 PM on Friday, September 19.

The Treasurer's report stated the current bank balance was $812.63.

New Business

Vulcan Corvair made a donation to the Juvenile Diabetes Foundation in the amount of $50.00 as part of a fund raising campaign run by Advance Auto Parts, who raised $1,032, 675 for this worthwhile cause. They do appreciate our support.

Hugh White invited Vulcan Corvair to participate along with Central Florida Corvair at their Florida Corvair Affair. This will be held November 7-9 in St. Augustine, Florida. For more info call 904-824-2821.

It has been discussed formally that the National Convention for the year 2000 be held at Daytona

Beach, Florida.

John and Juanita Hathaway have sold their '70 Camaro and John has discussed selling his Corvairs to a man in Sylacauga. John will work on making him a member.

Charles and Jan Trotter have volunteered to host the 1997 Christmas Party. This will be at their home in Pell City, Alabama. All of the menu details will be available in the next few months.

Outing for November 1st to De Soto Park was discussed and Harold Hartline to follow up on this

and update the club at the October meeting.

Refreshments for October meeting: Sarah Keeton and Sheila Ranelli.

Jon Keeton, Secretary

ELECTROVAIR II @ CPF MUSEUM

Happy Birthday

Rozelle Doughty	10/10
Harold Hartline	10/27
Jewell Hinkle	10/01
Alisha Ranelli	10/10

Virtual Vairs

Date: Wed, 2 Apr 1997 00:46:30 -0500 (EST)
From: Tony Underwood <tonyu@roanoke.infi.net>
To: Multiple recipients of <corvair@jlab.mitre.org>
Subject: Re: Wheel Trim

At 10:10 PM 4/1/97 -0800, you wrote:

>I know this is a long shot but does anybody have a pair of decent
>'66-'69 right side wheel well trim they'd be interested in selling? I
>don't need show car quality but something not too dented or corroded.

If you don't require something exactly like the original but close enough to original to fool most people (including a concours judge if they don't look close) you might wanna check out wheel well trim from your local Chevy dealer parts man, only ask for trim for a Cavalier... a fellow in our local club has Cavalier wheel well chrome on his '66 blue ragtop... the one that won 1st place at the NC Fall 'Vair show last October (Selma Kelly's Monza). You really have to look close to spot the difference. I don't know the exact model year Cavalier, but I can find out. Word has it that the stuff is relatively cheap as well.

Selma took his scuffed and dull '66 trim to the local Chevy dealer, made friends with the fellows at the parts counter, showed them his trim and asked for anything they had that "looks like this stuff here". They showed him the stuff they had, he bought a set, and it's on his ragtop now. If you didn't know the difference you'd never notice. The only problem is the slight "dogleg" that the rear trim makes as it courses along the lower rear quarter, where the lower beltline requires a slight "kink" in the trim to fit close and clean. Mr Kelly carefully "kinked" his fresh trim and it looks fine.

I'll try to find out which model year trim to ask for... or maybe somebody here already knows about it and can tell you.

tony..

Date: Fri, 11 Apr 1997 20:55:50 -0400 (EDT)
From: Tony Underwood <tonyu@roanoke.infi.net>
To: Multiple recipients of <corvair@jlab.mitre.org>
Subject: Re: Wheel Trim

At 09:58 PM 4/2/97 -0800, you wrote:

>Tony,
>
> Thanks for the lead on the Cavalier wheel well trim substitution. If
>you are able to find out the appropriate year, I'd be interested.

OK, it took a while to chase down my pal Selma Kelly who did all the original footwork on this trim swap. The word is:
The 1987 Cavalier Hatchback wheel well trim is close enough to '66-'69 Corvair wheel trim to fool most people unless they really look. Selma's '66 blue ragtop is wearing this Cavalier trim and he took 1st place in the last show he entered. His trim passed the judge's prying eye.

Keep in mind it's not an exact fit. There are some slight differences, like screw hole locations and that "dogleg" dimple at the rear of the wheel well to contend with. The rear section of the Cavalier trim can be "dimpled" with some careful rubber mallet work, to conform the trim to the rear section of the Corvair fender well. Selma's trim appears to fit quite nicely, following his rubber mallet work.

Now: I'm told the 1987 Cavalier front wheel well trim is still available new, although the rear trim supposedly has been discontinued, according to Selma's dealer contacts. I don't know myself. This doesn't mean there's not some trim sitting on a dealer's shelf someplace. However, the dealer parts guy said the Cavalier station wagon uses the same trim, and he said it's still around... which made me wonder, since if it's the same trim why would the hatchback stuff be discontinued and not the wagon?? ...unless there are slight differences, which might not be detrimental for it's adaption to a Corvair. Anyway, it's a matter of taking a look at the trim and finding out. Myself, I'd be suspect of the wagon trim for the back. Caveat emptor. But it can't hurt to look.

Meanwhile, even if the rear wheel stuff *IS* discontinued, there is a sizeable junkyard supply, which is something you can't say for the Corvair trim.
Dealer wholesale(not sure what retail is) price that Selma paid for his trim last Summer was 15 bucks and change for each front trim piece, and 21 buck and change for each rear trim piece. Compared to the repro Corvair stuff, it's a considerable savings. And, the stuff is around. I looked at his trim on his car and I had to look close to spot the difference. At a casual glance I'd have never known it wasn't 'Vair trim...

...other than it being very bright and glistening.

>
> Clark's lists NOS at $109 /piece (firsts) or $79 /piece
>(seconds)....way out of my budget. The Cavalier trim sounds like a
>possible substitute (assuming it's significantly cheaper)!

Especially if you get the stuff from a junkyard for 25 bucks for all 4 pieces...

It's new enough to still be in good shape even in a junkyard.

This trim might not pass a serious concours judge's scrutiny if he looks closely, but for a driver or even a show car it is certainly a viable substitute for having to pay hundreds of dollars for the repro stuff.

So, there it is... check your dealer's shelves or crawl around the junkyards, guys.

****
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Date: Sun, 13 Apr 1997 14:38:51 -0400 (EDT)
From: LonzoVair@aol.com
To: Multiple recipients of <corvair@jlab.mitre.org>
Subject: Pseudo-Corvair wheel-well trim numbers

Hello everybody.
I had a few spare moments at work on Saturday, so I decided to look up the part numbers for the Cavelier wheel well trim the Tony said would pass for 66-69 wheel well trim..., since we didn't have any in stock I couldn't bring any home to see how they look, but here are the numbers and "suggested" list/jobber prices.

Front:
#14086941
#14086942 $23.70/$17.78

Rear
#20495536
#20495537 $31.25/$23.44

I say "suggested" because you can call from dealer to dealer and get varying prices. We even sell them a bit higher than the list price above... but the prices aren't too bad.
I hope this helps someone out.
Later,
Lon

****
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Date: Mon, 5 May 1997 17:30:00 -0700
From: "Cole, Steve" <Steve.Cole@Jacobs.com>
To: Multiple recipients of <corvair@jlab.mitre.org>
Subject: Three engineers in a car

There are three engineers riding in a car; an electrical engineer, a chemical engineer and a Microsoft engineer. Suddenly the car just stops by the side of the road and won't restart. The three engineers look at each other and wonder what could be wrong. The electrical engineer suggests checking the ignition to see if it is putting out a good spark. The chemical engineer suggests checking the carburetors t see if they are delivering fuel. Then the Microsoft engineer comes up with a suggestion. "Why don't we close all the windows. Get out. Get back in. Open the windows again and maybe it'll work!?"

Date: Thu, 25 Sep 1997 19:03:05 -0400 (EDT)
From: Bruce Schug <bschug@piedmont.net>
Subject: Cute stuff, NO CORVAIR

>> >————————————————————
>> >
>> >Sign in a gas station: Coke – 49 cents. Two for a dollar
>> >————————————————
>> >
>> >I was signing the receipt for my credit card purchase when the clerk
>> >noticed I had never signed my name on the back of the credit card.
>> >She informed me that she could not complete the transaction unless
>> >the card was signed. When I asked why, she explained that it was
>> >necessary to compare the signature on the credit card with the
>> >signature I just signed on the receipt. So I signed the credit card >
>>in front of her. She carefully compared that signature to the one
>> >I signed on the receipt. As luck would have it, they matched.
>> >————————————————
>> >
>> >Warning! At a grocery store in San Jose, they have new credit
>> >card/bank card readers at the checkout stands. If you don't know how
>> >to orient your card to swipe it through the reader, the checkout
>> >person will say, "Strip down, face toward me."
>> >————————————————
>> >
>> >Idiots and Geography:
>> >After interviewing a particularly short-spoken job candidate, I
>> >described the person to my boss as rather monosyllabic. My boss
>> >said, "Really? Where is Monosyllabia?" Thinking that he was just
>> >kidding, I played along and said that it was just south of Elbonia. >
>>He replied, "Oh, you mean over by Croatia?"
>> >————————————————
>> >
>> >Advice for Idiots:
>> >An actual tip from page 16 of the HP "Environmental, Health & Safety
>> >Handbook for Employees." "Blink your eyelids periodically to
>> >lubricate your eyes."
>> >————————————————
>> >
>> >Idiots in the Neighborhood:
>> >I live in a semi-rural area. We recently had a new neighbor call the
>> >local township administrative office to request the removal of the
>> >Deer Crossing sign on our road. The reason: Many deer were being > >
>>hit by cars and he no longer wanted them to cross there.
>> >————————————————
>> >
>> >Idiots and Computers:
>> >My neighbor works in the operations department in the central office
>> >of a large bank. Employees in the field call him when they have
>> >problems with their computers. One night he got a call from a woman
>> >in one of the branch banks who had this question: "I've got smoke
>> >coming from the back of my terminal. Do you guys have a fire
>> >downtown?"
>> >————————————————

>> >
>> >Idiots Are Easy To Please:
>> >I was sitting in my science class, when the teacher commented that >
>>the next day would be the shortest day of the year. My lab partner >
>>became visibly excited, cheering and clapping. I explained to her > >that
>the amount of daylight changes, not the actual amount of time. >
>>Needless
>to say, she was very disappointed.
>> >————————————————
>> >
>> >Idiots In Food Services:
>> >My daughter went to a local Taco Bell and ordered a taco. She asked
>> >the individual behind the counter for "minimal lettuce." He said he
>> >was sorry, but they only had iceberg.

Bruce W. Schug
CORSA South Carolina
bschug@piedmont.net
Daytime: 864/676-9292 x120
Home: 864/268-2884
3 South Del Norte Road
Greenville, SC 29615

'67 Monza, "67AC140"

Date: Sat, 4 Oct 1997 22:29:32 -0400 (EDT)
From: Bruce Schug <bschug@piedmont.net>
Subject: Funny stuff, NO CORVAIR

> REAL STORIES OF THE NON-TECHNICALLY INCLINED
>==========
>
>I worked with an individual who plugged their power strip back into
>itself and for the life of them could not understand why their computer
>would not turn on.
>- - - - - - - - - - - - - - - - - -
>
>1st Person: "Do you know anything about this fax-machine?"
>2nd Person: "A little. What's wrong?"
>1st Person: "Well, I sent a fax, and the recipient called back to say
> all she received was a cover-sheet and a blank page. I
> tried it again, and the same thing happened."
>2nd Person: "How did you load the sheet?"
>1st Person: "It's a pretty sensitive memo, and I didn't want anyone
> else to read it by accident, so I folded it so only the
> recipient would open it and read it."
>- -
>
>I recently saw a distraught young lady weeping beside her car. "Do you
>need some help?" I asked. She replied, "I knew I should have replaced
>the battery in this remote door unlocker. Now I can't get into my car. Do
>you think they (pointing to a distant convenience store) would have a
>battery for this?"
>
>"Hmmm, I dunno. Do you have an alarm, too?" I asked. "No, just this
>remote 'thingy,'" she answered, handing it and the car keys to me.
>
>As I took the key and manually unlocked the door, I replied, "Why don't you
>drive over there and check about the batteries...it's a long walk."
>- -
>
>Tech Support: "What does the screen say now."
>Person: "It says, 'Hit ENTER when ready'."
>Tech Support: "Well?"
>Person: "How do I know when it's ready?"
>- -
>
>My friend called his car insurance company to tell them to change his
>address from Texas to Vermont. The woman who took the call asked where
>Vermont was. As he tried to explain, she interrupted and said, "Look,
>I'm not stupid or anything, but what state is it in?"
>- -
>
>Several years ago we had an intern who was none too swift. One day he was
>typing and turned to a secretary and said, "I'm almost out of typing paper.
>
>What do I do?" "Just use copier machine paper," she told him. With
>that, the intern took his last remaining blank piece of paper, put it on
>the photocopier and proceeded to make five blank copies.
>- -
>
>I was working the help desk. One day one of the computer operators
>called me and asked if anything "bad" would happen if she dropped coins
>into the openings of her PC. I asked her if this was something she was
>thinking of doing. She said, "never mind" and hung up. So I got out my
>trusty tool kit and paid her a visit. I opened her CPU case and sure
>enough, there was 40 cents.
>- -
>
>One of our servers crashed. I was watching our new system administrator
>trying to restore it. He inserted a CD and needed to type a path name
>to a directory named "i386." He started to type it and paused, asking me,
>"Where's the key for that line thing?"
>
>I asked what he was talking about, and he said, "You know, that one that
>looks like an upside-down exclamation mark."
>
>I replied, "You mean the letter "i"?" and he said, "Yeah, that's it!"
>- -
>
>This person had a broken lamp which he wanted to discard. Unfortunately,
>the power cord ran under his refrigerator, making it impossible to move
>the lamp while the cord was attached. He decided to cut the cord, since
>the lamp was unusable anyway. He didn't remember to unplug it first. I
>found him in the hallway rolling back and forth.
>found him in the hallway rolling back and forth.
>- -
>
>I was in a car dealership a while ago when a large motor home was towed
>into the garage. The front of the vehicle was in dire need of repair and
>the whole thing generally looked like an extra in "Twister." I asked the
>manager what had happened. He told me that the driver had set the
>cruise control, then went in back to make a sandwich.
>- -
>
>I called a company and asked to speak to Bob. The person who answered
>said, "Bob is on vacation. Would you like to hold?"
>- -
>
>I rented a movie from Blockbuster. Before the movie begins a message
>comes on the screen saying, "This movie has been altered to fit your
>television screen."
>
>Comment from person: "How do they know what size screen I have?"

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'67 Monza, "67AC140"

ASTRO I @ CPF MUSEUM

985333
PARKING BRAKE ALARM INSTRUCTION SHEET

CORVAIR

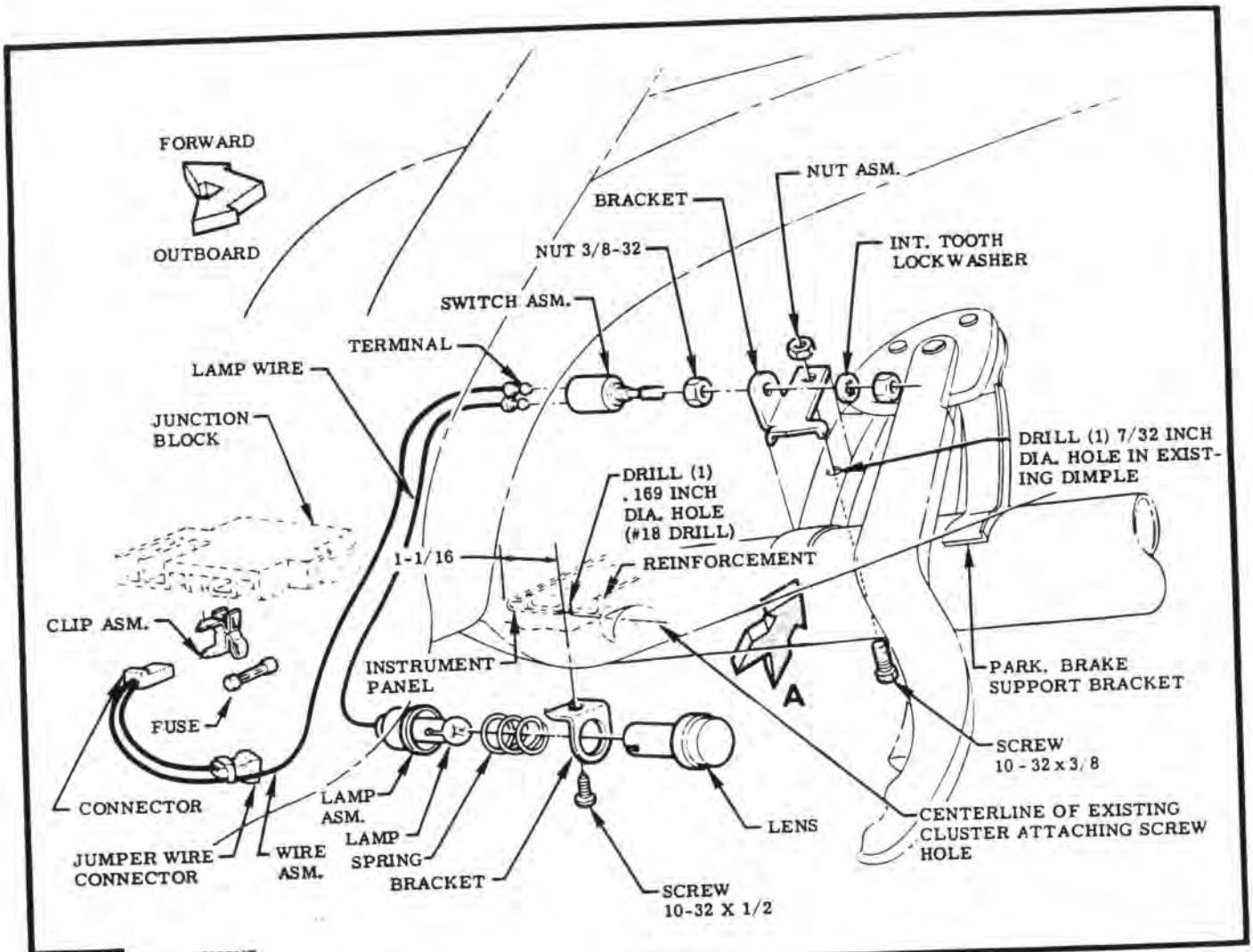

FIG. 1 ATTACHMENT

STEP 1 LOCATE, CENTER PUNCH & DRILL HOLE IN PARKING BRAKE SUPPORT BRACKET. SEE FIG. 1.

STEP 2 ATTACH SWITCH TO BRACKET WITH PROVIDED WASHER & NUTS. SEE FIG. 1.

STEP 3 ATTACH SWITCH & BRACKET TO PARK BRAKE SUPPORT BRACKET WITH PROVIDED NUT & SCREW. SEE FIG. 1.

STEP 4 LOCATE, CENTER PUNCH & DRILL HOLE IN INSTRUMENT PANEL & REINFORCEMENT. ATTACH BRACKET WITH SCREW PROVIDED. SEE FIG. 1.

STEP 5 DISASSEMBLE LAMP ASM. & INSTALL LAMP IN SOCKET & REASSEMBLE TO BRACKET. SEE FIG. 1.

STEP 6 ATTACH TERMINAL END OF WIRE TO SWITCH & ROUTE WIRE ASM. TO JUNCTION BLOCK. SEE FIG. 1.

STEP 7 INSERT CLIP & FUSE INTO OPENING IN JUNCTION BLOCK MARKED "HEATER-B.U. LPS." & PLUG IN CONNECTOR. SEE FIG. 1. **NOTE** If receptacle is occupied, remove existing wire & connect to jumper wire. Discard fuse & clip.

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RICHARD & SANDY STOLZMANN
376 BURGESS DRIVE
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Vulcan Corvair Enthusiasts
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corsa communiqués

Vol. 7 No. 1 January 1976

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THE OIL DROP

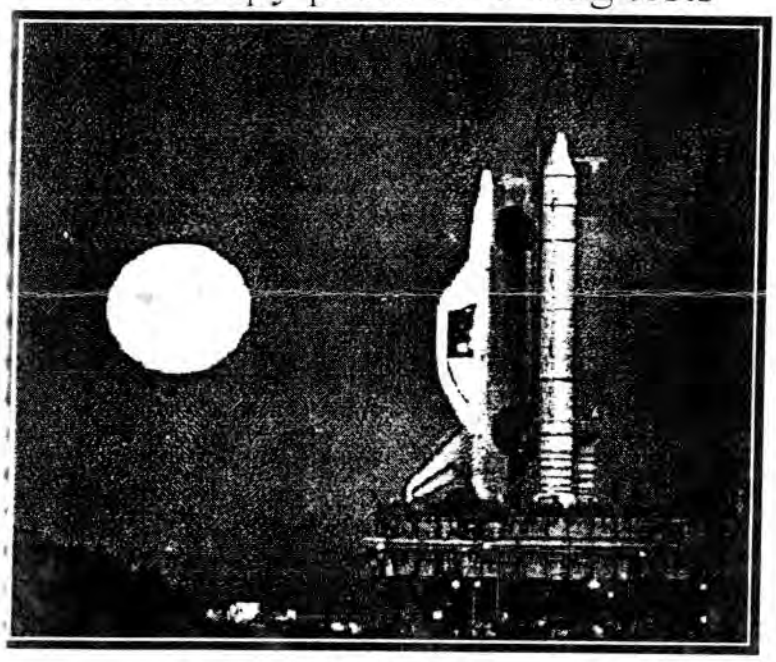
THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Next Meeting

Date: Friday, November 21, 1997
Time: 7:00 PM
Place: Hoover Library

EXCLUSIVE!

Actual spy photo of O-ring tests



FROM RESSURECTION CORVAIRS WEBSITE

Happy Birthday

Joe Doughty	11/20
Roy Dutton	11/28
John Hathaway	11/03
Ann Miljus	11/11
Sheila Ranelli	11/15
Chris Rothe	11/20

October Minutes

The October meeting of the Vulcan Corvair Enthusiasts was called to order at 7:15 PM on October 17.

The treasurer's report was given by John Hathaway and the club account showed $682.88.

Joe Doughty gave a brief report on the outing to Warner Robbins, GA. 21 Corvairs from all over the Southeast were paraded through the town. The weather was very good and everyone had a good time.

Christmas party plans were discussed and formalized. On December 13th, the Trotters have agreed to hold it at their home, and have agreed to have it catered for the club. Men's and ladies' gifts will be exchanged at the party.

Sarah Keeton reminded the group of the Gem and Stone show, December 5-7 at Garrett Coliseum in Montgomery.

Refreshments for November will be served by Sarah Smith and Wilma Siemens.

The meeting was adjourned at 8:05 PM.

John Keeton, Secretary

A flying saucer results when a nudist spills his coffee.

212. The colder the X-ray table, the more of your body is required on it.

245. Sex is not the answer. "Yes" is the answer. Sex is the question

September 3, 1997

West Florida Corvair Club
C/O June Lindsay
2907 San Miguel
Milton Fl. 32583

The Tropics

Crystal Warren
Director of Sales
Holiday Inn NAVARRE BEACH
8375 Gulf Boulevard • Navarre Beach, FL 32566
Phone: (850) 939-2321

Dear Mrs. Lindsay,

Once again I look forward to hosting the Corvair Lovers Weekend. Listed below are the details of your groups accomodations.

The Corvair club can make reservations for Feb 13-15, 98 after October 1, 1997. It will make it easier on your group if they will ask for myself or Sonya Simpson, my associate. Your group will once again be a part of the Surf, Sand and Romance package. This will include:

3 Days, 2 nights lodging
Saturday dinner buffet for two
A half carafe of wine per couple with dinner
Sweetheart Sunday brunch for two
A leisurely 2PM check out

Eastwing	Holidome	Gulfside
$160.00	$170.00	$190.00

*The total package price is for two adults (tax included)

We will also offer any additional nights you your group at a $45.00 rate.

We will provide the usage of room 1195 for your hospitality at no additional charge.

We will rope off our west end parking lot on the North side of the building for the car show.

I have also spoken to Mr & Mrs Ashley on the vending and registration areas. They would like the Toucan/Macaw/Flamingo rooms for registration, raffle tables, 50/50, and vendors. I have quoted them a rate of $200.00 for the entire weekend. They also mentioned that they would like to have the awards in this same room as this would allow them to not have to move all of the prizes etc.

Simply have your people call 850-939-2321 and ask for reservations, or for sales. And to mention that they are with the Corvair Club.

Cordially,

Crystal M. Warren

Recipe of the Month:
Marinated Cucumbers and Onions

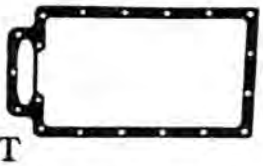
1/4 cup mayo. or salad dressing	Salt & pepper to taste
1 Tbsp. vinegar	1 cup sliced cucumbers
1 Tbsp. sugar	sliced onions to taste

Mix all but cucumbers and onions. Add cucumbers and onions. Refrigerate at least 2 hours. Note: The amounts of vinegar and sugar may need to be adjusted depending upon the brand of mayonnaise used.

Thelma McKenzie submitted this recipe. It is close to the dish served at Gatlinburg's Pancake Pantry. Corvair folks may have tried this during the Smoky Mountain Winter Retreats.

CORSA/NC

TECH TOPICS



A SAFE ENGINE LIFT

The other day I was over at a friend's house and he was lifting his CORVAIR engine with a chain hoist. He had a chain going from the motor mount to the bell housing (into that large hole cast into the top). He was using a bolt through the chain to attach it on both ends and then laid the chain over the hook of the hoist. I saw this rig and shuddered. Especially since I had long ago built a rig to solve several of these situations, making the whole operation a whole lot safer.

If you've never had an engine out, then you may not be interested in reading the rest of this article. . . if you have, stay with me.

One problem with using a chain directly from themotor mount is that the chain hits the fuel pump when the engine is lifted (and tighten the chain). What is needed is some way to raise the attachment point securely. If you recognize this part, then you will be way ahead, otherwise try to get four of them from someone who has them.

It is the guide for the pushrod tube (one of the places that we put the viton O-rings when the originals failed) and the guide is held onto the head by a pair of head bolts/studs. (The little O-rings in your viton set go under this piece.

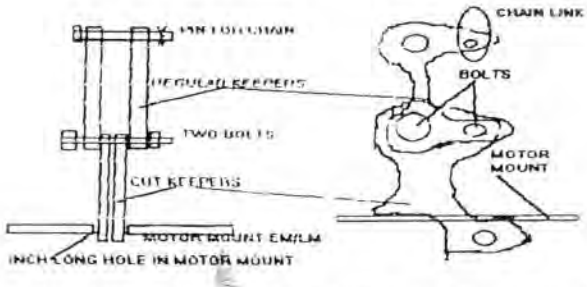
Take two of your guides and cut them as you see illustrated here -- a grinder will remove the case hardening so your saw can take out that hunk. Bolt the two cut guiudes to make one thickguider using bolts long enough to capture the other two (four thicknesses in all) like this.

This fixture will slip securely into the hole of the motor mount and not tip over and will allow the chain to clear the fuel pump, etc. that is attached to the generator mount casting.

Now, two other items . . . At most hardware stores there are removable chain links, with a nut built into the side, so that you can screw the link open, attach it, screw it shut. About $3.00 each. Get three of them and a drop forged hook. The hook has to fit into the cast hole of the bell housing, so get one with an opening about an inch and a half.

Attach the hook to one end of the chain using the special chain link. Put the two special links into the middle section of the chain.

You can move these links around later; they will balance the engine with or without the drive train attached (depending upon which of the added links you use) The hoist will not slip along the chain when it is hooked into either of these special links. At my hardware store these chain links come from France and are called "mailion rapide" . . . knockoffs will say "China". Get links big enough to carry the load safely -- don't scrimp when it is a safety item. Your new fixture can be mounted securely to a CORVAIR engine in 10-20 seconds and will not slip or come loose or fall down. Build one for your own peace of mind . . . and mine.



When the engine is hanging it could look a little like this. Obviously, if there is no power train attached it will balance on the other link.

Fran Schmit

should be more serviceable than those of most U.S. V-8's. The upper cooling shroud could be a very simple stamping because the ingenious fan arrangement worked out by Chevy engineers did away with the need for diffuser vanes. Placed horizontally on a ball-bearing mount atop the engine, the centrifugal blower is 11-inches in diameter and has 24 vanes. Spinning at 1.58 times engine speed it can deliver 1800 cubic feet per minute at 4000 crankshaft rpm, while taking up a minimum of space. Temperature is regulated by a ring within the blower intake which is raised and lowered at the command of a thermostatic bellows. How to drive this flat-placed fan might, of course, have blocked progress without a little "imagineering" on the part of the G.M. research crew. An ordinary notched fan belt does the job by allowing itself to be bent over two transfer pulleys high at the back of the engine. The left-hand pulley is called upon to drive the generator at a rapid 2.3 times engine speed while the right-hand one is an adjustable ball-bearing-mounted idler. Between these pulley protrudes the oil filler and the fuel pump, which is driven directly by a push rod and conical cam on the crankshaft. Since it oscillates twice as fast as an ordinary fuel pump its stroke is proportionately shorter.

MANIFOLDING, IN AND OUT

Twin Rochester carburetors are featured on the Corvair engine, designed especially for this job. They're single-throat units, with a cluster of a four radial tubes replacing the usual secondary or booster venturi within the main venturi. Chevy reports that this is "more effective with the relatively slow gas velocities developed with the dual carburetors and small displacement engine." They mount atop manifolds which are split on experimental engines but which are now cast integrally with the cylinder heads.

One of the mechanical disadvantages of a twin-carb layout on an opposed engine is minimized on the Corvair by placing the automatic choke at the air entry to the single air cleaner which feed both carbs through rubber hoses, buttressed against collapse by coiled wire inserts. The cleaner itself is novel, too, having a spongy polyurethane element soaked with oil.

As cast in the head the exhaust ports are very short. They're extended downward away from the finned region by short steel pipes which are pressed into the ports to stay. Cast iron manifolds are clamped up against these stub pipes by three clamps each, and exhaust forward into pipes which curve around to the cylindrical reverse-flow muffler hung along the right side of the engine. A lot of muffling had to be and in fact was accomplished in restricted space.

No horsepower figures have been announced as this is being written, but they're likely to be in the region of 85 bhp at 4600 rpm, naturally using regular gas. The emphasis is definitely on smooth running and reliability, enhanced by starkly rugged design and the extremely short stroke. As the engine is mounted it's sealed off from the Corvair interior both by the insulated firewall and by the shrouding of the air-cooling system, with the result that virtually all noise is left behind. This much-maligned "air-cooled sound" is evident only when decelerating from high engine speeds at closed throttle. The air cooling wasn't finalized until a lot of dyno time had been logged with a standard 1600 Porsche engine, so that's likely to be in good order.

As might be expected Zora Arkus-Duntov already has a special camshaft and modified cylinder heads ready for the Corvair, but it's unlikely that they'll be utilized until the model has proven itself commercially. Corvette-type versions of the car are an even longer way off.

AUTOMATIC TRANSMISSION

Interestingly and logically, it was originally intended to market the Corvair with automatic transmission only. Above all the car is intended to be a practical machine for transportation, especially in crowded urban areas, which means that it should be easy and simple to operate as possible. Automatics, especially at GM are now developed to the point where their

efficiency and simplicity are at acceptable levels for vehicles designed with economy in mind. The general arrangement of the Corvair automatic box had in fact been laid out and tested long before the Chevy program began. Why is a standard shift also available now? Partly, it must be admitted, because performance and mileage didn't come quite up to expectations with the automatic, but overwhelmingly because Ford and Chrysler decided to get into the act too, forcing GM to engage in radical cost-cutting to meet this unexpected competition. Driven by the crankshaft through a flexible plate is the three-element torque converter of ten-inch diameter giving a torque multiplication at stall of 2.6 to 1. Its input and output shafts are right on line with the hypoid pinion of the final drive, which is straddle-mounted above the differential; the drive goes forward from the engine and converter through the hollow or "quill" pinion shaft into the planetary gearing within its aluminum case. A compound planetary gear set is controlled by clutches and bands to supply a 1.82 to 1 reduction for low range and reverse, and eventually sends the drive back forward to the final drive pinion. It was found possible to make use of such parts as the front and rear oil pumps, governor and planetary gearing from the Chevy Powerglide and Turboglide boxes. Weight of the automatic installation is only 53 pounds more than that of the standard gearbox.

The same cast iron final drive casing and differential gearing is used for both gearboxes, and also houses the speedometer drive gearing which is machined on the pinion shaft. Traction is so outstandingly good (I couldn't drive an Impala over a soapy inclined plate that the Corvair didn't even know was there) that no limited-slip differential option is even contemplated. Final drive ratio is a standard 3.55 to 1, with 3.89 an option if the standard gearbox is used.

With the three-speed syncromesh box, a 9 1/8-inch clutch is used, along standard Chevrolet lines except that no cushioning springs are fitted to the hub of the driven disc. Chevy engineers have designed the heavy-rimmed flywheel in such a way that it "damps out vibrations and radial deflections before they are transmitted to the drive line". So fundamental an approach is essential in this close-coupled system, which has no long propeller shaft to soak up random jolts.

SYNCHROMESH ON TWO

Gearing and syncro from the standard Chevy transmission are used in a very clever way for the Corvair box, housed in an aluminum case which keeps the unit's weight down to about 30 pounds. The gearbox is placed forward of the final drive, and the internal gearing is placed just as it be if the engine were in front; that is, the countershaft drive gear set and direct drive clutch are in the front, and the second gear set with its clutch at the back, next to the hollow shaft driving the hypoid pinion. The drive from the clutch reaches the front of the transmission via a long, slim shaft that extends all the way through the pinion shaft and through a hollow mainshaft. Besides allowing the use of many available parts, this layout has the advantage, claimable by no other rear-engined car, of a direct, locked-up top gear.

To exploit the utilitarian aspects of the Corvair the countershaft drive gear ratio was changed, unfortunately to lower the second and first gear ratios as compared with the standard Chevy box. This is unfortunate from the over-the-road performance angle, since as geared the Corvair is hard pressed to do 50 in a second--a ratio in which a car of its power and weight should be able to do some serious passing work. Using the handy floor shift lever with only moderate vigor a 0-60 time of 17.5 seconds was obtained, with two aboard. This relates as expected to a time of 18.5 seconds for an automatic-equipped car, which makes the shift from low to high at about 45 mph and can be kicked down to low at any speed under 40. The automatic's dashboard control lever is accessible and easy to operate.

WAS TUCKER RIGHT?

Before this cycle in the development of the American car is complete, somebody is bound to protest either in print or in private that GM has stolen poor Preston Tucker blind. It's true that the general layout of the Corvair resembles the one that Mr. Tucker chose for his batch

SCI Analysis:1959 Corvair

COMBUSTION CHAMBER
Viewed in profile the chamber looks like a pure wedge-type, with inclined valves, but its roof is actually slightly crowned because of a small but definite angle between the intake and exhaust valves. This angle is in turn dependent on the valve gear arrangements. Following the VW tradition of mild tuning in relation to displacement, the valves are very small 1.340-inch intake and 1.240-inch exhaust. They seat on inserts of cast nickel steel for the intake and cast chromium steel for the exhaust, and they're placed well to the sides of the combustion chamber to allow a bridge between the valves so broad that it can be supplied with its own direct finning and cooling air passage. Head finning above the chamber proper is concentrated almost exclusively around the exhaust valves and their guides.

Single valve springs, identical for all valves, close them while the familiar Chevy stamped rocker gear handles the opening. Of 1.57:1 ratio, the light rockers are pivoted from extensions of the nuts that hold the head down against the lower row of studs. Four long studs are spaced around each cylinder, those at the bottom of the engine being slightly closer together to allow them to help out with the rockers (top and bottom spacing was identical on the prototype engines). Tubular steel push rods function as on the V8's to carry oil to the rocker gear, and are surrounded by O-ring-sealed tubular housing which return oil to the crankhouse.

All problems of changing clearance with expansion are sidestepped here by the use of hydraulic lifters as standard. Placed directly below the crank, the cast iron camshaft runs directly in the aluminum crankcase at four journals. The lifter bores are horizontal and very close together for each cylinder, to allow room for all cams that had to be accommodated. Though all the intake cams are separately formed, it was found possible to save machining time by using only three very broad exhaust lobes which actuate two lifters each.

Valve timing is as follows:

	Intake	Exhaust
Opens	15 degrees BTDC	59 degrees BBDC
Closes	37 degrees ABDC	13 degrees ATDC
Duration	232 degrees	252 degrees
Overlap	28 degrees	
Lift	0.360 in.	0.360 in.

LUBRICATION AND COOLING
A helical steel gear at the flywheel end of the crankshaft, just outboard of the No.4 main, drives the camshaft through a cast aluminum gear. At the other end of the engine is a deep aluminum casting which adds rigidity to the crankcase. It carries the aft engine mount and crankshaft oil seal and houses the gear-type oil pump. This latter is driven by the bottom extension of the distributor drive shaft, which angles across the back of the engine and is driven by the crankshaft through a spiral gear set. Maximum oil pressure of 35 psi is reached at 2000 rpm and is limited to that figure by a spring-loaded relief valve.

After oil leaves the pump it passes through a full-flow oil filter, which will be bypassed only if the pressure drop through it exceeds 10 psi. If its temperature is higher than 160 degrees Fahrenheit, it then flows though an oil cooler nestling at the left rear corner of the engine, relatively far from the cooling blower. Two main oil galleries serve the lifters as well as the cam and crank bearings, the lubricant finally returning to the shallow pressed-steel four-quart oil pan. Both centrifugal force and engine vacuum advance the Delco-Remy distributor, which fires 14-mm AC plugs of type 44-FF. At first glance the plugs took hard to reach but they're actually close to the generous openings in the cooling shroud, and should be more serviceable than those of most U.S. V-8's. The upper cooling shroud could

of 26 Franklin-powered, Cord-geared "production cars," but Tucker didn't even have the good sense to leave the Franklins air-cooled. There is probably more engineering in the rear swing arm of the Corvair than there was in the entire Tucker car (with apologies to the few good men whose names were intertwined with that promotion). Enough of that line of thought.

Like rated power, price is also up in the air as this is written, but it's well known that the Big Three are aiming at "sticker prices" of under $2000 for their smaller cars, which infers a base price on the order of $1750. If they can do this, it will be a real accomplishment and a credit to Detroit's production know-how. It will also strike right at the heart of the imported car market in the U.S., which is after all, what Detroit is counting on. If this mammoth gamble is to pay off, it must cut into the buyer pool created by imports; it cannot draw deeply from the manufacturers' existing lines. More than ever, the future for the imported car will be the very specialized vehicle.

Does SCI like the Corvair? Yes, with the important reservations quoted above. It is a veritable technical orgy, and a promising basis for a long and useful development life. But most of all it personifies what we feel is important in the field of automotive safety: its fine steering and stable braking restore to the driver of an American car the kind of honest and precise control over his vehicle that he has had to do without for some three fast-moving decades. It has live nerves and quick reflexes that are worth more than all the seat belts and crash pads in the world. In the bargain, it's sparkling fun to drive.

Date: Wed, 11 Jun 1997 23:18:29 -0700
From: Kent Sullivan <kentsu@microsoft.com>
To: Multiple recipients of <corvair@jlab.mitre.org>
Subject: Multiplex question

I finally got around to installing the multiplex in my '66 Corsa convertible. I have an all-original type setup (repro wiring). When I followed the directions in the instructions provided by Chevy, the left-right balance comes out strangely. The left front and right rear speakers are the "left" channel while the "right" channel is the right front and left rear. I talked to Mark Corbin about this since he has a lot of the original Delco radio manuals, and his documentation shows this being correct--also for Chevelle and other Chevys. Any idea why Chevy did this? Seems really weird, especially since "stereo" was a new thing--seems like they woudn't want to confuse people by, in effect, mixing the left and right channels.
--Kent

Kent- the 'crossfire" speaker arrangement is correct. It is clearly shown that way in the accessory brochures. the thought was to get the maximum "mix' of sound when you had the speakers balanced. BTW, on the battery caps, i did not research this further since the caps won't fit your car .the question then becomes more of a curiosity, I guess
I'm just not curious enough to spend much time getting an answer.
Larry Claypool

****

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988363
REAR SEAT LUGGAGE COMPARTMENT COVER INSTRUCTION SHEET

CORVAIR

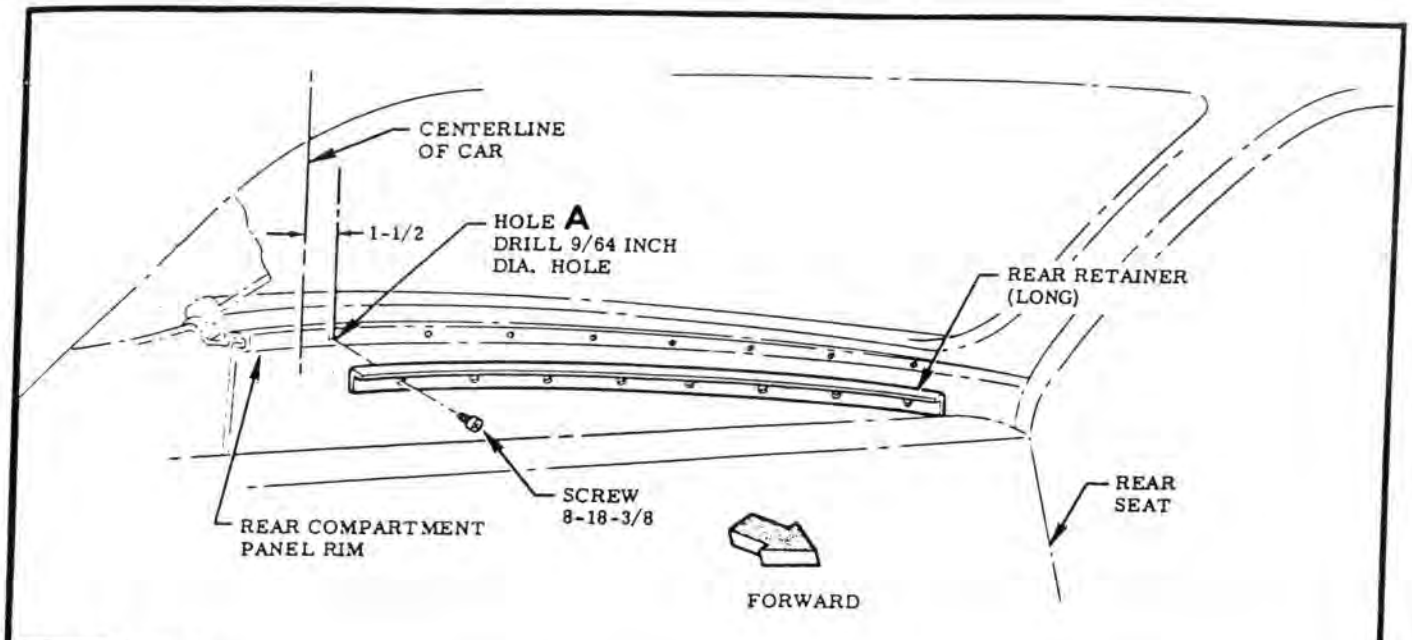

FIG. 1 DRILLING

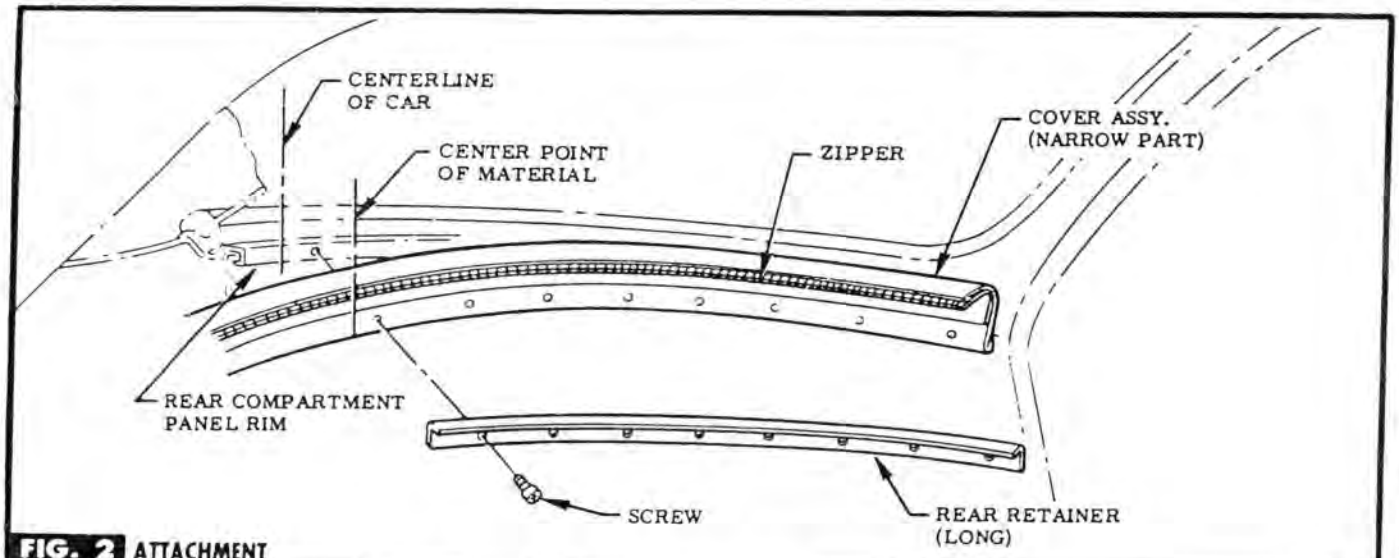

FIG. 2 ATTACHMENT

STEP 1 MARK CENTERLINE OF CAR ON REAR COMPARTMENT PANEL RIM. LOCATE, CENTER PUNCH & DRILL HOLE "A". CENTERLINE CAN BE LOCATED FROM CREASE LINE IN REAR DECK LID. SEE FIG. 1.

STEP 2 BEND ONE OF THE TWO LONGEST REAR RETAINERS (WITH FLANGE UP) TO FIT CONTOUR. LINE UP THE INNER MOST HOLE WITH HOLE JUST DRILLED & SECURE WITH SCREW. SEE FIG. 1.

STEP 3 USING RETAINER AS TEMPLATE, DRILL THRU REAR COMPARTMENT PANEL RIM FOR REMAINING SCREW LOCATIONS. SEE FIG. 1.

STEP 4 REPEAT ABOVE PROCEDURE FOR OPPOSITE SIDE.

STEP 5 REMOVE SCREWS & RETAINERS.

STEP 6 FOLD COVER ASSY. (NARROW PART) IN HALF TO LOCATE CENTER POINT & MARK.

STEP 7 KEEPING FINISHED SIDE OF MATERIAL UP, INSTALL SCREWS & RETAINER LOOSELY, STARTING WITH HOLE NEAREST TO CENTERLINE & WORKING OUTBOARD. REPEAT ON OPPOSITE SIDE. SEE FIG. 2.

STEP 8 TIGHTEN SCREWS WORKING FROM CENTERLINE TO OUTBOARD SIDES.

CAUTION KEEP THE MATERIAL TAUT TO REMOVE ALL WRINKLES.

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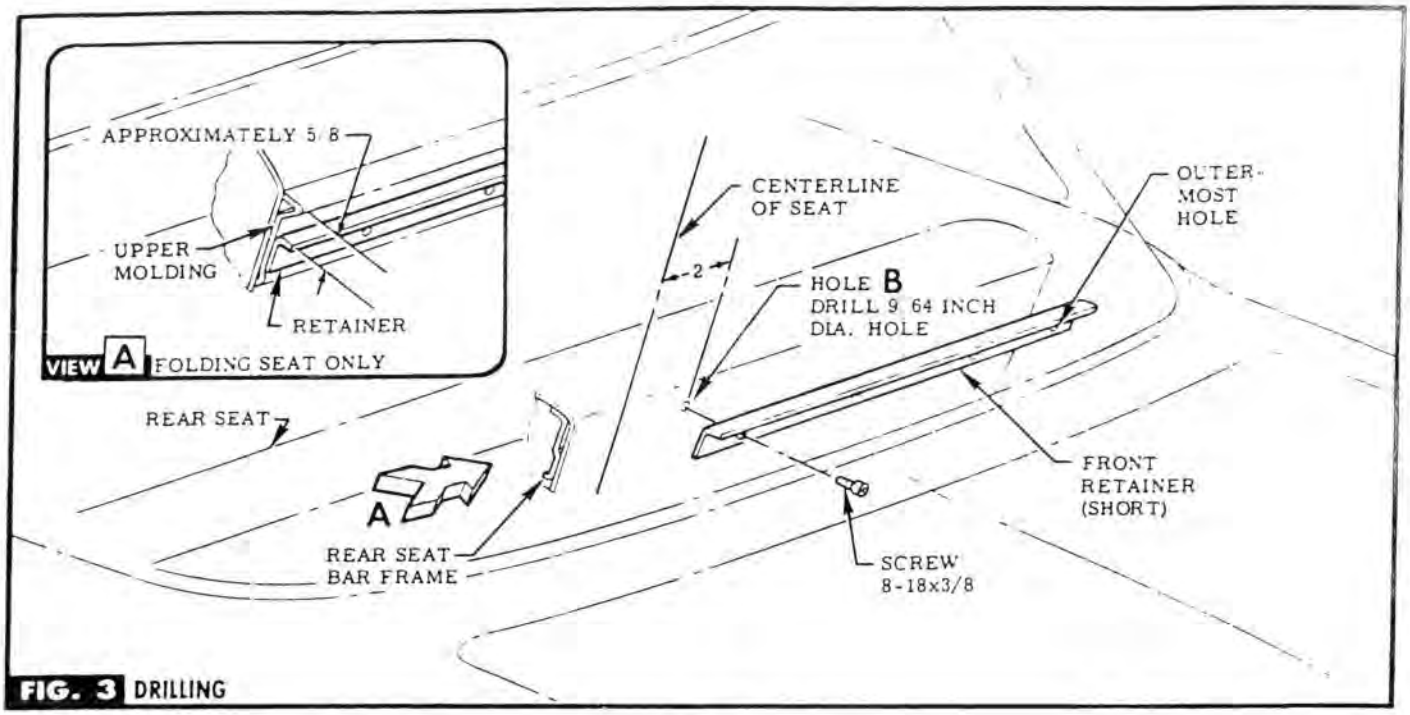

FIG. 3 DRILLING

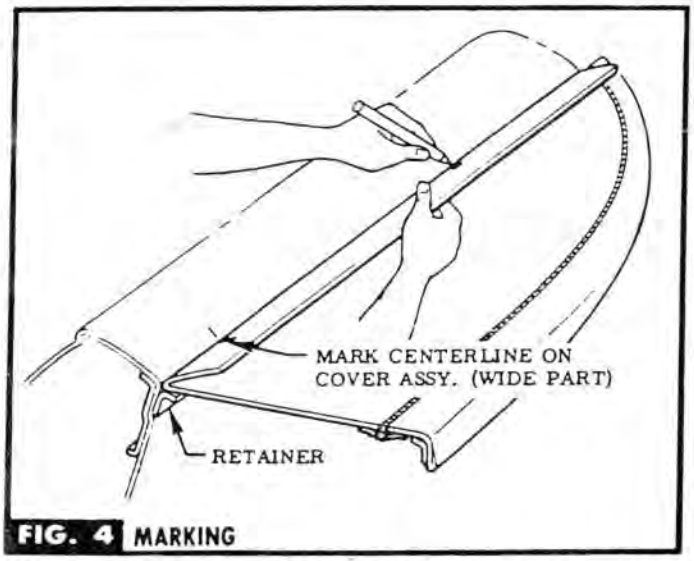

FIG. 4 MARKING

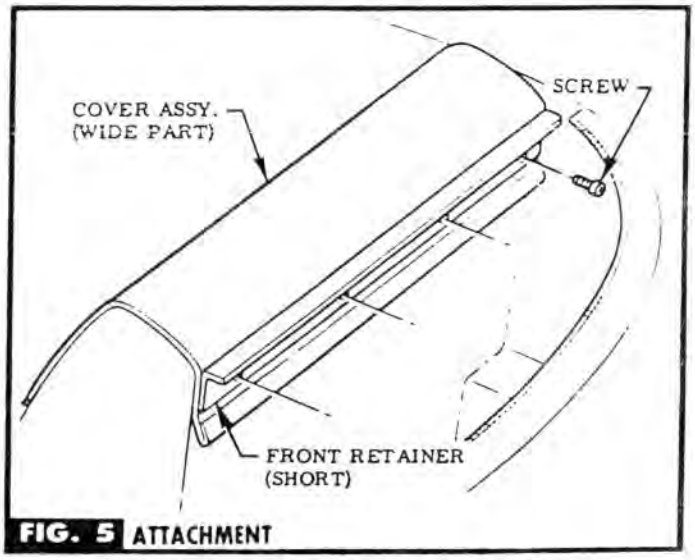

FIG. 5 ATTACHMENT

STEP 9 MARK TOP OF SEAT ON CENTERLINE. SEE FIG. 3.

STEP 10 LOCATE CENTER PUNCH & DRILL HOLE "B" IN BACK OF SEAT THRU REAR SEAT BAR FRAME OR UPPER MOLDING FOR FOLDING SEAT. SEE FIG. 3, & VIEW A.

STEP 11 LINE UP INNERMOST HOLE OF REAR RETAINER (FLANGE SIDE UP) WITH HOLE JUST DRILLED & SECURE WITH SCREW. SEE FIG. 3

STEP 12 USING RETAINER AS TEMPLATE, DRILL THRU REAR SEAT BAR FRAME OR UPPER MOLDING FOR REMAINING SCREW LOCATIONS. SEE FIG. 3 & VIEW A.

STEP 13 SECURE RETAINERS BY INSTALLING SCREW IN OUTERMOST HOLE. SEE FIG. 3.

STEP 14 REPEAT ABOVE PROCEDURE FOR OPPOSITE SIDE.

STEP 15 FOLD COVER ASSY. (WIDE PART) IN HALF & MARK CENTERLINE ON INNER SIDE OPPOSITE ZIPPER.

STEP 16 ZIP COVER ASSY. AROUND FULLY.

STEP 17 ALIGN CENTERLINE MARK ON COVER ASSY. WITH CENTERLINE ON SEAT THEN HOLDING MATERIAL TAUT MARK EDGE OF SEAT BACK LOCATION ON HEM SIDE OF MATERIAL AT INTERVALS OF APPROXIMATELY SIX INCHES. SEE FIG. 4.

CAUTION KEEP MATERIAL TAUT TO REMOVE ALL WRINKLES.

STEP 18 REMOVE COVER ASSY. & THE TWO RETAINERS.

STEP 19 LAY RETAINERS ALONG MARKS ON BOOT & USING AS TEMPLATE PIERCE HOLES THRU MATERIAL.

STEP 20 INSTALL MATERIAL & RETAINERS. SEE FIG. 5.

RICHARD E SANDY STOLZMANN
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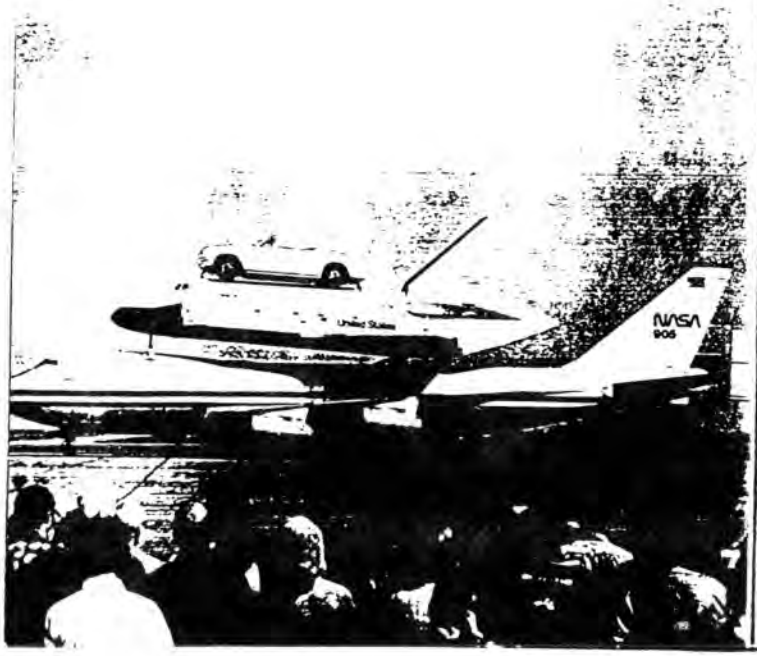
Vulcan Corvair Enthusiasts
P.O. Box 59071
Birmingham, AL 35259-9071

corsa communique

Volume 1, Number 3 November 1978



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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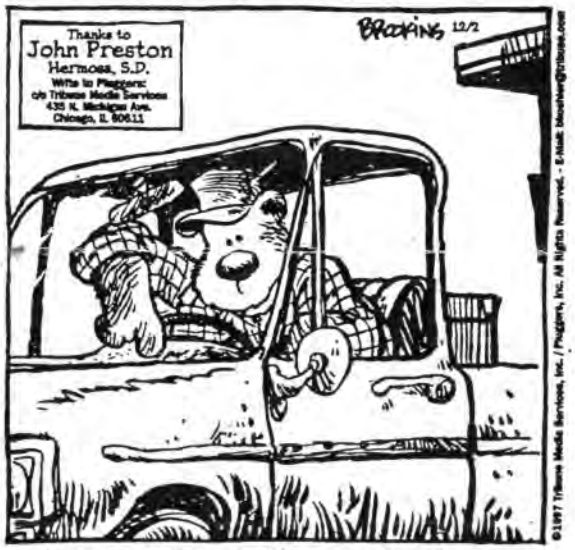
THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS

Christmas Party

Date: Saturday, December 13, 1997
Time: 7:00 PM
Place: Charles and Jan Trotter's home
(See article for directions)

PLUGGERS ■ Gary Brookins



You're a plugger if you write down the mileage of your last oil change in the dust on the dashboard.

Happy Birthday

George Miljus 12/18

Happy Anniversary

Jon & Sarah Keeton 12/19
Bob & Wilma Siemens 12/17
Grant & Mary Snead 12/01

'66 CORVAIR
BY CHEVROLET

Christmas Party

Charles and Jan Trotter
102 Allen Road
Pell City. AL
338-6828

Directions

Take I-20E going towards Atlanta
*Exit 156(Eden/Pell City)
Set odometer
*Turn Right onto Hwy 78 East
Go through Eden(there is a flashing yellow light in Eden)
Continue past the high school on right --2.3 miles.
*Turn right at the 4th traffic light just past the court house onto 19th street--2.7 miles.
Go over RR tracks(you are now on 19th Street South).
Continue through the traffic light at intersection of Hwy 231(19th St is now Hwy 34 East going toward Talledega -- 4.7 miles.
Lesley Mobile Homes is on the right.
Turn left at the Video Store and continue past the Civic Center.
At St Simon Peter Episcopal Church, bear to the right(you are still on Hwy 34 E).
Go past the Citgo Shields Country Store-- 6.7 miles.
Rita's Kitchen Cafe--7.1 miles.
Allen Road--7.5 miles.
*Turn right onto Allen Road and then left at first driveway--You're here.
*=Actual Turn
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Virtual Vairs

Date: Fri, 21 Mar 1997 14:07:37 -0500 (EST)
From: Tony Underwood <tonyu@roanoke.infi.net>
To: Multiple recipients of <corvair@jlab.mitre.org>
Subject: Re: 200 + hp

At 07:53 PM 3/20/97 -0500, Seth wrote:

>tend to be on the more moderate scale of engine building. Since I build my >own, and would have to rebuild it, as well, I see no reason to go to >extremes. My reference was to the run without the fan belt. (Check my message >again.) I know of no high performance Vair engine, autocross, racing, or >street, which can sustain any amount (greater than 10 seconds) of full >throttle, no belt, experience - without lasting damage to the basic assembly.

For reference: A few years back at a 'Vair show, I watched while a contest was held concerning how long a Corvair engine would run full throttle with no fan belt.

Now, in retrospect, I can cast an even more pained look back in that direction now than I was casting back then... they supplied, for the show, a 1960 red coupe sans fanbelt and aircleaner. The little car was dull and dirty but otherwise in pretty fair shape bodywise, although the interior could have used some work. Seems it had been acquired via channels by someone who considered '60 models as "unworthy" Corvair projects.

The engine was started, cold. The "master of ceremonies" removed the carb return spring and re-attached it so that the throttle would jump wide open upon his releasing the linkage, which he did. The engine backfired and hiccuped a few times (it was stone cold and the aircleaner/choke was removed). Finally it caught up with itself and tached up all the way to valve float, and continued to run like that for almost 5 minutes before an oil leak from what could well have been OEM factory tube seals finally flashed off from dripping on hot exhaust manifolds and a small fire started, which was put out by an intrepid fireguard with an extinguisher, who also in the process sprayed a big dose of CO2 down the carbs which killed the engine. The whole time the little 80 hp engine screamed it's heart out and never missed a beat until it was strangled by the fire extinguisher.

Word has it that after towing the car off and taking it back to the sadist's place it came from, just for funzies the engine was re-started and found to be evidently no worse off for the experience. A "spokesperson" for the show said they might use the car again the following year for another "blow up a Corvair" contest. Fortunately, they did not. Hell, these days most people are trying to *keep* a Corvair from blowing up so I'd imagine that today this sort of stunt would *not* go over well. Far as I was concerned, it didn't go over well back when they did it the first time.

Incidently, the "winner" was the fellow who picked the closest time to when the CO2 strangled the engine. Since it didn't blow up, and they'd already collected the entry fees, they used that point mark as the winning time. I for one hope this doesn't come off again anytime soon.

By the way, I stood behind the car while this was going on, and the little 80 hp engine never spit a single puff of smoke the entire time.

They made those '60s tough... (tony.. 1960 owner)

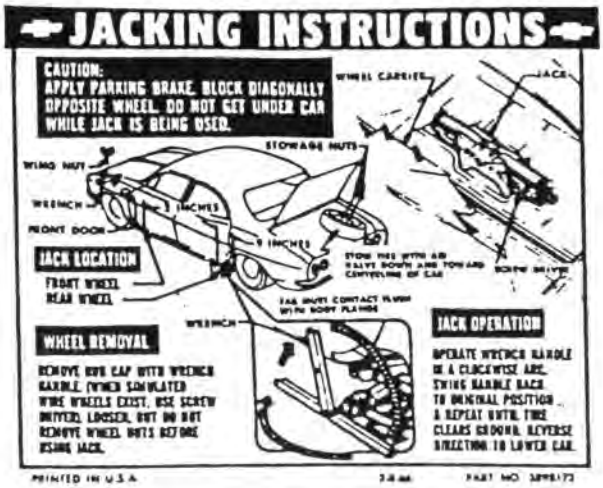
Now: If this engine had been mortified for performance purposes, it no doubt would never have withstood 5 minutes of WFO running with no fanbelt Indeed, if not for the valvefloat, this engine wouldn't have lasted as long as it did.

The little car received kudos from one fellow who felt as I did...

"If they hadn't taken the fanbelt off, it would have still been running this time tomorrow, unless it ran out of gas."

"Or until all the oil leaked out the tube seals."

Chevrolet Corvair primed and ready for winter



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59-74	V8	D		$295	1,5	$830	3,5
62-64	V8, 409	D	with 2x4 bbl carbs.	$355	1	$830	3
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53-74 Corvette - inquire - most systems available							
60-69 Corvair	6	S	exc. Turbo	$165			
60-69 Corvair	6	S	Turbo	$280			
65-69 Corvair	6	D	140 model	$255			

Date: Mon, 25 Nov 1996 14:11:48 -0800
From: Ed & Chris Angel <edangel@mail.gte.net>
To: Multiple recipients of <corvair@jlab.mitre.org>
Subject: Re: Transmission not shifiting properly

Chas Gantz wrote:
>
> Could someone tell me when the PG is supposed to shift into second gear
> either during fast acceleration or normal driving?
>
> I have the 140 engine w/ a 4bbl. installed into a '64 Monza with the
> powerglide trannie.
>
> The problem I'm having is that no matter how I accelerate it'll shift
> at 20-25 mph, and it'll never kick down to first except when I get to
> about 5 mph. I'd like to adjust it so it'll shift around 35mph. Is ier
> a way I can adjust this??
>
> Chas
> '64 Monza
>
> **********

UPSHIFTS	MPH
Minimum Throttle	10-12 1/2
Full Throttle	41-47
Part Throttle (Detent Touch)	34-41

DOWNSHIFTS	
Closed Throttle	8-12
Full Throttle	38-44
Part Throttle	23-30
Manual Low (Inhibited)	41-46

There is only one adjustment that I'm aware of that you have at your disposal that can have an effect on where your trans shifts. That would be the throttle valve adjustment and it is directly controlled by the position of throttle linkage.
To check it you need to:
1) Disconnect the throttle rod that connects to the throttle valve lever on the transmission (the rotating lever on the left side of the transmission). It's the one that comes from the front of the car and has the threaded barrel on the end of it for adjustment purposes.
2) Disconnect the throttle rod with the threaded adjustment barrel from the carburator crossshaft lever then pull it towards you to obtain a wide open throttle position. Rotate the crosshaft on the carburators to the wide open throttle position (carburator throttle lever against the stop). Adjust the threaded barrel nut to align with the hole in crosshaft lever then lengthen the accelerator rod by backing off the nut five full turns.

Hook all the linkages back up and hopefully this will cure your problem. If not theres a possibility that you could have a defective governor. Good luck! Ed.

****
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Date: Wed, 11 Jun 1997 19:52:37 -0400 (EDT)
From: Tareece@aol.com
To: Multiple recipients of <corvair@jlab.mitre.org>
Subject: astro 1

Bob is right, the ASTRO1 is at the CORVAIR MUSEUM in Richmond, VA. Expect CECIL MILLER of CORSA, NC to be at the CONVENTION with some Museum pieces...Cecil is the Operations Manager of the museum, the rock of Gibralter...Past prez of Corsa as well, I believe...at least director of board...
YA GOTTA GO SEE THIS MUSEUM....open 4 times a year they will also unlock the doors if you're on vacation and passing through...just call a week or so in advance...
The pieces that are on loan from GM are, I believe on permanent loan. The SUPER SPYDER is there and totally refurbished, and running also. An interesting story on that is that when the delivery driver was asking ' where do you want it' , Wade Lanning (the curator) said ' just roll it off here and we'll push it in." The driver looked at him and said, ' wouldn't it be easier to drive it off?' Lanning and Miller glanced at each other and (according to legend) grinned maddingly at each other with traces of foam appearing from their mouths...When the driver cranked up the car, it was "heaven', so sayeth Miller when he related this story to me afterward. Lanning and he decided to drive the car around the block and it was an experiance that he said was " unforgettable"....Makes ya think of how lucky it would be to drive the 15 million dollar test Vette , eh? Lucky guy, get him to tell ya the story at the convention----you won't have to say anything but, 'Does the Super Spyder run?" He'll tell it all.....
Another thing about the Super Spyder....It was delivered right after GM had that Parts strike a year or so ago. Someone had beadblasted the wheels and reconditioned them, got the car running---purringly--- and had done alot of detail work on it during the downtime....I thought it was a hell of a thing for someone to do to a car that Miller said was just sitting in a warehouse collecting dust....
HATS OFF to the guy that was concerned about the appearance of a 30-year old meaningless (except to a diehard few) automobile from a era long dead...

They also have the Electrovair (a blue late model--complete w/ batteries) and the Super Monza.... A lot of videos (especially of that south america documentary trip), it is a world of info----- a MUST see !!!!!!
Todd Vairhead Volunteer for losing and forgotten causes

****
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"Hi! My name is John and I'll be your ticket-writer this evening!"

From: Barry Lee Spink <baysprin@mont.mindspring.com>
To: Montgomery.Office(MikeD),Montgomery.SMTP("BSPINK@c...
Date: 10/15/97 7:36am
Subject: Ha!

> Great Headlines
> >
> >> - Include Your Children When Baking Cookies
> >> - Something Went Wrong in Jet Crash, Expert Says
>> - Police Begin Campaign to Run Down Jaywalkers
> >> - Safety Experts Say School Bus Passengers Should Be Belted
> >> - Drunk Gets Nine Months in Violin Case
> >> - Survivor of Siamese Twins Joins Parents
> >> - Iraqi Head Seeks Arms
> >> - Prostitutes Appeal to Pope
> >> - Panda Mating Fails; Veterinarian Takes Over
>> - Lung Cancer in Women Mushrooms
> >> - Eye Drops Off Shelf
> >> - Enraged Cow Injures Farmer With Axe
>> - Miners Refuse to Work After Death
> >> - Juvenile Court to Try Shooting Defendant
>> - Stolen Painting Found by Tree
> >> - Two Sisters Reunited After 18 Years in Checkout Counter
>> - Killer Sentenced to Die for Second Time in 10 Years
> >> - Never Withhold Herpes Infection from Loved One
> >> - If Strike Isn't Settled Quickly, It May Last a While
>> - Cold Wave Linked to Temperatures
> >> - Deer Kill 17,000
> >> - Enfields Couple Slain; Police Suspect Homicide
>> - Red Tape Holds Up New Bridges
> >> - Typhoon Rips Through Cemetery; Hundreds Dead
>> - Man Struck By Lightning Faces Battery Charge
> >> - New Study of Obesity Looks for Larger Test Group
>> - Astronauts Take Blame for Gas in Spacecraft
> >> - Kids Make Nutritious Snacks
> >> - Chef Throws His Heart Into Helping Feed Needy
>> - Arson Suspect Held in Massachusetts Fire
> >> - Ban On Soliciting Dead in Trotwood
> >> - Local High School Dropouts Cut In Half
>> - New Vaccine May Contain Rabies
> >> - Hospitals are Sued by 7 Foot Doctors

From: Barry Lee Spink <baysprin@mont.mindspring.com>
To: Montgomery.Office(MikeD),Montgomery.SMTP("TiggerLM..
Date: 11/5/97 8:35am
Subject: 20 things...

Here's one for all you fans of "action movies" & speghetti westerns:
-Chris
****

20 Things Guys Learned From Action Movies

1. No matter what my problem is, it's the fault of someone other than myself, and the appropriate response is to find that person and kill him with my bare hands.

2. To be truly attractive, a woman must wear high heels and an outfit so tight you can tell whether she's cold or not from across the room.

3. There are two kinds of women in the world: The type that want to go to bed with you, and the type that want to kill you. Both types are physically attractive and under 25 years old.

4. If I rudely argue with my boss in front of my co-workers, not only won't he fire me, but he will gain a profound respect for me.

5. If I can find an important enough mission, it will supersede my obligations to perform household chores, bathe, and call the next day.

6. If I go without bathing, swear a lot, and treat women badly, they will adore me.

7. If a woman tries to clean a bullet wound and I curse in pain, she will fall in love with me.

8. Anyone who isn't a cop, mercenary soldier, and/or private investigator is a homosexual. Or at least a sissy.

9. If I have a prolonged fist-fight with another guy and neither of us dies, we will become best friends.

10. My archenemy will bear an uncanny resemblance in age and bearing to my father, and he will make it clear that he has gained a deep respect for me before I kill him with my bare hands.

11. When I shoot people, they will die quickly and cleanly, and I will never be arrested or troubled by their widowed wife and children. When people shoot me, however, I will at most receive a flesh wound, which will be tended to by a beautiful woman.

12. If I'm white I will befriend at least one black guy, or one white guy if I'm black. If I am Latino the monster/villain will kill me halfway through the film, urging the hero to even greater levels of violence.

13. If an aged scientist is involved in any way, he will have a beautiful daughter who will gaze at me adoringly.

14. If royalty is involved, it will include a beautiful princess who will gaze at me adoringly.

15. If I have a kid partner, he will be tightly-muscled, clean-cut, and gaze at me adoringly.

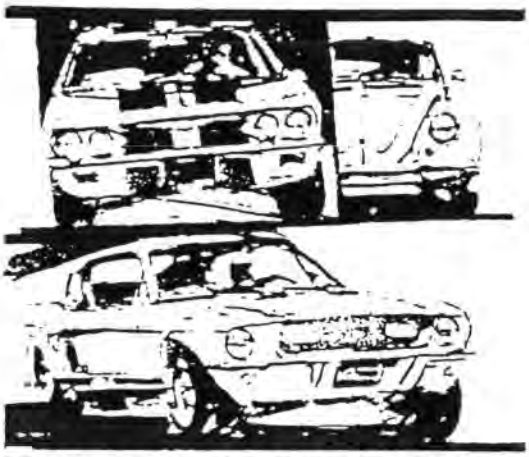
16. If I am asked to compete against a world champion at any sport or game of any type, I will win. This will infuriate my opponent, who will then try to kill me.

17. If I am given a surprise attack, I will be attacked by only one or maybe two people at a time, and I will find that I am well-skilled in Karate and Jujitsu, and if all else fails, I will always have one last firearm hidden somewhere on my body.

18. If my opponent has a sidekick or henchman, he will never have a sensible name like Rick, or Steve.

19. Beautiful women will frequently furrow their brows with concern and ask, "When's the last time you got any sleep?" They will never ask when I last bathed or used the toilet, although I apparently never do those things either.

20. While chasing or fleeing from an enemy, I can drive anything with a motor recklessly at 100-130 miles per hour without a seatbelt, with ammunition filling the passenger seat, and nothing will fall out of place. Also, no police will ever catch me; they'll just look in amazement in my direction.



NO BLUEPRINT

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IECO

Recipe of the Month:

Rhubarb Upside-Down Cake

3 cups rhubarb, sliced	1 egg
1 cup sugar	1 tsp. vanilla
1/3 cup butter or margarine	1/2 cup milk
1 1/2 tsp. baking powder	1 1/4 cup flour

Preheat the oven to 350 degrees.

In a large saucepan, combine the rhubarb and 2/3 cup of the sugar. Cook over low heat, stirring until the sugar melts. Spread this mixture over the bottom of a well-greased 8 or 9 inch pan.

In a mixing bowl, beat the butter or margarine with the remaining 1/3 cup of sugar and the baking powder until fluffy. Gradually alternated the milk and flour, beat in the egg and vanilla and blend well. Spoon the batter evenly over the fruit layer.

Bake for 35 minutes. Cool in pan loosen edges with a knife and turn out onto a platter.

VAIR HEELS

985104
CARGO NETTING INSTRUCTION SHEET

GREENBRIER 1206

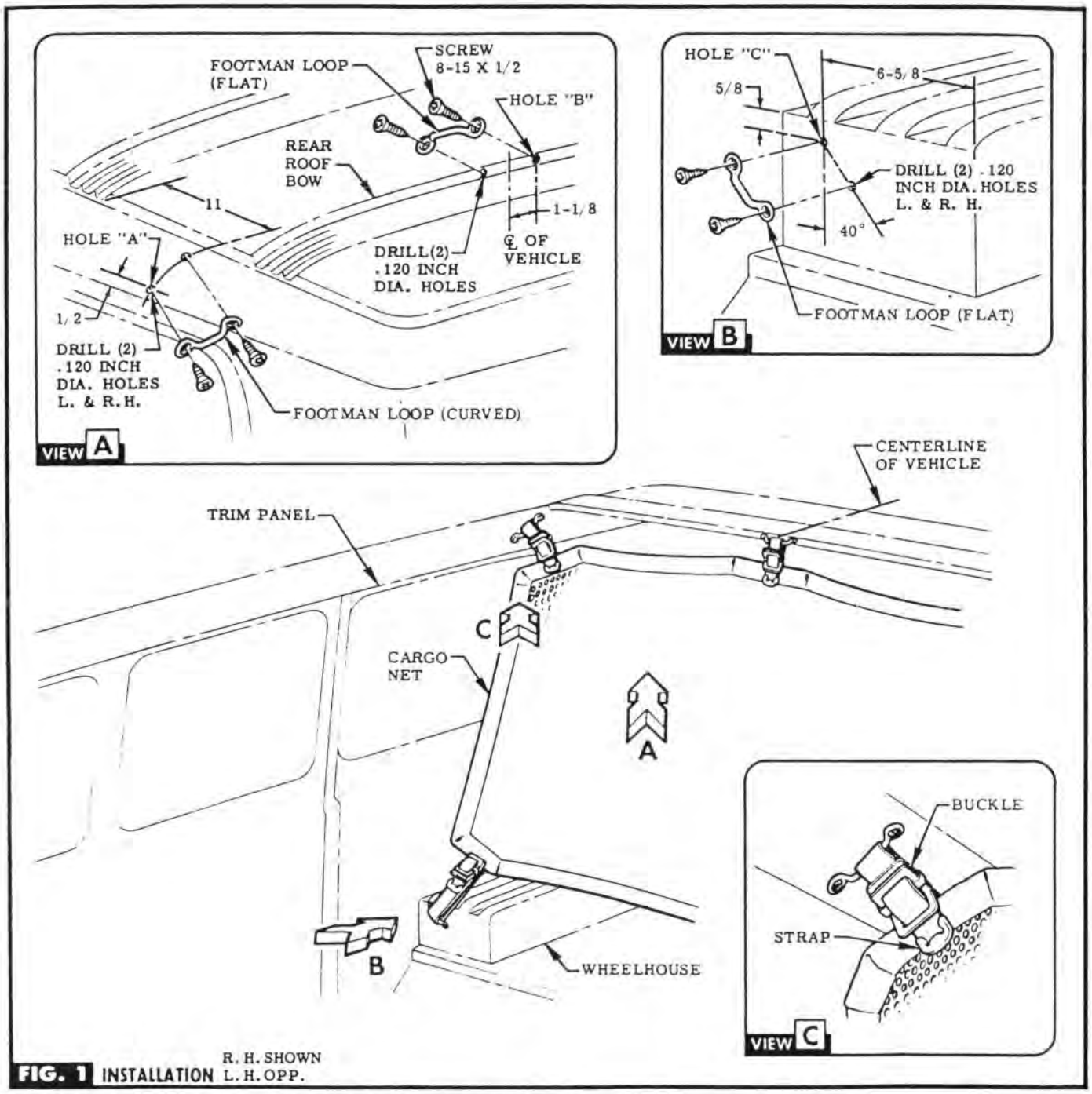

FIG. 1 INSTALLATION R. H. SHOWN L. H. OPP.

STEP 1 USING DIMENSIONS SHOWN LOCATE, CENTER PUNCH & DRILL HOLES "A", "B" & "C". FASTEN FOOTMAN LOOPS WITH SCREWS LOOSELY INSTALLED. SEE FIG. 1 & VIEWS A & B.

STEP 2 USE FOOTMAN LOOP AS TEMPLATE & DIMENSIONS SHOWN, DRILL THRU REMAINING HOLES. INSTALL REMAINING SCREWS & TIGHTEN ALL SCREWS. SEE FIG. 1 & VIEWS A & B.

STEP 3 INSTALL NET MAKING SURE BUCKLES FACE TOWARD FRONT OF VEHICLE. LOOP STRAP THRU FOOTMAN LOOP THEN THRU BUCKLE. SEE FIG. 1 & VIEW C.

CAUTION Do not tighten until all (5) buckles are fastened. Apply tension to net by taking in straps. See Fig. 1 & View C.

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Birmingham, AL 35259-9071

MAY IT BE FILLED WITH LOTS OF
GREASE & PEACE

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

VCE meetings are held 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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