



The Oil Drop



Volume 25, Issue 01

The Official Newsletter of the Vulcan Corvair Enthusiasts

January 2004

Next Meeting

Date: January 16, 2004

Time: 07:00 PM

Location: Vestavia Hills Library

As usual, this month's meal will be potluck.
Bring your favorite dish.

December Minutes

By Harold Hartline

There was no official December meeting, however we owe a kind word of thanks to Joe and Rozelle Doughty for opening their beautiful home for our Christmas party. Joe and Rozelle, thank you again for the effort and all the hard work. A feast was spread and everyone seemed as if they were at home among close friends. It was simply a delightful evening.

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- 2 Rambling Thoughts
- 2 Azalea Run
- 2 Tech Tips
- 3 Birthdays and Anniversaries
- 3 Calendar Of Events

Dues Are Due

Got 10 of these?



Yes, it's that time of year (again). Dues are due (\$20.00) and it's time to "pay the piper", or you can just pay our treasurer, John Hathaway. Better yet, come to the next meeting and renew personally. If you need to renew by mail, send \$20.00 to:

John Hathaway
1406 Highland Lakes Trail
Birmingham, AL 35242



RAMBLING THOUGHTS

By Harold Hartline

While rereading a favorite book, Cannery Rowe by John Steinbeck, I was reminded of one of the more interesting characters in the book. He had been scrounging parts for a boat he was building. But, when he had a version of one almost finished he would tear it down and start over. He loved boats but was terrified of water. He knew that if he actually finished a boat his friends would ask, "Why don't you put it in the water; will it float?" The thought occurred to me that there may be a remote parallel here with some of our corvair projects. Once you have put your heart and soul into a restoration project and it has been finished to better than new, the moment of truth approaches. A thousand questions run through your mind- "did I get the timing mark right?", "are the lifters too tight?", "will it start?", "will it be reliable?", and on and on. Self doubt can do a number on us but most of the time it is unwarranted. Usually a few things have to be tweaked on a shake down run but that is to be expected on any restoration project. Once you get a few miles behind you, your confidence comes back and you realize how much fun it is to drive an old corvair.

AZALEA RUN

By Harold Hartline

Every year for a time now, I have intended to make a trip to Mobile when Azaleas are at their peak. If you catch the season at peak it is a sight to behold. The problem has been that by the time the blooms appear in our area they are past season in Mobile. Maybe we can find out when they are expected to peak and plan a drive down there. Just a thought for the back of your mind.

Tech Tips

Pressure Test Your old oil coolers!!

By Mickey Hunter

During restoration of Brannon's '66 Coupe I experienced oil cooler problems. I had just finished rebuilding the engine and was ready to install it in the car. Once I had the engine in the car I performed an oil pressure test. I looked for any obvious leaks on top while I was running the drill to turn the oil pump. I had already checked for leaks underneath when I filled the engine with oil. After making sure the engine had good oil pressure and I was satisfied everything was well lubricated I removed the drill and installed the distributor. Then Brannon brought my attention to a big puddle of oil on the garage floor. My first thought was that I forgot to tighten something or I left something off the engine. The oil was leaking from the lower shroud on the driver's side of the car. After removing the lower shroud it was evident the oil was leaking from the oil cooler. I acquired another oil cooler and installed it on the engine. Once again I ran the oil pump to check for leaks and once again the oil cooler had a leak. This time when I found another oil cooler I realized I need a way to pressure test the oil cooler prior to installing it on the engine. I fabricated a test rig to bolt to the oil cooler and pressurized it with air. When the oil cooler was pressurized I placed it in a bucket of water to check for leaks. I installed the good cooler on the engine and when I ran the oil pump this time there were no leaks. I finally got the engine running with Harold's help -- but that's another story.

HAPPY BIRTHDAY

Bob Siemens	01/12
Walt Davison	01/23
Jake Langner	01/25
Wilma Siemens	01/27
Jeb Langner	02/12
Jamie Steadman	02/16
Louise Hartline	02/23
Joyce Miller	02/25
Barbara Witkos	02/26
Molly Miljus	02/27

HAPPY ANNIVERSARY

Frank & Rene Ranelli	01/12
Tom & Faye Collier	01/13
Walt & Marilyn Davison	01/23
Mickey & Robin Hunter	01/26
Buck & Jewell Hinkle	02/05

CALENDAR OF EVENTS

Pigeon Forge Jan 23-24 2004 By Harold Hartline

I understand that the midwinter Corvair gathering in Pigeon Forge is on again this year. Although I have not seen anything in writing, the following came from Hugh Saylor, East Tennessee Club, who has been involved in this gathering in the past. Hugh said there will be a different group sponsoring the meeting and the location is different.

Sponsors: Naders Raiders, Ga.

Place: Holiday Inn Resort near Apple

Barn 1-877-345-5566

Rate: 54.99 per night

Activities: Hospitality Party – Fri 23.

Buffet Breakfast – Sat 24.

Go cart racing

Shopping

Sky Lodge Galingberg

Check out: 11 am Sun 25

For those of you who have not made this gathering, it is different from the run of the mill corvair gathering. There is rarely more than one or two corvairs. Most people drive modern cars. The primary reasons people go is to visit with old friends, browse the shops and enjoy the scenery. The East Tennessee countryside is mostly hills and hollows and when blanketed with fresh snow are reminiscent of Currier & Ives card scenes.

Both Pigeon Forge and Gatlingberg decorate heavily for the season and leave the decorations up thru January.

February 13–15, 2004 Corvair Lovers Holiday West Florida Corvairs

Come to Navarre Beach FL for a relaxing weekend with our usual activities plus some new ones. Contact Mary Mierzwa, 4694 Gregg Ave., Pace FL 32571, 850/994-5399.

April 23–25, 2004 Springfest Corvair Atlanta & Heart of Georgia Corvairs

For the 20th year, come to beautiful Helen GA. Contact Mike Clark, 285 Lakeshore Dr., Stockbridge GA 30281, 770/474-9075.

June 15–19, 2004 CORSA International Convention Central Kentucky Corvair & Derby City Corvair

The 2004 Convention will be held in Lexington KY. The host hotel is the Hyatt Regency, 859/253-1234. Contact Greg Scarborough, 859/278-6081, or visit our web site at www.kycorsa.com.

The 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 dues of \$20.00/year pay for a family membership and 12 issues of the *Oil Drop* newsletter.

President: Harold Hartline (256) 747-2308

Vice President: Russell Thuleen (205) 678-7979

Secretary: Joe Doughty (205) 995-0131

Treasurer: John Hathaway (205) 408-4063

Newsletter: Mickey Hunter (256) 773-1683

Hospitality: Jon & Sarah Keeton (205) 841-5169

Arrangements: Jewell Hinkle (205) 780-0549

Website:

<http://clubs.hemmings.com/vulcancorvair>



Guess who? Does anyone remember this picture?



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



ADDRESS CORRECTION REQUESTED

Richard & Sandy Stolzman
376 Burgess Drive
Springville AL 35146



The Oil Drop



Volume 25, Issue 2

The Official Newsletter of the Vulcan Corvair Enthusiasts

February 2004

Next Meeting

Date: February 20th 2003 ⁴

Time: 7:00 PM

Location: Vestavia Hills Library

This month's meal will be potluck. Bring your favorite dish.

January Minutes

By Joe Doughty

The meeting was held on January 16, 2004 at 7:00 P.M. at the Vestavia Library beginning with a fine potluck dinner.

President Harold Hartline called the business meeting to order and asked for a treasurer's report. Treasurer, John Hathaway reported that we had a bank balance as of December 31, 2003 of \$97.46 but that with 2004 dues now payable the money was starting to come in and the balance would be increasing.

Harold Hartline thanked Joe and Rozelle Doughty for opening their home for the Christmas party held there on December 6.

Harold also thanked Chris and Frances Rothe for the fine job they did in publishing the Oil Drop for the year 2003. Mickey Hunter will be doing the newsletter for 2004 and he has already done a good job with the January issue.

Harold mentioned several upcoming events and encouraged attendance by members. These events were: Pigeon Forge Midwinter Gathering on January 23-24, Corvair Lovers Holiday February 13-15 at Navarre Beach, Springfest at Helen, Georgia April 23-25 and the CORSA International Convention at Lexington, Kentucky June 15-19.

Harold also mentioned a possible club trip to Mobile during spring when the azaleas are blooming.

John Hathaway said it was time to make our annual donation to the Vestavia Library for the use of the meeting room and that he would be making that payment soon.

Jewell Hinkle said our need for flower money had outstripped the resources of the treasury and she made a motion that we donate \$1.00 at each meeting to be placed in the flower fund. The motion carried and Jewell collected \$26.00 at the meeting.

A motion was made that we elect someone to handle the flower fund and related business and since Carol Keller was absent she had the luck of being elected.

Russell Noble said that we needed an updated membership list with both mailing addresses and E-mail addresses. Harold Hartline called for one to be prepared as soon as dues have been paid for 2004 so that we can determine who are still members.

Harold announced that Mickey Hunter would hold a tech session as soon as the meeting was adjourned.

With no further business to be handled the meeting was adjourned.

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- 2 Gathering at Pigeon Forge
- 3 Swap Shop
- 3 Corvair Memorabilia

HAPPY BIRTHDAY

Jeb Langner	2/12
Jamie Steadman	2/16
Louise Hartline	2/23
Joyce Miller	2/25
Barbara Witkos	2/26
Molly Miljus	2/27
Jan Trotter	2/27
Paul Miljus	3/3
Cary Miljus	3/3
Charlie Drake	3/6
Frank Ranelli	3/6
Richard Stolzman	3/30

HAPPY ANNIVERSARY

Buck & Jewell Hinkle	2/5
Joe & Rozelle Doughty	3/19

CALENDAR OF EVENTS

February 13–15, 2004 Corvair Lovers Holiday West Florida Corvairs

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GATHERING AT PIGEON FORGE

By Harold Hartline

Thought you might be interested in a brief report on this years Pigeon Forge meeting. This mid-winter retreat has been on going for a number of years now. This year's event was sponsored by a different group, The Naders Raiders, a large corvair club from the Atlanta area.

Holiday Inn Resort, in Pigeon Forge was the host hotel this year, which judging by the comments I heard, was considered by most to be an improvement over the old meeting place.

Naders Raiders hosted a hospitality gathering Friday night with food, drinks and plenty of visiting. Our club had a total attendance of eight people, which was enough to receive a plaque for most club participation. A number of other clubs had seven members attending with a total attendance of about 90. Our group included Joyce and Linda Miller, Ed and Carol Keller, Bob and Wilma Seimens and Harold & Louise Hartline.

Saturday's activity included go-cart racing and shopping and shopping and shopping. I can't say where the women went but I do know they put in a hard day and brought back loads of packages. I admire their stamina. As for the guys, the shopping highlight was a new tool outlet, which featured every brand name I have ever heard of.

Saturday night featured a gathering for dinner at the Ski Lodge Restaurant. A sign at the foot of the mountain said "No Parking, Ride Ski Lift". Of course this was ignored by some of us and after a considerable drive up & up steeply winding roads we learned the sign was correct. The place was crowded with people, many enjoying the ski slopes and ice rink. You really get a sense of being in the mountains.

I noticed one of the waitresses who came to our table had an accent from somewhere other than Tennessee. She was from Russia. When asked if she learned to speak English before she came here she replied "I learned English last month". She was a delightful young woman who seemed happy to be here. Also, there were two young Russian women working at the Holiday Inn. All in all, it was a very pleasant winter break.

SWAP SHOP

FOR SALE

1963 Monza, White paint, Red Interior, 5K actual miles, \$12,500
(303) 697-6863

FOR SALE

1965 Corvair 500, Red "\$65.00" paint job, 3 spd, Runs and drives good, \$1300.



Jeff's Auto Sales
(205) 295-0777 Jasper AL

FOR SALE

'61 or '62 Lakewood Station Wagon, powerglide, interior okay



W. Baker Quinby
5601 Hunter's Valley Ct. Apt. J
St. Louis, MO 63129
(314) 221-3686 email: warhrs@earthlink.net

FOR SALE

25 parts cars
Norman's Chevron 201 Hargrove Rd
Tuscaloosa 356401
Home: (205) 553-2387, Cell: (205) 799-3594



Corvair Memorabilia

By Mickey Hunter

While enjoying the January issue of the *Communique* I noticed an interesting article. I know some of you out there have visited Ebay and know there is a lot of corvair related articles for sale. I have bought a few items and bid on some others. But after reading the article entitled "The \$3,000 Question" I learned that some of the corvair memorabilia hoarded in your attics, garages, or basements may be worth digging out. The article I'm referring to mentioned a Corvair Loadside tin toy carrying an imaginary load of Coca Cola bottles. This toy; according to the article, brought \$3,063.06 and received 32 bids. That is enough to buy a Corvair in good running condition! So if you have any interesting Corvair memorabilia you might think about scrounging through those old boxes and rounding it up. You never know, maybe you have an item worth a fortune to someone else.

REQUEST FROM FELLOW EDITOR

*Tim Mahler, editor of Prairie Capitol Corvair's "Flatsix" asked that we place the following in our newsletter: Hello my name is Tim Mahler. I am running for the CORSA Board of Directors in the upcoming CORSA election. I have a desire to give something back to CORSA so both current and future members will be able to benefit from the organization, and its activities. CORSA is an excellent organization that I am proud to have joined. My mission as editor, and officer in the local club has been and is to have fun with our Corvairs. I hope to apply that on the national level as well. Further information about me, and your ballot, should be in the March *Communique*. I ask for your support and your vote in the upcoming election. Please feel free to give me a call or email if you have questions or concerns. Tim Mahler, Flat6vair@insightbb.com (217) 793-3824.*

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Harold Hartline's Rampside in Warner Robbins GA



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Volume 25, Issue 3

The Official Newsletter of the Vulcan Corvair Enthusiasts

March 2004

Next Meeting

Date: March 19th 2004

Time: 7:00 PM

Location: Vestavia Hills Library

This month's meal will be potluck. Bring your favorite dish.

February Minutes

By Joe Doughty

The membership gathered at 7:00 P.M. on February 20, 2004 for fellowship, a fantastic meal and a business meeting at the Vestavia Library.

After the meal President Harold Hartline opened the business meeting with a call for a treasurer's report and Treasurer John Hathaway reported a bank balance as of February 20 of \$295.46. He also said that dues for the year 2004 were still coming in and that

Continued on page 2

Azalea Trail

By Harold Hartline

According to the Mobile Travel Bureau the end of March and the beginning of April is the best time to see the Azaleas in bloom. This is also a good time of year to visit Bellingrath Gardens and Home. Over 250,000 Azaleas will be in bloom. Azaleas are also complemented by Lilies, Pansies, Tulips, Snapdragons, and many more.

Mobile is a beautiful old port city which is always interesting to visit. In a good year for Azaleas, it is truly spectacular. Live oaks, draped with Spanish moss, line the streets of old neighborhoods with beautiful homes and gardens. The Azalea Trail is 35 miles long and winds through the town. Some of the best homes and gardens are featured.

March 26, the weekend after next meeting, seems to be a good time to make the drive. Driving the 35 mile trail and visiting the gardens will probably take two days. This means leaving Thursday March 25. We can plan a caravan at the meeting.

The following is hotel information provided by Carol Keller. The best time to see the azaleas is Mar. 25 - 28th. The Bellingrath Gardens is the place to go. The Azalea Trail Run is that weekend. Some of the Historic homes are open and there is a Southern Living Garden School happening

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the balance was growing.

Jewell Hinkle collected \$1.00 from each person present to be placed in the club flower fund.

Russ Thuleen showed off his trophies won at the recent Navarre Beach Corvair Lover's Holiday where he entered his beautifully restored Rampside.

Harold Hartline described the trip to the Pigeon Forge annual event and showed a framed award presented to our club for the best participation.

Harold Hartline again discussed the possible club trip to Mobile when the azaleas are in bloom, possibly sometime in March. He also reminded everyone of the annual Springfest in Helen, Georgia on April 23 – 25 which is jointly sponsored by Corvair Atlanta and the Heart of Georgia Corvair Club. He also touched on the annual CORSA International Convention in Lexington, Kentucky on June 15 – 19 and that rooms were available in a hotel a short distance from the host hotel but at a cheaper rate.

Harold reported on the Corvair Lover's Holiday at Navarre Beach by saying it appeared that about the same number of people as usual were in attendance but there seemed to be fewer cars than usual. Also the weather was bad which can put a damper on any event.

There being no further business a motion was made, seconded and passed to adjourn.

With Deepest Sympathy

Former club member Bobbie Floyd, of Macalla Al, passed away February 23, 2004. We offer our thoughts and prayers during this difficult time.

at that time. The Hampton Inn I-10 West is available as follows:
 Hampton Inn I-10 West/Bellingrath Gardens
 5478 Inn Road
 Mobile, AL 36619
 Phone: 251-660-9202
 888-568-3960
 Best rate: \$62.10 for 2 DBL – NS



Dues Are Due

Please send dues payment (\$20.00) to:

John Hathaway
 1406 Highland Lakes Trail
 Birmingham, AL 35242

Tech Topic

By Harold Hartline
 Adjusting Head Lamps:

1. Measure distance from center of lamps to ground.
2. Move 20' away from lamps.
3. On some flat surface, mark aim points 1' lower than measurement in step 1 above.

Source: Talk DIY, Feb 28, 2004

Happy Birthday

Paul Miljus	3/3
Cary Miljus	3/3
Charlie Drake	3/6
Frank Ranelli	3/6
Richard Stolzman	3/30
Sarah Smith	4/6
Natalie Rothe	4/8
Joshua Rothe	4/9

HAPPY ANNIVERSARY

Joe & Rozelle Doughty 3/19

FOR SALE

1966 Corvair Monza:

The car has had **all bodywork done** and is ready for paint. **Brakes** have been completely redone with **new tires** also. The engine will run but it needs a starter bendix and one carb needs an accelerator pump. There are new carpets and headliner with the car. It is a **2 door coupe with auto and A/C!**

Please contact Blake Moore, (251) 344-2988 home.
Pgr (251) 582-0847 or nbmjr@bellsouth.net.



CALENDAR OF EVENTS

March 26-28, 2004

SECC Autocross

SouthEast CORSA Council

In scenic Mt. Dora FL, north of Orlando, one of the finest autocross sites in Central Florida. Also

the weekend of the Mt. Dora Antique Boat Show with lots of Chris Crafts, Amphicars, and Woodys. Two days of autocrossing, novice school, combination road course and parking lot course layout. Welcome all model vehicles to participate. Contact Sarah Jones, 1488 Old Kings Road, Holly Hill, FL 32117, 386/258-7161.

April 23-25, 2004

Springfest

Corvair Atlanta

Heart of Georgia Corvairs

For the 20th year, come to beautiful Helen GA for Friday night hospitality, valve cover races, funkhana, concours and people's choice shows, and more. Host hotel is the Helendorf Inn, 800/445-2271, call by 2/27. Contact Mike Clark, 285 Lakeshore Dr., Stockbridge GA 30281, 770/474-9075.

June 15-19, 2004

CORSA International Convention

Central Kentucky Corvair

& Derby City Corvair

The 2004 Convention will be held in Lexington KY. The host hotel is the Hyatt Regency for \$99 rate, 800/233-1234 or 859/253-1234, or make reservations online at <http://lexington.hyatt.com/groupbooking/corv>. Contact Greg Scarboro, 859/278-6081, or visit our web site at www.kycorsa.com.

More hotel information for National Convention:

Marilyn Young found a great hotel in Lexington for \$49.95/night. It is the Quality Inn "Northwest" just 2 miles from the Host Hyatt Hotel. Call Marilyn at (386) 257-1800 or e-mail her at tcorvair@cfl.rr.com. There is a bus to the Host Hotel every 30 minutes. The Quality Inn has a deluxe Continental Breakfast. Check their web site at qualityinn.com (check rate availability under Area Information/Lexington.)

821.00

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Website:

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George's recently restored Greenbrier. SHARP !!!!!!!!!!!



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Volume 25, Issue 4

The Official Newsletter of the Vulcan Corvair Enthusiasts

April 2004

Next Meeting

Date: April 16th 2004

Time: 7:00 PM

Location: Vestavia Hills Library

This month's meal will be potluck. Bring your favorite dish.

Dues Are ^{still} Due

Please send dues payment (\$20.00) to:

John Hathaway
1406 Highland Lakes Trail
Birmingham, AL 35242

March Minutes

By Harold Hartline

The meeting was opened at 7:00 pm and yet another bring-a-dish spread was enjoyed by all who attended. We had two guests, Pete Wood, from Birmingham and Brook Welch who

recently moved here from Oklahoma. Pete has a 140 corsa, which evidently was disassembled by some one else. He expressed a desire to have someone familiar with 140's look at the project and give him some pointers. Brook indicated that she would be attending club meetings and hopes to make the trip to Helen Georgia.

Treasurer John Hathaway gave his report. Our bank balance was given as \$397.76. Jewell Hinkle passed the hat for our flower fund and collected \$47.

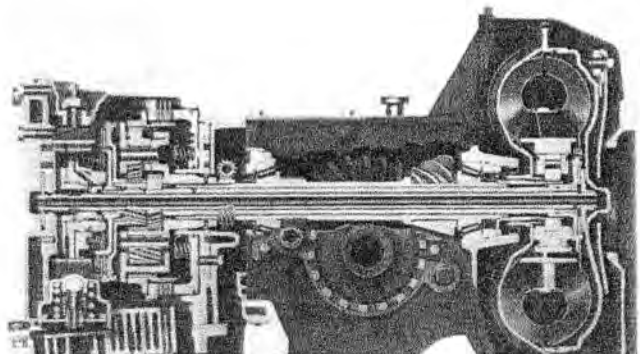
There was a considerable discussion about stated value insurance for special interest automobiles such as our corvairs. Evidently a number of insurance companies will issue such policies if specific inquiries are made.

Those interested were invited to drive to Mobile for the Azalea Festival. The end of March and the first of April is said to be the best time to catch azaleas in full bloom.

There being no further business the meeting was adjourned.

INSIDE THIS ISSUE

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HAPPY BIRTHDAY

Sarah Smith	4/6
Natalie Rothe	4/8
Joshua Rothe	4/9
Norman Rogers	5/12
Floyd Snider	5/25
Dick Witkos	5/28
Jerry Smith	5/30

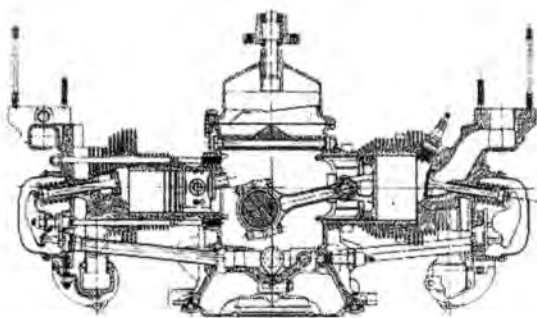
HAPPY ANNIVERSARY

Dick & Barbara Witkos	5/14
Charlie & Marie Drake	5/21

THE AZALEA RUN

By Harold Hartline

The Azalea run, which had been discussed at our last two meetings started with a drive to Mobile on Thursday March 25, 2004. Highlights included visits to some interesting restaurants, a Flower Festival at Spring Hill College, a walking tour of Bellingrath Gardens and Home, a tour of historic Fort Conde which has flown the flags of 5 different governments, a car show and an old home's tour. This is a great time of year to visit Mobile, the azalea's were unbelievably beautiful and just driving the neighborhoods was delightful. Maybe this can be worked into an annual outing.



SPRING BREAK VACATION

By Russell Noble

We went to Stone Mountain over spring break and they had an "Antique Car and Treasure Museum" on site. It was billed as an "8,400 square-foot museum that features vintage automobiles and memorabilia that will appeal to all ages!" Well, the place was not that big, maybe 200' by 60', but it had some interesting stuff. About 30-40 cars ranging from a rocket powered car from the 1950's, a Tucker, early 1900's carbide lantern buggies, and - you guessed it - a 1966 Corvair convertible. Pretty impressive as there were not that many vehicles. Among other stuff were old (and I mean old) motorcycles, jukeboxes, bicycles and lots of other stuff. Pretty neat. (see back page for picture of '66 convertible)

NEW CAR IN THE STABLE

By Mickey Hunter

While Harold and Louise were in Mobile for the Azalea Run, they contacted Blake Moore about his '66 corvair coupe. I advertised the car in last months Oil Drop. Harold told me the car was sound but will require complete reassembly after painting. The car has had all bodywork done and is ready for paint. Brakes have been completely redone with new tires. The engine will run but it needs a starter bendix and one carb needs an accelerator pump. There are new carpets and headliner with the car. It is a 2 door coupe with auto and A/C! I was afraid the car might end up in the scrap yard so Harold and I are going to get the car Tuesday March 13. I'll let everyone know how the trip turned out and keep you updated on restoration.

CALENDAR OF EVENTS

APRIL 23-25, 2004

Springfest in Helen, sponsored by Corvair Atlanta and Heart of Georgia Corvairs

The host hotel is the Helendorf Inn, 1-800-445-2271, reservation cutoff date for special Corvair rate of \$108 (Fri and Sat night) is February 27, 2004. The Helendorf will charge one night to your card when you register (\$54.00). Valve cover races, Funkhana, and Hospitality on Friday, Concours and Peoples Choice car shows on Saturday, and more. Banquet will be prepared as a home cooked meal by Jeanette Rudolph, Wanda Cook and other club members. Better food than most banquets and a cheaper price, you can't beat that. There will be several vendors including Clark's Corvair Parts, Inc. Registration begins at 1:00 on the 23rd for those who did not pre-register. We also have information on two back-up hotels in case the Helendorf is full: Best Western 800-435-3642 and Super Eight 800-535-1251 are offering \$50.00 per night no minimum. They both have ample trailer parking. Best Western accessible from Festhalle without getting on Main Street. Contact Mike Clark at (770) 474-9075 or mclark67@charter.net.

June 14, 2004

Drag Racing, Lexington, KY. Sponsored by the Northeast Corvair Council

Race at Mountain Park Dragway the day before the convention begins. Information is at <http://www.corvair.org/chapters/ness> or contact John Ryall at (203) 874-5655 or email him at jryall@juno.com.

June 15-19, 2004

CORSA International Convention Central Kentucky Corvair & Derby City Corvair

The 2004 Convention will be held in Lexington KY. The host hotel is the Hyatt Regency for \$99 rate, 800/233-1234 or 859/253-1234, or make reservations online at <http://lexington.hyatt.com/groupbooking/corv>. Contact Greg Scarborough, 859/278-6081, or visit our web site at www.kycorsa.com.

October 8-9, 2004

15th annual Dixie Corvair Classic Vairs at the Fair-presented by Heart of Georgia Corvairs

Join us in Perry, GA as we lead the parade on the opening day of the Georgia National Fair. We'll have more details in the near future.

Contact: Lillian Law (Show Chairperson) at 229-883-4123.

Tech Topic

From Corsa Tech Guide by Milton Binon

Rear Housing Leak Cure

Almost every Corvair engine I have ever seen has an oil leak that is a real bear to find. The problem is that the small pan that is part of the rear engine mount fills up with oil. I am sure you have drilled a hole in the pan to let the oil run out like I have.

After years of looking at the mess, I decided I had to find the leak. I removed the accessory housing and replaced both the top and side gaskets. I started it up and saw no leaks. About 50 miles later the pan was full of oil again. I replaced the gaskets a second time, and again the pan filled up. After the third time, I sat and watched for about 25 minutes as the engine idled before the leak appeared.

The oil came out around the shaft that holds the driven gear of the oil pump. I removed the accessory housing again and took it to a machine shop to have the shaft pressed out. That's when I found out that the shaft is not pressed in very tightly. I coated the shaft and bore with gasket sealer and pounded the shaft back in again. This fix lasted two days before it started leaking again.

I removed the accessory housing again and pounded the shaft out and ground 1/8" off it, and pounded the shaft back in again. Then I took the housing to a welding shop and had the hole Heli-Arc welded shut.

This has worked marvelously well on two engines, and the welding only cost \$20.

A word of caution: To prevent the oil pump housing from warping all out of shape from heat during the Heli-Arcing, I removed the pump gear cover plate and bolt on a piece of 3/8" aluminum plate before welding. I use the oil pump cover as a template to drill the holes in the aluminum plate.

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VCE dues of \$20.00/year pay for a family membership and 12 issues of the *Oil Drop* newsletter.

President: Harold Hartline (256) 747-2308

Vice President: Russell Thuleen (205) 678-7979

Secretary: Joe Doughty (205) 995-0131

Treasurer: John Hathaway (205) 408-4063

Newsletter: Mickey Hunter (256) 773-1683

Hospitality: Jon & Sarah Keeton (205) 841-5169

Arrangements: Jewell Hinkle (205) 780-0549

Website:

<http://clubs.hemmings.com/vulcancorvair>



"66 convertible in Museum at Stone Mountain



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



ADDRESS CORRECTION REQUESTED

Richard & Sandy Stolzman
376 Burgess Drive
Springville AL 35146



The Oil Drop



Volume 25, Issue 5

The Official Newsletter of the Vulcan Corvair Enthusiasts

May 2004

Next Meeting

Date: May 21st 2004

Time: 7:00 PM

Location: Vestavia Hills Library

As usual, this month's meal will be potluck.
Bring your favorite dish.

March Minutes

The March minutes will be read at the meeting!!

Dues Are Overdue

Please send dues payment (\$20.00) to:

John Hathaway
1406 Highland Lakes Trail
Birmingham, AL 35242

INSIDE THIS ISSUE

- 2 For Sale
- 2 Special Notice
- 3 Tech Tips
- 3 Birthdays and Anniversaries
- 3 Calendar Of Events

Springfest in Helen

By Mickey Hunter

Once again the weekend in Helen Georgia was fun for all. Our club was well represented with the following attendees: Buck and Jewell Hinkle, Russ & Donna Thuleen with their daughter Leslie and granddaughter Jessica, Mickey & Robin , Brannon, Holly and Daniel Hunter, Ed & Carol Keller, Roy Dutton, John Hathaway & Elsie Pemberton, Harold & Louise Hartline, Brook Welch, Joe & Rozelle Doughty, and Walt Davison. Ed & Carol drove their Corsa Turbo Convertible, Russ & Donna were in their Turbo Rampside, Roy Dutton was sporting his 64 Monza Convertible, Harold & Louise were in their Rampside and Brook was in her '68 140 Monza Coupe.

The weather was perfect the entire weekend and maybe that was one reason for the great turnout for the event. Friday night there were over 100 people for a great hamburger and hot dog meal. On Saturday night more than 200 people enjoyed a wonderful meal prepared by the Corvair Atlanta club. For the banquet the attendees were served ham, turkey, vegetables, salads, and lots of deserts. There were lots of cars entered in the concours Saturday. Both lots used for people's choice and concours were full with more than 30 other cars scattered throughout the parking lot of the Helendorf. I would guess over 150 beautiful Corvairs were present. The Aztec bronze 140 powerglide Monza coupe that will be auctioned off at the National Convention was also there and the restoration of this vehicle appears to be top notch.

There is always a lot to do in Helen. Holly adopted a new member to the family in Cleveland Georgia at Babyland General Hospital. The women enjoyed a day of shopping. The men didn't have far to travel to do their shopping since Clark's made the trip to the event. I watched kids playing in the Chattahoochee River. Walt Davison conducted an excellent Technical session. Louise especially enjoyed the banquet since she won the tires in the drawing.

Thanks to the Corvair Atlanta and Heart of Georgia clubs for a wonderful event.

For Sale

Wayne Moore is selling his corvair cars and parts. The following is just a sample of what he has for sale:

1969 140 4-speed coupe with telescopic steering wheel and remote mirrors with < 70,000 original miles

1964 Coupe

1961 Rampside

Complete engines and engine parts, jugs, pistons, crankshafts, as well as powergluides, 4-speed transmissions, and differentials.

Contact Wayne Moore at (205) 759-4327

If you would like your Corvair item/service listed, please contact newsletter editor Mickey Hunter at email address mdhunter1@bellsouth.net or call 256-773-1683. You can also send via US Mail to 1505 State ST NW Hartselle AL 35640.

*****Special Notice*****

Walt Davison is having a Technical gathering at his house in Sylacauga on Saturday May 22, 2004

Bring your starters, alternators, and carburetors for a day of exchanging knowledge and corvair experiences!! There will be free pancakes from 7:30 until 9:30 but kitchen is closed sharply at 9:30. The bigger the turnout the more information can be exchanged.

Directions:

From Birmingham take 280 south and travel approximately 35 miles south of 459. There will be a large Shell Station on the right at intersection of 511. Turn left on to 511 at the intersection and go approximately one mile. You will go by a church but if you get to the Comet Service station you have gone too far. Turn left after you pass the church, there will be a sign 5 Points Baptist Church.

After turning left at sign for 5 Points Baptist Church go 1/2 mile and there will be a modern street sign for Robertson on left go past Robertson and 2 private driveways. Immediately after passing the second private driveway turn left on Summer Place Lane. The address is on the mailbox (156 Summer Place Lane) and you can't miss the Ultra Van in the yard.

Come and join the fun on Saturday May 22.



CIT: 0601 June 03
 VOLCAN CORVIER PERMUTER
 you will see of the 1960s there was
 has given me. Large envr for reason-
 I got some unusual envr to you think
 not, but close. Why close. #366 has
 pros. I have. It was used. and
 ALL: DAVIDSON #366--24-5-4728

256 245 9728

Tech Tips

By Harold Hartline

Hydraulic Clutch

After exhausting all possible fixes I could think of to get the clutch working properly in my Rampside, I finally gave up and had a hydraulic clutch installed. The result is a system that works smooth and releases just as it should. Jon Keeton helped locate parts, he has made this type of upgrade before. A pull type slave cylinder for use on dune buggies was purchased from a company in California. A master cylinder, with larger diameter cylinder than standard, made for racecar applications came from a supplier in Mississippi. If anyone is interested, I have the sources for these parts.

Oiling Clutch Pilot Bushings

An easy and effective way to properly lube a new clutch pilot bushing is to use two 1 inch square pieces of rubber pad about 1/16" thick. Place one pad on a flat surface. Place the pilot bushing on the pad and fill with oil (I use 80W gear oil). With the cavity of the bushing completely full, place the other rubber pad on top and apply pressure with your thumb. You will see oil droplets almost immediately on the outer surface.

HAPPY BIRTHDAY

Norman Rogers	5/12
Jessica Steckler	5/20
Floyd Snider	5/25
Dick Witkos	5/28
Jerry Smith	5/30
Sandy Stolzman	6/4
David Langner	6/29

HAPPY ANNIVERSARY

Dick & Barbara Witkos	5/14
Charlie & Marie Drake	5/21
Phil & Caroll Hartline	6/1
Russ & Donna Thuleen	6/7
George & Ann Miljus	6/13
Chris & Frances Rothe	6/14

CALENDAR OF EVENTS

May 29-31, 2004

ALABAMA JUBILEE HOT AIR BALLOON & MUSIC FESTIVAL

May 29-31, 2004 (Annual Event)

Point Mallard Park, Decatur, AL

Largest free hot-air balloon festival with over 60 balloons participating. Races are held early morning and late afternoon. Other activities include an arts and crafts show, *antique car show*, softball tournament, seafood festival and entertainment. No admission charged.

June 14, 2004

Drag Racing, Lexington, KY. Sponsored by the Northeast Corvair Council

Race at Mountain Park Dragway the day before the convention begins. Information is at

<http://www.corvair.org/chapters/ness> or contact John Ryall at (203) 874-5655 or email him at jryall@juno.com.

June 15-19, 2004

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CRUISE INS, APRIL THROUGH OCTOBER (6 - 9PM)

1st Fri-Arby's-Parkway East-Centerpoint

1st Sat-Wal-Mart - Hwy 31 South - Pelham

1st Sat-Brook Highland Wal-Mart-Hwy 280

(Sponsored by B'ham Sports Car Club)

1st Sun-Arby's-Moody

2nd Fri-Sonic Drive-in Hwy 31 South-Pelham

2nd Sat Parkway East behind Burger King-Roebuck

2nd Sat-Brook Highland Hwy 280 in front of Michael's Craft Store

3rd Fri-Wal-Mart-2000 Forestdale Blvd-Forestdale

3rd Sat-off I-59 Trussville Exit-K-Mart Shopping Ctr

4th Sat-Wal-Mart Super Center on Academy Dr - Bessemer

4th Sat-Wal-Mart Hwy 280-Sylacauga

4th Sat-Old Winn Dixie in Fultondale

4th Sat-Hot Rodz in Leeds

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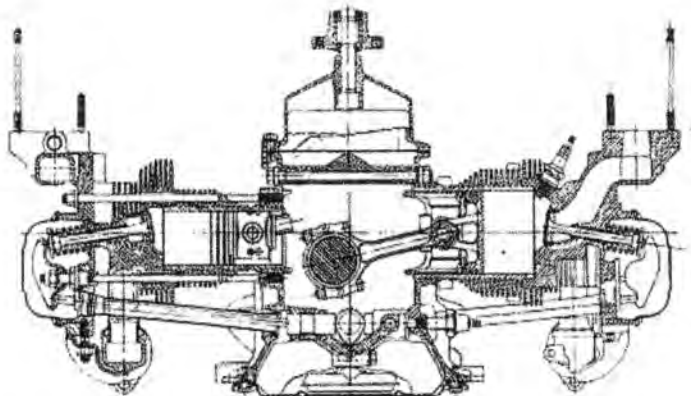
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The Oil Drop



Volume 25, Issue 6

The Official Newsletter of the Vulcan Corvair Enthusiasts

June 2004

Next Meeting

Date: June 18th 2004

Time: 7:00 PM

Location: Vestavia Hills Library

As usual, this month's meal will be potluck.
Bring your favorite dish.

May Minutes

By Joe Doughty

The meeting was held at 7:00 P.M. on May 21, 2004 at the Vestavia Library beginning with one of the best potluck dinners yet.

Ed and Carol Keller introduced guests Art and Vickie Bolton who own two corvairs and who were extended an invitation to join our club.

Also present was a new young member, Pete Wood, who is a genuine expert on starters.

The business meeting was called to order by President Harold Hartline with a call for a treasurer's report but

Treasurer John Hathaway said he did not have a report at this time.

President Hartline gave a rundown on various car shows and events coming up in the near future including the International CORSA Convention in June at Lexington, Kentucky.

Roy Dutton told us about a Walker County cruise-in.

John Hathaway read us a letter from Joe and Ann Steadman in which they enclosed a check for their dues as well as dues for their son Jason and his wife, Amy, who want to become members of the club. They have bought a corvair and hope to attend a meeting soon.

President Hartline announced that Russ Thuleen would hold a short tech session on corvair heads and carburetors after the meeting is adjourned.

Harold also reminded us that Walt Davison had invited everyone interested to attend a pancake breakfast and tech session at his home in Sylacauga on Saturday morning May 22 as was announced earlier in the Oil Drop newsletter.

There being no further business the meeting was adjourned and the tech session by Russ was begun.

INSIDE THIS ISSUE

- 2 Note from Editor
- 2 Great Tech Session
- 2 Tech Tips
- 3 Birthdays and Anniversaries
- 3 Calendar Of Events
- 3 For Sale



Note from The Editor:

I will be publishing the new members roster with names, addresses, phone numbers, and e-mail addresses in the July edition of the Oil Drop. If anyone has any corrections, additions, or deletions please inform me prior to July 09, 2004 in order to publish the most accurate roster possible. Thanks for your support. Send comments to Mickey Hunter at email address mdhunter1@bellsouth.net or call 256-773-1683. You can also send via US Mail to 1505 State ST NW Hartselle AL 35640.

Great Tech Session

By Mickey Hunter

Although I was unfortunate enough to be working during the Saturday tech session Walt presented and was not in attendance, Harold passed on a few accolades of the day of fun. The day started out with a great pancake breakfast. Afterwards everyone made their way out to Walt's shop. The topics discussed were mainly electrical in nature. Richard Stolzman provided a starter from his "million"-mile corvair (close to a million anyway). Upon disassembly it was noted the starter was in bad shape. Richard brought an extra starter and following some machine work and excellent input from Pete Wood (one of our new members) the starter was ready for another 100,000 miles. Thanks to Walt for sponsoring this event and maybe more of these events can take place in the near future. Events such as this tech session are one reason people join classic car clubs. Hope to be announcing such events soon.

Tech Tips

The following article was copied from the December 2003 edition of the AIRHORN, a publication of Chicagoland Corvair Enthusiasts. I'm sure everyone driving an automobile would have some interest in the quality of oil filters on the market today. Also for even more information and more detailed studies on oil filters visit the following web site:

www.minimopar.net oil filter study by Russ W. Knize. Mr. Knize also provides a list of recommended and definitely not recommended oil filters and the reason for his recommendations. The article was too lengthy to include in the Oil Drop.

Tech Tip: Fun With Filters

The following article is reprinted from the October, 2003, issue of the Valve Clatter, the newsletter of Circle City Corvairs of Indianapolis, Indiana.

As Dan Brizendine has pointed out, some Purolator filters may not seal across the Corvair oil filter mount, allowing blow-by, thus no filtering. Since several club members expressed confusion about which filters may give problems, Pete Lapitsky and I pooled our filters and Pete took a photo. The filter on the right, with the rubber boot around the lower edge, is the one which may give problems. To be fair, I heard a person at the Nationals claim he did not find the problem with the filter he checked. Your car.

These opinions below were condensed from an article in the *Tonawanda News* by Hank Kaczmarek, which was repeated in the *Fanbelt Flyer*. These are not the opinions of the editors of the *Valve Clatter* (who haven't sawn open any filters), we just repeat what Hank wrote, in his blunt manner:

These are my educated opinions, found from opening new and used oil filters with a cut-off tool and making comparisons:

- **Deutsch:** Cheap piece of crap. Wouldn't use it on a Volkswagen or Mustang.
- **Fram:** Slightly worse construction than a Purolator. After 3 K miles the medium is crap.
- **Fram Tough Guard:** Similar to a Purolator, still withered crap inside after 3 K miles on car.
- **Fram Double Guard:** A Tough Guard with a square of cardboard in the top that has had one spray of PTFE on it. For that, you get to pay an extra \$5-6 per filter.
- **Purolator Pure One:** Better filter medium, not bad for its price. Still wouldn't use on a Vair.
- **AC Delco:** If not made by Wix, it looks like it is. Excellent construction, filter medium still has good shape after 3 thousand miles on the car.
- **Wix:** Also makes NAPA filters. More expensive, but best all around filter, beats all but the top of the heap below.
- **K & N:** Top of the Heap. [But will not fit Corvairs without adapter.] Incredible construction. Best interior construction. Superior filter medium, even after 5 thousand miles on the car. If you have a Vair that is used in heavy duty conditions, use a Spin On Adapter and this filter. The engine will thank you for it.

Again, just my honest opinion based on some experimental testing - Hank.

If all this is more than just mildly interesting to you, contact the new CORSA special interest group: Oil Filter Tech Club, c/o Tom Malone, 560 Lindberg Blvd., Berea, OH 44017 or e-mail to tmalone@ameritech.net.



HAPPY BIRTHDAY

Laura Noble	6/2
Sandy Stolzman	6/4
Barbie Langner	6/7
David Langner	6/29
Ed Keller	7/02
Leslie Steckler	7/06
Jon Keeton	7/14
Russell Noble	7/17
Robin Hunter	7/18
Donna Thuleen	7/23

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Russ & Donna Thuleen	6/7
George & Ann Miljus	6/13
Chris & Frances Rothe	6/14

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4th Sat-Hot Rodz in Leeds

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1964 Coupe

1961 Rampside

Complete engines and engine parts, jugs, pistons, crankshafts, as well as powergluides, 4-speed transmissions, and differentials.

Contact Wayne Moore at (205) 759-4327

1964 Rampside 110 PG

Will Elliot is selling his 1964 110 PG Rampside. Rampside was bought new in Tennessee. It has 34,800 original miles. He knows the original owner of this Rampside. Will has \$15,000 invested and is asking \$12,000. He is selling this excellent Rampside due to health reasons.

Contact Will Elliot at (850) 639-4884

If you would like your Corvair item/service listed, please contact newsletter editor Mickey Hunter at email address mdhunter1@bellsouth.net or call 256-773-1683. You can also send via US Mail to 1505 State ST NW Hartselle AL 35640.

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Mickey's new 1966 110 Pg A/C Coupe.



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The Oil Drop



Volume 25, Issue 7

The Official Newsletter of the Vulcan Corvair Enthusiasts

July 2004

Next Meeting

Date: July 16th 2004

Time: 7:00 PM

Location: Vestavia Hills Library

As usual, this month's meal will be potluck.
Bring your favorite dish.

In Sympathy

Larry Doss, son in law of John Hathaway, lost his battle with cancer in late June. We send our condolences to the family.

2004 National Convention by Mickey Hunter

Our club was well represented at the 2004 National Convention. The following club members made the trip to "Bluegrass Country": Tom & Faye Collier, Walt Davison, Joe & Rozelle Doughty, Harold & Louise Hartline, Buck & Jewell Hinkle, Ed & Carol Keller, Bob & Wilma Siemens, and Russ & Donna Thuleen with their granddaughter Jessica.

In Wednesday's, June 16, 2004 Lexington Herald-Leader newspaper there was an article entitled "A Love Affair With Corvair". The newspaper article described; "About 500 Corvairs and more than 2,000 visitors are in Lexington this week for the 2004 convention of the Corvair Society of America" and included a picture of Corvairs lined up on Main Street following a parade. As some of you know a 1966 Monza Convertible was being raffled off at the Convention by Central Ky Corvair & Derby City Corvair. Jeff Ballard of California held the winning ticket. He and his wife had decided if they won the raffle they planned to donate the car back to the club. Mr. Ballard donated the car back to the club and an impromptu auction was held. The car was purchased for \$20,000 and all the proceeds were donated to charity. What a great Corvair story!

This was one National Convention that I wish I could have attended. Sounds like the facilities were great and the host clubs were very organized. From the stories I've read everyone must have had a great time.

Appears the racing was also a big hit, with Walt racing his Ultravan, and others racing Rampsides and Greenbriers. I guess you don't really need a fast race car to have fun. Russ Thuleen brought another trophy home; this time from the National Convention. Next year will require a lot more planning to travel to Oregon. Anyone planning to attend?

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- 2 Member Roster
- 3 Member Roster (continued)
- 3 Birthday's and Anniversaries
- 3 Calendar of Events
- 3 Cruise In schedule
- 3 For Sale

Peggy Bagby
4237 Cobble Stone Court
Pinson AL 35126
(205) 681-7014

Joe & Rozelle Doughty
324 North Lake Road
Birmingham AL 35242
(205) 995-0131

Roy Dutton
959 Scott Cemetery Road
Carbon Hill AL 35549
(205) 522-6354
roydutton@startrek.net

John Hathaway
1406 Highland Lakes Trail
Birmingham AL 35242
(205) 408-4063
johnhathawayjc@aol.com

Jon & Sarah Keeton
2008 Elkwood Drive
Fultondale AL 35068
(205) 841-5169
cudaman@prodigy.net

George & Ann Miljus
722 Park Ridge Circle
Birmingham AL 35242
(205) 972-1385
gmiljus@directvinternet.com

Joseph & Carol Popinski
212 Maple Trace
Birmingham AL 35244
(205) 978-1780

Chris & Frances Rothe
1920 Longview Drive
Hueytown AL 35023
(205) 497-2847
ag4ab@att.net

Floyd T. Snider
4960 Big Oak Drive
Southside AL 35907
(256) 442-1149

Tom & Faye Collier
505 Harvest Loop
Prattville AL 36066
(334) 361-9704
colr334@knology.net

Charlie & Marie Drake
6454 New Castle Road
Morris AL 35116
(205) 681-7143

Phil & Caroll Hartline
905 Echo Trail
Warrior AL 35180
(205) 590-0141
philandcaroll@att.net

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

Ed & Carol Keller
2461 Jannebo Road
Birmingham AL 35216
(205) 823-5424
edkeller@mindspring.com

Joyce Miller
601 Avondale Road
Montgomery AL 36109
(334) 272-7085
retiredcouple@juno.com

Frank & Rene' Ranelli
4709 Gardenia Trace
Mount Olive AL 35117
(205) 608-3881
vair3@bellsouth.net

Bob & Wilma Siemens
1725 Buck Island Drive
Guntersville AL 35976
(256) 582-2175
rsiemens@charter.net

Joe & Ann Steadman
1629 Arrowhead Road
Jasper AL 35504
(205) 384-9576

Walt & Marilyn Davison
1208 Asturia Ave
Coral Gables FL 33134-4736
(256) 245-9728
207 0971

Ryan Dupree
1360 Alexander Tubbs Road
Jasper AL 35503
(205) 387-9124
dupreer@hiwaay.net

Harold & Louise Hartline
564 County Road 4210
Crane Hill AL 35053
(256) 747-2308

Mickey & Robin Hunter
1505 State Street NW
Hartselle AL 35640
(256) 773-1683
mdhunter1@bellsouth.net

David & Amy Langner
113 Munger Circle
Trussville AL 35173
(205) 655-9445

Russell & Debbie Noble
3416 Danner Circle
Birmingham AL 35243
(205) 822-6092
rtnoble@southernco.com

Norman Rogers
408 South Broad Street
Albertville AL 35950
(205) 878-1810

Jerry & Sarah Smith
595 Browning Road
Odenville AL 35120
(205) 640-6952

Jason & Amy Steadman
76 Oak Rd.
Nauvoo AL 35578

Leslie Steckler
147 Crossbrook Drive
Chelsea AL 35043
(205) 678-2191
vairluvr@aol.com

Richard & Sandy Stolzman
376 Burgess Drive
Springville AL 35146
(205) 467-6444
richeyrich43@hotmail.com

Russ & Donna Thuleen
147 Crossbrook Drive
Chelsea AL 35043
(205) 678-7979
vairluvr@aol.com

Charles & Jan Trotter
55 Morton Drive
Pell City AL 35128
(205) 338-6828

Brook Welch
1226 29th South Apt 6
Birmingham AL 35205
(205) 862-1536
bwelch@collateral.com

Dick & Barbara Witkos
3112 Clayburne Road
Dothan AL 36303
(334) 792-8528

Pete Wood
5733 Belmont Dr.
Irondale AL 35210
(205) 956-6832
pete455@graffiti.net

Happy Birthday

Ed Keller	7/02
Jon Keeton	7/14
Russell Noble	7/17
Robin Hunter	7/18
Donna Thuleen	7/23
Rene' Ranelli	8/10
Brannon Hunter	8/12
Marilyn Davison	8/14
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Jerry & Sarah Smith	8/8

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Contact Will Elliot at (850) 639-4884

Wayne Moore still has parts left!!!

Complete engines and engine parts, jugs, pistons, crankshafts, as well as powergluides, 4-speed transmissions, and differentials.

Contact Wayne Moore at (205) 759-4327

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Hospitality: Jon & Sarah Keeton (205) 841-5169

Arrangements: Jewell Hinkle (205) 780-0549

Website:

<http://clubs.hemmings.com/vulcancorvair>



Does anyone remember this club project?



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



ADDRESS CORRECTION REQUESTED

Richard & Sandy Stolzman
376 Burgess Drive
Springville AL 35146





The Oil Drop



Volume 25, Issue 8

The Official Newsletter of the Vulcan Corvair Enthusiasts

August 2004

Next Meeting

Date: August 20, 2004

Time: 7:00 PM

Location: Vestavia Hills Library

As usual, this month's meal will be potluck.
Bring your favorite dish.

With Deepest Sympathy

Leonard Barrile, father of Frannie Rothe, passed away. We send our condolences to Chris, Frannie and the entire family.

Note From Editor:

Brook Welch will be attending the next meeting with visitors. Her Dad and Brother will be joining all of us Friday night.

INSIDE THIS ISSUE

- 2 August Minutes (cont)
- 2 Changes by Phil Hartline
- 2 A surprising corvair article
- 3 Changes by Phil Hartline (cont)
- 4 Birthday's and Anniversaries
- 4 Calendar of Events
- 4 For Sale & Wanted

July Minutes

By Joe Doughty

The meeting was held on July 16, 2004 at the Vestavia Library at 7:00 PM starting with a grand and delicious potluck dinner.

The business meeting was opened by President Harold Hartline with a call for a treasurer's report whereupon Treasurer John Hathaway reported a bank balance of \$474.06.

Jewell Hinkle reported that the Vestavia Library requires that we renew our permit to use their meeting facility every six months. They have initiated a new policy requiring a \$15 charge each time the facility is used. However, it was pointed out to them that our club has been making a donation to the Library each year so they agreed to exclude us from paying this monthly charge through December 2004. Beginning with January 2005 we may have to pay the \$15 charge each month.

Walt Davison invited anyone interested in attending a tech session on automatic transmission and alternators, etc. to gather for pancakes at his home on the morning of Saturday, August 14 with the tech session to follow. Directions to Walt's home will be given but if you refer to the May 2004 issue of The Oil Drop you will find the directions printed there for an earlier tech session held at his home.

Harold Hartline gave us a rundown on the CORSA International Convention held in June in Lexington, Kentucky.

Walt Davison gave us a report on his efforts at drag racing at the convention in his Ultravan.

Ed Keller gave us a thumbnail sketch of the autocross competition at Lexington.

Harold Hartline showed us a copy of detailed specifications for a certain 1969 model corvair that he had obtained from General Motors through a special program they have in place. By calling a special phone number and giving them the year, model number and serial number of your particular car they will send you

a copy of the detailed specifications for that particular car. Harold has the phone number for anyone interested.

Pete Wood agreed to handle a tech session on starters after the meeting is adjourned. Pete works in the starter/alternator repair business and is very knowledgeable in this area.

There being no further business the meeting was adjourned to the tech session.

A Surprising Corvair Article Spotted

(The following is from the August Hemmings Muscle Machine by Mark J. McCourt)

In the finest Hemmings Muscle Machines tradition, we're here to expand the notion of the all-American performance car. Here's a test: Name a car that combines a rear-mounted, air-cooled, turbocharged flat-six engine with taut, sinewy styling (Remember, it's not German)? If you're a fan of unusual automobiles, you'll recall Chevrolet's sporting economy car of the 1960's, the Corvair. Did you remember that the Corvair was offered in turbocharged Corsa form in 1965 and 1966? With a curve-hugging, fully independent suspension, over 1 horsepower for each of its 164 cubic inches of displacement and a 2,500-pound curb weight, the Corsa was and remains a pony car alternative for iconoclasts. A dedicated, enthusiastic club scene, helpful restoration specialists and a bountiful new and used parts supply make these second-generation Corvairs some of the most fun, unique performance cars of the 1960's to restore and drive.

When the 1965 Corvairs appeared on the market, they retained the earlier cars' 108-inch wheelbase, but gained 3.3 inches in overall length and wore fresh new hardtop styling, courtesy of Bill Mitchell's design studio at GM. The original Corvairs, sold from 1960 to 1964, were hallmark designs with grille-less noses, a prominent beltline crease and an ample greenhouse. The second-generation cars refined that look into incredibly handsome, well-proportioned vehicles. The front end was reshaped into a shark-nosed prow, while the beltline crease was made subtler and topped by softly arched fenders. The new beltline and smooth body sides combined with a cove-shaped tail panel and slim roof pillars to make the sport coupe a design worthy of the best European coachbuilders. The convertible looked even more substantial due to the folding top's thicker C-pillars.

The Corvair's premier trim level was the new Corsa, situated above the 500 and Monza; it replaced the Spyder which was available in sport coupe (\$2,400) and convertible (\$2,608) body styles.

(The remainder of the article can be found in the August 2004 issue of Hemmings Muscle Machines starting on page 60)

Changes

By Phil Hartline

My brother in law Mickey is restoring a '64 Monza convertible for my sister to drive. And she's anxious to get it on the road, with the way gas prices are bringing a whole new level of enjoyment to her Suburban. It will be a good car, perfect for such use as ferrying kids to ball games, swim meets, and runs for groceries. But one thing is missing: rear seatbelts.

This car was made in an era when rear seatbelts were not required, and may not have even been an option. Mickey has figured out how to get them installed, and is good enough a mechanic that it will be no problem for him. Well, that is once he gets over the trauma of drilling bolt holes in an original rust free body.

He asked my opinion, which of course made me think of my own car. I bought it in 1974 when I was fourteen for \$35, and let's just say I got my money's worth. I suppose like most kids at that age, I knew what I wanted, and it didn't take long before my dad spotted the perfect candidate only a few blocks from my house. It had been run hard, blown up, and drug home by a chain wrapped around the latch bracket in the trunk. "Bought dead", I like to tell everyone. But except for the turbo heat shield, radio faceplate, and cooling fan it was a complete original '64 Spyder convertible, right down to those neat hubcaps. I spent the next two years restoring the car, won a couple of trophies in local concourse, then put it on the road and ran it right back into the ground again. And in all that time, I figure I've drilled over 255 holes in it.

When I bought it there were two bullet holes in the driver's door, and two large holes drilled in the rear at the bottom of the tag. The latter were obviously for a trailer hitch, and it's anybody's guess as to where the former came from. But those were pre-existing, so I can't really count them. So if I want to start with the interesting holes, I'll have to begin with the radio bracket. I installed an 8-track tape player, but the spacing of the knob posts was too narrow. I took a large drill bit, and rubbing it on edge extended the holes inward. Not true holes, but

a start. I later added a stereo power booster, mounted under the radio bracket with a homemade strap. Two holes for that one. Then came large speakers in the rear arm rests; had to cut big holes for those, but I used arm rests from a different car, to save the originals. Not sure if those count, but they have been there for almost 30 years.

After a few years, I finally decided to sacrifice my turbo for better starting. Since turbo heads don't have choke pull-offs, we found a set of early model carburetors, the kind with manual chokes. I bought a cable about fifteen feet long, drilled two holes under the dash next to the wiper switch to mount the pull, then routed the cable through the tunnel. It wouldn't fit through the stock grommets, so I had to add a hole to get it out of the tunnel. To reach the engine I drilled three more in the engine bay, one for the cable and two for mounting screws. But the choke didn't work.

The cable was just too long, with too much restriction. So I relocated the pull, mounted on the floor between the front seats. Two more holes.

Then there was the time I tried to fix the problem of water leaking through the floor heater vents. I'd read somewhere that a good fix was to drill a nice size hole back from the vent on each side of the car, which would let the water drain out. I guess it worked OK, but it also did something I didn't think of; it also put a nice big hole in my heater duct on each side, conveniently located in a low pressure area. No water, no heat. Not a very smart move, that one.

Then came time for extra gauges. I bought a nice three piece set, which I mounted under the radio bracket. New toys, new holes.

But these pale in comparison to the floorboards. It had been sitting in the rain with the top half up when I bought it, and the floor boards were peppered with little holes rusted clean through, and so was the trunk. Except for one large rear section that had a new piece welded in, and the trunk which got fiberglass, each individual hole (and there were lots of them) got it's own hand made sheet metal patch, held in place with pop rivets. My Dad showed me how to cut small pieces out of an old hood, carefully shape them with a hammer, seal them with roofing tar, then pop rivet them into place. After one demo he turned me loose, and I must admit the completed job did look rather nice. My latest count (and a conservative one) is 237 rivets; one patch alone had 57. But of all these holes, one deserves special mention.

I was drilling holes for a patch on the driver's side floor that needed to curve up under the pedals. On the upward part, the bit went through the floor, but stopped after moving no more than an eighth of an inch. Curious. None of the others had done this. I called out to my Dad what could be the problem, and he told me to go ahead, must be double sheet metal or something. So I pushed on through.

Something squirted out around the bit. Uh Oh.

I pulled the drill back, and there before me was a tiny stream of gas. It looked like it was pissin' right into my floorboard. The flood started to collect in a big pool. I was sitting proud, admiring how watertight my completed patches were, when it hit me. I was sitting in a puddle of gas holding a live drill with my finger on the trigger. I moved quick, but careful.

We pushed the car out of the basement so the smell wouldn't invade the house, or worse. All we could do was watch 'till the stream died out. I was about to brag to my Dad about how well I'd done on the others by making them so water tight, and at least try to regain some credibility. Then I noticed that the gas dissolved the tar I'd used to seal the patches. Rats. Have to drill out all those rivets and start over. We took a break while it dried out, then pushed it back inside the basement, jacked it up, and went back to work.

After many hours of trying to figure out that worst of all Corvair puzzles, I gave up and went upstairs to bed. My Dad wouldn't let it go, and somehow he managed to get that gas tank out of the car, and the next morning we gave it a good look. It was in perfect condition, except for one hole in the back. Weld it? Nah. Pop rivet. Covered it with a patch made of fiberglass. So I figure that hole counts for two. Twenty years later when I pulled the tank again to properly clean and seal it, I noticed the old patch was still holding true. Decided not to touch it; good work ain't worth messin' with.

And while getting it ready for it's next life, I decided to install an electric fuel pump. I definitely wanted to keep my turbo engine, but had lots of not so good memories of grinding away on the starter while the mechanical pump refilled the fuel bowl. So I put it under the car, in a good spot behind the gas tank. It had a bracket. I drilled another hole.

Now that the car is retired I would like to make it as dependable as it was in 1977. And I've been asked several times if I'll patch all those holes and put it back like new. When I think about this I remember my college years, and a course in anthropology. I learned, contrary to the Hollywood image, that most archeological sites are excavated by carefully slicing the earth and searching for evidence of holes. Entire villages can be recreated by examining the size and spacing of post holes and fire pits. "There is no way", I was taught, "to make a hole and hide it forever; a good anthropologist can always spot the difference in texture between the fill and the surrounding earth, even after thousands of years."

So as good as the show car dream sounds, deep down I know I'll never win another concourse. In my defense, none of the holes were trivial. Each was drilled for a specific reason, and only after careful consideration.

But in the end did I do an injustice by not finding another way? Did I somehow damage a valuable piece of automotive history through my best efforts at making it better suit my personality?

Once again I return to my days at the University. One definition of evolution is any action taken without regard to future consequences. And the best definition of evolution is simply change, without the burden of moral judgment. Evolution is random, and though the changes may not always be for the better, they are inevitable, and unpredictable.

So I told Mickey to go ahead and install the seatbelts, and not worry about drilling the holes. He's not building this one for a museum anyway, but to use it, so he might as well make it work for him. And drilling holes in a car you love makes it yours in a way no amount of soap and wax ever will. Besides, this 40 year old car has just been adopted into the family and is about to be given a whole new life. It will probably even pick up a few more holes along the way, but that's OK. As my old professor said, holes are signs of life.

Happy Birthday

Rene' Ranelli	8/10
Brannon Hunter	8/12
Marilyn Davison	8/14
Marie Drake	8/18
Frances Rothe	8/22
Sarah Keeton	8/29
Peggy Bagby	9/7
Buck Hinkle	9/11
Mickey Hunter	9/18
Charles Trotter	9/21
Caroll Hartline	9/22
Tom Collier	9/25

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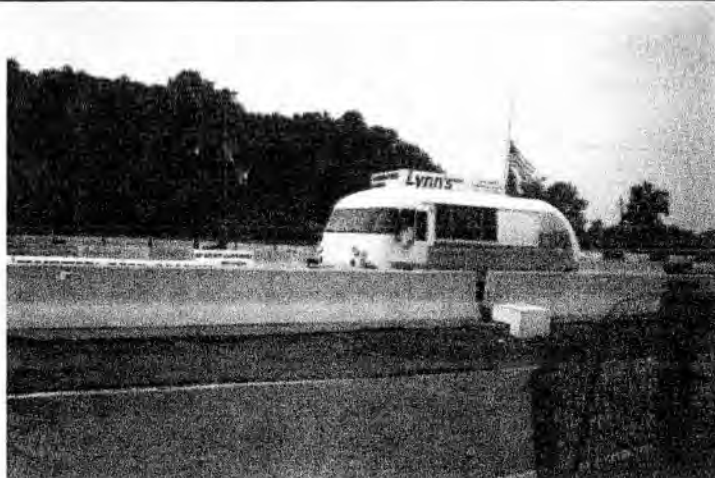
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Walt's Drag Racing Ultravan



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P.O. Box 59071
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The Oil Drop



Volume 25, Issue 9

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September 2004

Next Meeting

Date: September 17th 2004

Time: 7:00 PM

Location: Vestavia Hills Library

As usual, this month's meal will be potluck.
Bring your favorite dish.

August Minutes

By Joe Doughty

The club met at 7:00 P.M. on August 20, 2004 at the Vestavia Library beginning with the enjoyment of another delicious potluck dinner.

The Business meeting was called to order with Treasurer John Hathaway reporting a bank balance of \$570.06 as of August 20.

President Harold Hartline introduced Bob Welch, Brook's father, who was a guest at the meeting. He also recognized Art and Vickie Bolton who just joined the club and who have two corvairs among their

collection of cars.

There was a report on the tech session held on Saturday, August 14 at Walt Davison's home with six members in attendance. All six rode in Walt's ultravan to listen to a peculiar noise and try to determine the cause. The expert opinion of several people was that it was the differential so a hands-on session was held on the differential. Later an alternator was disassembled and reassembled.

Harold Hartline reminded us of the annual "Vairs at the Fair" to be held on October 8-9 by the Heart of Georgia club at Warner Robbins, Georgia.

It was reported that a car show is to be held at Fort Payne on October 16 at which some very nice and valuable prizes will be given away.

Ed Keller said that the month of September was crowded with a number of car shows including the annual Wings and Wheels to be held at the Alabaster airport.

Sarah Keeton told of visiting a car show where there were several thousand cars of all descriptions completely filling the city streets.

Walt Davison announced that he would hold a short tech session on powerglide transmissions after the meeting was adjourned.

Since there was no further business the meeting was adjourned.

Note from Editor

The phone and address for free car information from Chevy is 1-800-222-1020 or write to Hobby Shop, Chevrolet Customer Assistance Center, P.O. Box 7047, Troy, Michigan 48007-7047.

INSIDE THIS ISSUE

- 2 The Year of the Four
- 2 Tech Tips
- 2 Birthdays and Anniversaries
- 3 Calendar Of Events
- 3 Cruise Ins Schedule

HAPPY BIRTHDAY

Peggy Bagby	9/7
Buck Hinkle	9/11
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Tom Collier	9/25
Jewell Hinkle	10/1
Phil Hartline	10/8
Rozelle Doughty	10/10
Debbie Noble	10/14
Allison Noble	10/21
Faye Collier	10/24
Harold Hartline	10/27

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Charles & Jan Trotter	9/21
Ed & Carol Keller	9/27
Richard & Sandy Stolzman	10/20

The Year of the Four By Phil Hartline

Marc Kamp wrote a letter to the editor in the September communiqué about original Corsa members and how many may still be active. I also recently found a copy of the letter I wrote to Corsa enquiring about membership in 1974. And this made me realize that for me, this is the year of the four. I bought my car in 1974, it was a 1964 and I was 14 years old. I still have the car in 2004, it is 40 years old, and I am 44. Here's to the next 44+ years!



Tech Topics

Pilot Bearings

By Harold Hartline

If you are one of the many who has made your best effort rebuilding a corvair engine only to have the pilot bushing fail in short order, you may be interested in this. There is a needle bearing type unit that will replace the old bushing. I understand that new cars come with this type of pilot bearing. The number is NK 1516 available from Applied Industrial Technology. Thanks to Jon Keeton for the number.

Loose screws cause more than one problem.

This Tech Tip came from the July 1980 Communiqué and was written by the Central Virginia Corvair Club.

The screws that hold the instrument cluster in place in the late model are an important part of the Corvair's electrical system. In particular, the screw just to the left of the steering column at the bottom of the dash holds a flat metal strap against the metal dashboard frame forming the ground from the dash lights and gauges to the body of the car. If you are having trouble with your dash lights, make sure that screw is not missing or loose. I recently bought a '66 Corvair in which none of the dashboard lights worked at night. The high beam indicator burned on low beam instead of high beam. Both of the turn signal indicators burned all the time, flashing off when the turn signal was on. In addition, the gas gauge twitched and the heater control light burned when the lights were off but not when they were on. All of this because of that one screw was missing.



CALENDAR OF EVENTS

September 24-25, 2004

Tennessee State Corvair Show

• **Kingsport TN**

East Tennessee Corvair Club

Join us in the beautiful mountains of east Tennessee for our people's choice show. Friday evening cruise to NASCAR Café, Saturday breakfast, show, and banquet, plus fun and games. Host La Quinta Inn, Kingsport TN, I-81 Exit 63, 423/323-0500. Contact ETCC, PO Box 928, Kingsport TN 37660, Jean Bates at 423/245-2723.

September 24-26, 2004

Corvair Family Reunion • Kissimmee FL

Greater Orlando Corvair Club

Come to Old Town, home of Florida's oldest running weekly cruise in Kissimmee, one mile east of I-4. Friday night welcome party, Saturday charity people's choice show, cruise/parade down Main Street, valve cover races, model car contest, rides, amusements, go-karts, 75 shops and restaurants, live music, dancing, silent auction. Sunday awards brunch. Host Comfort Suites Maingate East, 588/784-8379, mention Corvair club for \$59 rate. Contact Titus Stewart, 407/892-5999, or www.govairs.net.

October 8-9, 2004

Vairs at the Fair • Perry GA

Heart of Georgia Corvairs

Corvairs lead the Saturday parade and display for the Georgia National Fair in Perry GA. Join us Friday night for Southern Hospitality Party, Saturday night barbecue dinner, raffle, 50/50. No judging, just a fun weekend with friends. Host motel Ramada Inn, 2725 Watson Blvd., Warner Robins GA, 800/325-3535 or 478/953-3000 before September 8, mention Corvairs for special \$55 rate. Contact Lillian Law, 229/883 4123.

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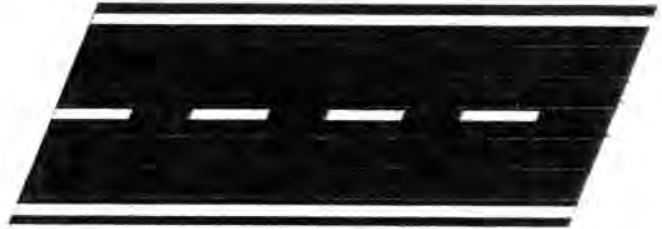
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Parts for sale

Fender Skirts for early 4-door. New in box \$50.00

Original Bow Tie Beauty Rims. Set of four. New in box \$30.00

Wheel Covers set of four-Spinner Originals. Good Condition \$300.00

Jerry Smith

205-640-6952

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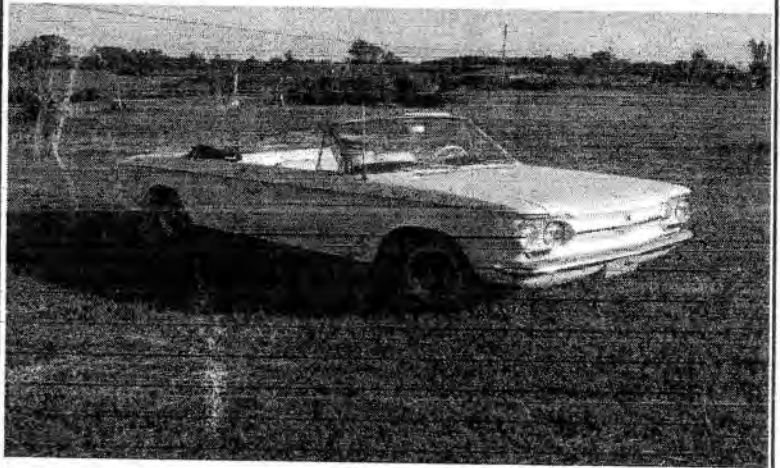
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1964 Monza Convertible owned by Roy Dutton



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



ADDRESS CORRECTION REQUESTED

Richard & Sandy Stolzman
376 Burgess Drive
Springville AL 35146



The Oil Drop



Volume 25, Issue 10

The Official Newsletter of the Vulcan Corvair Enthusiasts

October 2004

Next Meeting

Date: October 15th 2004

Time: 7:00 PM

Location: Vestavia Hills Library

As usual, this month's meal will be potluck. Bring your favorite dish.

September Minutes

Due to Hurricane Ivan there was not a September meeting and no minutes. Our club needs to remember all our friends in the Florida Corvair Clubs and the devastation they have faced during this active Hurricane season.

Hurricane Ivan

Just a note about the Corvair Lovers Holiday show normally held in Navarre Beach Florida at the Holiday Inn. The West Florida September newsletter mentioned the Holiday Inn is under construction and they are trying to find another location to hold the annual event. This event was

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one of our families favorite corvair trips and hopefully in the future the event can remain in Navarre Beach. Once again we need to keep our Florida friends in our prayers.

Mickey Hunter

Phantoms By Phil Hartline

Friday, October 31, 2003. I headed out from work on time for a change, which meant I would get to battle all the rush hour traffic on the highway. It was getting dark, so I turned on the headlights when I pulled out of the parking lot. And sure enough, there was a whole stream of cars, and none wanted to let me in. But eventually I found a clearing, and once on the highway, the old Spyder proved it can still keep up with traffic.

I have been restoring the car piecemeal over the last several years. The next step in the process is to get the windshield wipers working again, then install the heater parts. But for today, knowing the temperature was supposed to hit 80 in Birmingham, there was really only one choice – drive it. One last fling before the cold and damp set in. And the drive in to work that morning was marvelous indeed.

Eventually the time came to pull off the main highway. This was my favorite part of the drive, a winding, hilly two lane road. Perfect for getting a good feel of the car. So when I made the turn, I turned off the radio. No amount of music or inane social commentary can compare with the sound from a turbo muffler echoing through the trees.

I was having a wonderful time, until I neared the top of a long hill. That's when I heard it, a high pitched whine coming from behind me. Uh oh. This is a great road for driving with all its hills and curves, but not for having problems since there is no place to pull off.

A failure on this road at rush hour would be big trouble.

I tried to identify the source of the noise. After so many years, I've learned what most of them sound like. But this one was a bit different. At lunch I noticed the bolt that holds the alternator to the bracket had abandoned me. Could this be an alternator bearing? Was too high pitched for a blower bearing, and definitely not a wheel bearing. I listened hard, trying to get some ideas. Then it went away.

But almost just as quickly it was back. Then it was gone again. This wasn't looking good. But the only option was to keep going. So I drove on through the forest with the unearthly howl of a Phantom chasing me on Halloween night.

My brain went into overdrive, and in my mind I examined every piece that was behind me. When I got the car in 1974 the engine had been blown up. And since there were so few parts left useable, we basically built it from scratch.

Larry was my next door neighbor. He was a drag racer before a terrible accident left him paralyzed, but every day he would come over to my house and tell me stories while I worked on the car. He couldn't do anything himself, so he became my technical advisor. He liked Corvairs, and had a complete 140 engine disassembled in a box in his basement. He gladly donated the whole thing to my project, and the block and crankshaft found their way into my new turbo motor.

The cylinders were no good, so my dad got a friend where he worked to help out. This guy knew just what to do, and ordered a complete matched set of cylinders and pistons directly from General Motors, along with a factory turbo muffler. I rebuilt the carburetor myself, and my dad rebuilt the turbo, which was salvaged from the original engine.

That engine served me well for years of daily use. But it locked up on the way to my great grandfather's funeral, so it was pulled, and replaced with a 140. It sat unceremoniously under a sheet of plastic in the back yard for many years before it was finally put in storage in an old chicken house.

But sometimes despite our best efforts we do something right along the way, and the universe smiles on us. My dad and my nephew pulled that old engine out of the dust, and rebuilt it for my 40th birthday. When they tore it down, amazingly enough 5 of the six cylinders still looked like new, only one had to be replaced. The old crankshaft was still in excellent shape, so it was reused. My dad asked me if I wanted to use another block, so I would have one with the right serial number, but I told him no way;

Larry gave me that block, and so to me, it is the original engine. Even the old muffler was still in good shape. I decided not to rebuild the turbo. Even though it had sat in the basement for over a decade, it still turned, so I took a chance. At last everything was ready, and I went to my parent's house to help put it back in the car. Same car, same basement, same dad as when I was in high school. Sometimes you can go home again.

My mind wandered through the past, remembering all the people who helped with this wonderful engine while I tried to figure out what the problem was. And suddenly it hit me, and I smiled. What I was hearing was the whine of the turbo. And I was hearing it for the first time, on Halloween night, 26 years after first rebuilding the car.

Why now? I can't explain it. Maybe it was because the back window pretty much doesn't exist. Or perhaps because in my youth I was more concerned with making sure the stereo was turned up all the way. Or maybe it was because with age comes a certain wisdom, and sensitivity. But I didn't care.

I mashed that pedal hard up the next hill, and listened to it whine. Then it became a game. How long could I keep it going in the traffic? The other problem with this road is no place to pass. And quickly enough I came up behind a minivan that was intent on going slow. I would pour it on just enough to get a quick whine, then I would catch up and have to back off again. I did my best to bide my time, and eventually got around it when I turned onto the next highway. It was only a short jump to the Interstate, but the traffic there was just as bad.

I gritted my teeth. Why tonight? Why of all times does this have to be the night when I'm behind a perpetual rolling roadblock? Oh well, after a few miles it would be time to pull off for a quick run through the last three miles to home. And sitting at the end of the exit ramp, I got ready.

I pulled across the street and started up the long winding road, when suddenly a police car pulled out in front of me. "Oh no, you got to be kidding!" I thought. First the minivan, then rush hour traffic, and now a cop. And I followed him almost to my house. I was heart broken. The chance to hear that turbo spool up on demand for the first time had been cancelled by traffic. But I kept telling myself that Trick or Treaters may be out soon, so this is not a good night for such a drive anyway.

I've thought a lot about that night when I heard my turbo whine for the first time, and it still seems strange. But sometimes the Universe speaks to us through coincidence, and if we can't always understand the message, at least we can pay attention. So even if I never figure it out, I do know this much. On Halloween night, some ghosts from my past decided to pay me a visit. But all they really wanted was to go for a ride.

HAPPY BIRTHDAY

Jewell Hinkle	10/1
Phil Hartline	10/8
Rozelle Doughty	10/10
Debbie Noble	10/14
Allison Noble	10/21
Faye Collier	10/24
Harold Hartline	10/27
John Hathaway	11/03
Ann Miljus	11/11
Ann Steadman	11/11
Joe Doughty	11/20
Chris Rothe	11/20
Roy Dutton	11/28

HAPPY ANNIVERSARY

Richard & Sandy Stolzman	10/20
Russell & Debbie Noble	11/29

CALENDAR OF EVENTS

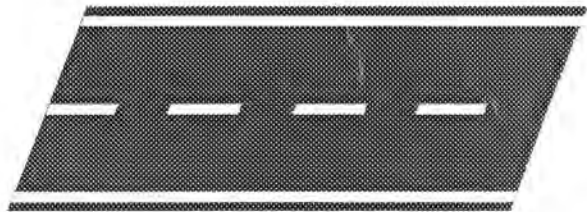
November 5-7, 2004

**Corvair Affair • St. Augustine FL
Central Florida Corvairs**

Friday night hospitality dinner and valve cover races. Saturday morning show; during judging, Nature Coast Corvairs will host games. Saturday afternoon and evening free. Sunday morning autocross and awards brunch. Host is Comfort Inn Suites at World Golf Village, 877/940-9501, mention Corvair for \$69.95 rate including deluxe continental breakfast. Contact Sarah Jones, 1488 Old Kings Road, Holly Hill FL 32117, 386/258-7161.

CRUISE INS, APRIL THROUGH OCTOBER (6 - 9PM)

1st Fri-Arby's-Parkway East-Centerpoint
1st Sat-Wal-Mart - Hwy 31 South - Pelham
1st Sat-Brook Highland Wal-Mart-Hwy 280
(Sponsored by B'ham Sports Car Club),
1st Sun-Arby's-Moody
2nd Fri-Sonic Drive-in Hwy 31 South-Pelham
2nd Sat Parkway East behind Burger King-Roebuck
2nd Sat-Brook Highland Hwy 280 in front of Michael's Craft Store
3rd Fri-Wal-Mart-2000 Forestdale Blvd-Forestdale
3rd Sat-off I-59 Trussville Exit-K-Mart Shopping Ctr
4th Sat-Wal-Mart Super Center on Academy Dr - Bessemer
4th Sat-Wal-Mart Hwy 280-Sylacauga
4th Sat-Old Winn Dixie in Fultondale
4th Sat-Hot Rodz in Leeds



FOR SALE AND WANTED

Relocating and need to sell following cars:

1967 Monza Convertible, 110, 4 speed, lt. blue, white top, runs, new brakes, \$2,995 OBO.

1965 Monza Coupe, 95, automatic, needs paint and brakes, minor rust, runs, needs gas tank cleaned out, \$1,000 OBO.

1966 Corsa Convertible, 110, 4 speed, blue, white top, needs some body work, runs, \$3,995 OBO.

1965 Corsa Turbo Coupe, needs engine repair (locked up), needs body work and paint, needs brakes, \$1,000 OBO.

Joe Krcmaric

Home (727) 863-3981

Cell (727) 992-4052

Fender Skirts for early 4-door. New in box \$50.00
Original Bow Tie Beauty Rims. Set of four. New in box \$30.00
Wheel Covers set of four-Spinner Originals. Good Condition \$300.00

Jerry Smith

205-640-6952

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VCE dues of \$20.00/year pay for a family membership and 12 issues of the *Oil Drop* newsletter.

President: Harold Hartline (256) 747-2308

Vice President: Russell Thuleen (205) 678-7979

Secretary: Joe Doughty (205) 995-0131

Treasurer: John Hathaway (205) 408-4063

Newsletter: Mickey Hunter (256) 773-1683

Hospitality: Jon & Sarah Keeton (205) 841-5169

Arrangements: Jewell Hinkle (205) 780-0549

Website:

<http://clubs.hemmings.com/vulcancorvair>



OK, not exactly a Corvair, but they are fun to drive!



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November 2004

Next Meeting

Date: November 19th 2004

Time: 7:00 PM

Location: Vestavia Hills Library

As usual, this month's meal will be potluck.
Bring your favorite dish.

October Minutes

By Joe Doughty

The meeting was held at 7:00 P.M. on October 15, 2004 at the Vestavia Library beginning with another very special potluck dinner.

After the meal Harold Hartline called the business meeting to order by asking for a treasurer's report with Treasurer John Hathaway reporting a bank balance as of October 15 of \$404.71.

Jewell Hinkle asked for discussion of the upcoming annual Christmas party and after some discussion a motion was made, seconded and approved that the party be held at the Vestavia Library. Jewell

volunteered to check with the Library on available dates and at the November meeting we will decide on the date of the party.

Another motion was made and seconded that we continue to donate to some charity the money we would have spent on gifts for members at the party. The motion carried and the selection of the charity will be made at the November meeting.

Harold Hartline gave a brief summary of the October 8-9 "Vairs at the Fair" event at Warner Robbins, Georgia at which our club had substantial representation and at which approximately 36 corvairs led the parade through Perry, Georgia into the fair grounds. The Heart of Georgia club is to be congratulated on again putting on an enjoyable event.

Ed Keller stated that our members had received an invitation to attend the next meeting of AACA Dixie Division on October 26 at Red Lobster to hear a talk by the curator of the Knox Kershaw car collection.

It was noted that Norman Rogers drove to the meeting in his beautiful newly purchased Rampside which was admired by all.

Harold Hartline announced that Russ Thuleen and Walt Davison would hold tech sessions after the meeting was adjourned.

With no further business the meeting was adjourned.

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- 2 Birthdays and Anniversaries
- 2 Calendar of Events
- 3 For Sale

*******Christmas Party Note*******

The Vestavia Library will only be available December 3, 2004. This will be discussed at the November meeting.

Walt Davison is having a Technical gathering at his house in Sylacauga on Saturday November 20, 2004

Subject will be differentials; assembly, sealing and setup. There will be free pancakes at 9:00 AM. The bigger the turnout the more information can be exchanged.

Directions:

From Birmingham take 280 south and travel approximately 35 miles south of 459. There will be a large Shell Station on the right at intersection of 511. Turn left on to 511 at the intersection and go approximately one mile. You will go by a church but if you get to the Comet Service station you have gone too far. Turn left after you pass the church, there will be a sign 5 Points Baptist Church.

After turning left at sign for 5 Points Baptist Church go ½ mile and there will be a modern street sign for Robertson on left go past Robertson and 2 private driveways. Immediately after passing the second private driveway turn left on Summer Place Lane. The address is on the mailbox (156 Summer Place Lane) and you can't miss the Ultra Van in the yard.

Come and join the fun on Saturday November 20, 2004.

HAPPY BIRTHDAY

John Hathaway	11/03
Ann Miljus	11/11
Ann Steadman	11/11
Joe Doughty	11/20
Chris Rothe	11/20
Roy Dutton	11/28
Daniel Hunter	12/02
Joe Steadman	12/04
Amy Langner	12/11
Carol Keller	12/18
George Miljus	12/18
Holly Hunter	12/20
Russ Thuleen	12/20

HAPPY ANNIVERSARY

Russell & Debbie Noble	11/29
Bob & Wilma Siemens	12/17
Jon & Sarah Keeton	12/19
Joe & Ann Steadman	12/25

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For Sale

1963 Convertible:

Red with white top and 2 new tires on front. Some rust near top on right. Runs and is complete car. Richard Stolzman has seen car and reports car in good shape for restoration. Wants \$700.00.

**Call Wayne Parker 205-966-7154 or
205-655-3481**

1963 Corvair Spyder 4 speed. Has very little rust. All glass is good. In good shape for restoration.

1968 Corvair Monza automatic. In good shape for restoration.

1964 Corvair Monza - parts only car. Also have 2 motors and some parts.

Clear MO titles on all cars. Located in Lilbourn, MO - 20 miles south of Sikeston, MO

**Call 573-688-5077 Days
573-688-5177 After 7 pm**

Ask for Larry

e-mail: jackson@sheltonbbs.com

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Update on Brannon's '66 coupe

Leon Hartline has finished painting Brannon's car and is in the process of final buffing and touch up. Brannon and I are working on the tedious task of buffing and polishing trim and cleaning other parts preparing them for final installation. Hope to be complete soon so Brannon can drive it to a meeting in the near future.

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A Georgia Peach and an Alabama Lemon



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December 2004

Next Meeting

Christmas Party

Date: December 3rd 2004

Time: 7:00 PM

Location: Vestavia Hills Library

November Minutes

By Joe Doughty

The meeting was held at 7:00 P.M. on November 19, 2004 at the Vestavia Library starting with another great potluck dinner after which President Harold Hartline opened the business meeting with a call for a treasurer's report. John Hathaway reported a bank balance of \$404.71 as of November 19, 2004.

Jewell Hinkle reported that the nomination committee recommended the following slate of proposed officers for the year 2005:

President	Russ Thuleen
Vice President	Mickey Hunter
Treasurer	John Hathaway
Secretary	Joe Doughty
Newsletter	Leslie Steckler
Arrangements	Jewell Hinkle
Hospitality	Harold Hartline

President Hartline called for nominations from the floor but there were none. He announced that we would vote on this slate at the Christmas party.

John Hathaway mentioned again that starting in January 2005 the club must pay \$15 per meeting to the Vestavia Library. We had been making an annual donation to the library in the past. A motion was made and approved to stop making the annual donation and start paying the fee of \$15 per meeting.

Jewell Hinkle said she checked with the library and the only available date in early December for us to hold the Christmas party there was December 3. A motion was made and approved to hold the Christmas party at the library on December 3 at 7:00 P.M. Jewell will contact Members to work out assignments of dishes to bring. Again for this year it was proposed that at the Christmas party members donate up to \$10 each to be given to a charity of our choice instead of giving Christmas

presents to each other. Mickey Hunter mentioned that Bill Hubbell, CORSA Secretary, had proposed setting up a disaster relief fund to aid CORSA members who have sustained storm loss or damage to corvairs and homes during this recent hurricane season. A motion was made and approved to donate this money to this CORSA fund if it is established as proposed.

Ed Keller said that the administrator of the estate of Dr. Tunstel in Tuscaloosa had found an additional stash of corvair parts in the attic of the home and that the final day for buying these will be Tuesday November 23 for those interested. Harold Hartline had purchased a number of corvair books and manuals from the estate and some of them are available to those who see one they want.

Walt Davison again invited the members to attend another tech session at his home on Saturday, November 20 with the main subject to be differentials. Pancakes will be served at 9:00 A.M. See the November issue of the Oil Drop for directions to Walt's home. It was announced that Richard Stolzman and Russ Thuleen will hold a short tech session immediately after adjournment.

With no further business the meeting was adjourned.

HAPPY BIRTHDAY

Daniel Hunter	12/02
Joe Steadman	12/04
Amy Langner	12/11
Carol Keller	12/18
George Miljus	12/18
Holly Hunter	12/20
Russ Thuleen	12/20
Bob Siemens	01/12
Walt Davison	01/23
Jake Langner	01/25
Wilma Siemens	01/27

HAPPY ANNIVERSARY

Bob & Wilma Siemens	12/17
Jon & Sarah Keeton	12/19
Joe & Ann Steadman	12/25
Frank & Rene Ranelli	01/12
Tom & Faye Collier	01/13
Walt & Marilyn Davison	01/23
Mickey & Robin Hunter	01/26

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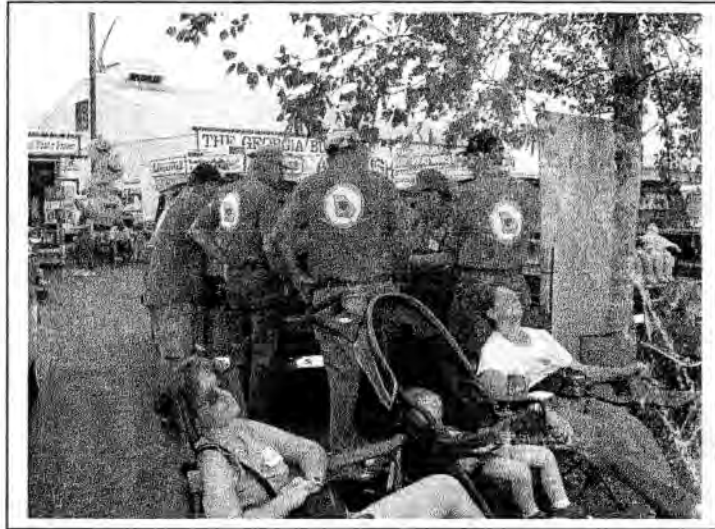
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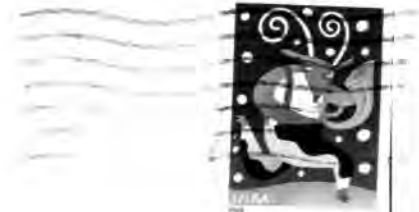
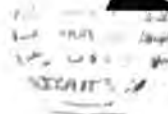
Arrangements: Jewell Hinkle (205) 780-0549

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Appears to be a typical day at the fair.



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