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OIL DROP



THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 28, No 1

January 2007

From the Prez

Time to Renew – if you haven't yet given John Hathaway your check, remember to mail it or bring it to the meeting. Since some of our members will be in Pigeon Forge Fri., Jan. 19th. Those of you who will not be going on the trip will need to make phone contact to see if you would like to have a meeting. If you still want to make plans to attend the Corvaire Social, the host hotel is the Holiday Inn Resort (at Light #6)– Ph 865-428-2700.

I have received a mailer about the West Florida show at Ft. Walton Beach the weekend of Feb. 23-25th. The host hotel is the Ramada Plaza Beach Resort – Ph. 850-243-9161, www.ramadafwb.com. Mention Corvaire. Everyone try to make this event if you can.

Later - Ed

THE OIL DROP - Gone Electronic!

Congratulations to these folks taking the leap from snail mail to email: The Siemens, The Rothes, and Steve Daniels. The newsletter will run about 500 KB or so in size, +/- some. If you want to go electronic too and save the club some \$\$\$, drop me a line – via email of course.



Next Meeting:

Meeting is ON!

Date: Friday, January 19th, 2007

Time: 7:00 PM

Place: Vestavia Hills Library on Hwy 31

Pot luck dinner – bring your favorite dish and, like always, drive those Corvairs!

Cruise-In Locations

1st Sat Krispy Kreme – U.S. 31, 9:00am

3rd Sat Rail Road Café – I-459 Exit 6, 9:00am

These cruise-ins are official - Editor

Calendar of Events

Jan 19-21 Corvaire Club Retreat
Pigeon Forge

Feb 23-25 Corvaire Lover's Holiday
Fort Walton Beach, FL

Mar 9-11 Spring Warm Up
Myrtle Beach, SC

Apr 20-22 Springfest
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DUES are DUE

\$20

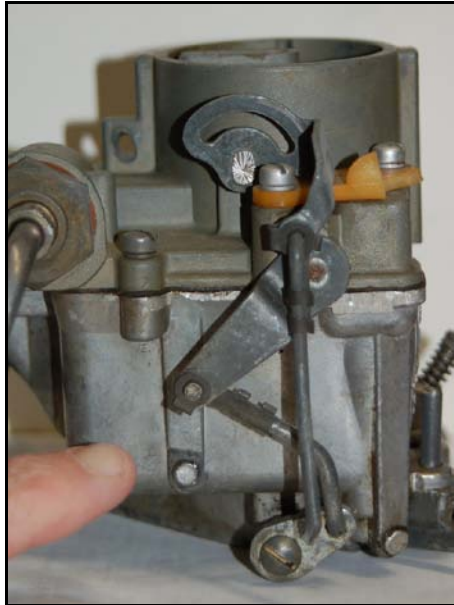
Per family, per year. What a great deal, plus you get the *WORLD FAMOUS* (drum roll) *Oil Drop!* Wa-hoo! Bring to a meeting or:

Remit to: John Hathaway
438 Eaton Road
Birmingham, AL 35242

Carbs: Some 'Need to Know' Stuff

Many of you may already know this information, but some may not, so I offer just a few items of interest on the Corvair's most widely used carburetor – the Rochester HV.

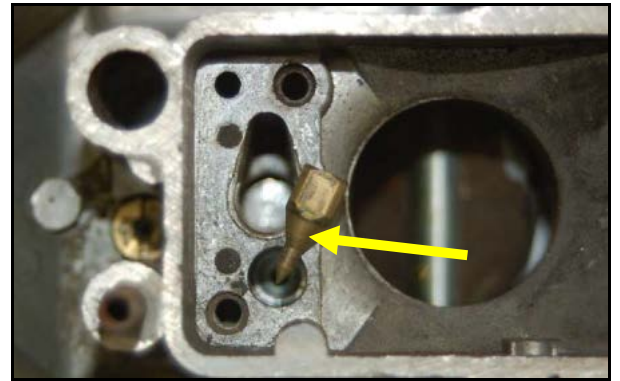
OK. The 'best' Corvair carb has the 'power enrichment circuit'. This is identified externally by the plug (from drilling the circuit) as shown below.



Yes, the shiny spot is the plug!

Now, if we open the carb, the enrichment 'needle valve' is shown – pointing to its cavity below the venturi cluster...NEATO! This valve can get gummed up and stick, so watch for that when you rebuild. See

the brass enrichment needle below. This lifts under high carb airflow and allows more fuel to enter the venturi cluster and cures high speed 'lean out'.



Speaking of the venturi cluster, the pic below shows the location of the vent for the idle circuit jet. If this jet gets clogged, your Vair won't idle. As Walt Davison has preached, just put a wire down that hole to ream out the clog and...voila! Problem fixed.



- Editor

Corvair Carb ID Tag Info

1960	7015300- 7015319	80 Man 80 PG	No choke. No air cleaner holes. One external vent in top. Larger of two float sizes (to 1963). Symmetrical venturi cluster (to 63).
1961	7019100-17	80 All	Manual choke, no external vent, 2 fast idle screws, throttle kick lever
1962	7020100-01	98 PG	Automatic choke, one or no external bowl vent, long pointed idle cam.
Late	7023100	80-84 PG	Automatic choke, 2 vent holes in air horn, short fast idle cam and
1962-	7023101	80-84 Man	hollow step in top where air cleaner clamps attach, symmetrical
1963	7023102	102 All	venturi cluster arms, plastic choke tripper ('62-64)
1962-4	3817245	150 Turbo	Medium of three jet sizes, pump discharge ball and spring
1964	7024023	95 PG	Idle vent on base, J-bolt hole in solid top. Smaller float (kept thru 1969)
	7024024	95 Man	with assist spring requires new float level adjustments.
	7024025	110 All	Non-symmetrical venturi cluster arms - retained through 1969
1965	7025023	95-140 Man	Enrichment valve added (plug on side of body), idle spring vent on base.
	7025024-25	95, 110 PG	Uneven venturi cluster, metal choke tripper
	7025026	140 Secondary	No choke, idle, or enrichment circuits, solid throttle plate
	3856713	180 Turbo	Largest of three jet sizes, pump discharge needle in some
1966-7	7026023-24	All	Like 1965, but with an additional internal idle mixture bleed
1966-9	7026026	140 Secondary	Like 1965 secondary, but w/lockout linkage, some use accelerator pump cup
1966	3880786	180 Turbo	No change except to smallest of jet sizes/rod in the series.
1967-9	7036014/15-23	All A.I.R.	Like other 1966-67, but no power enrichment valve on smog carbs. Less
	7028004/5	All A.I.R.	adjustment possible in mixture circuits. Extra needle in throat



November VCE Meeting Minutes

The VCE chapter ended the year with a delicious Christmas dinner meeting held on Friday, December 15, 2006. With 27 people present the members enjoyed a wonderful dinner after which Jewel Hinkle took up the Christmas donations. The money donated by the membership this year was divided between Norm Rogers (\$200) for purchase of bicycles for needy children and the remaining money to be divided between Joe Steadman and Charlie Drake.

A reminder was announced about the dues for 2007 - can be paid at the January meeting. Please make sure you send in your dues ASAP!

John Hathaway has moved and his new address is:

438 Eaton Road
Birmingham, AL 35242

Get Well cards were signed by all in attendance for Joe Steadman, Charlie Drake and Louise Hartline.

Mark January 19th for a trip to Pigeon Forge and February 23rd as the date for our trip to Fort Walton Beach, FL.

Many thanks to Russell Noble for the good work on this years newsletter - the membership gave him a sitting ovation.

Russ Thuleen
VCE Secretary

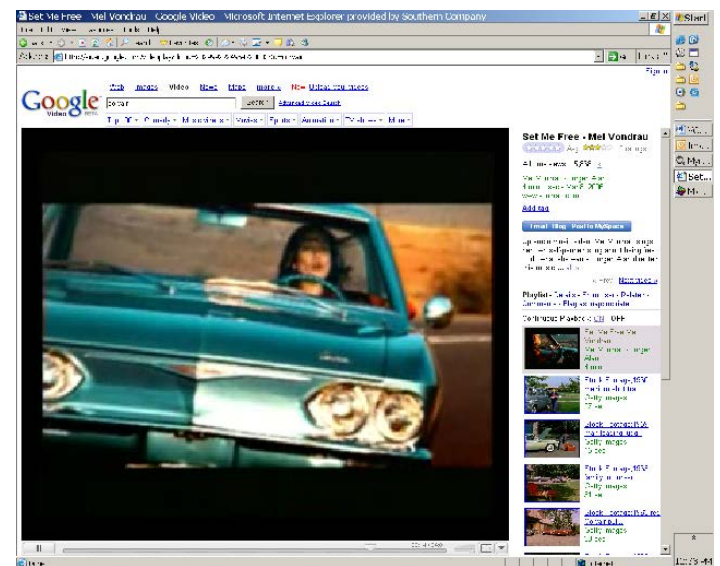
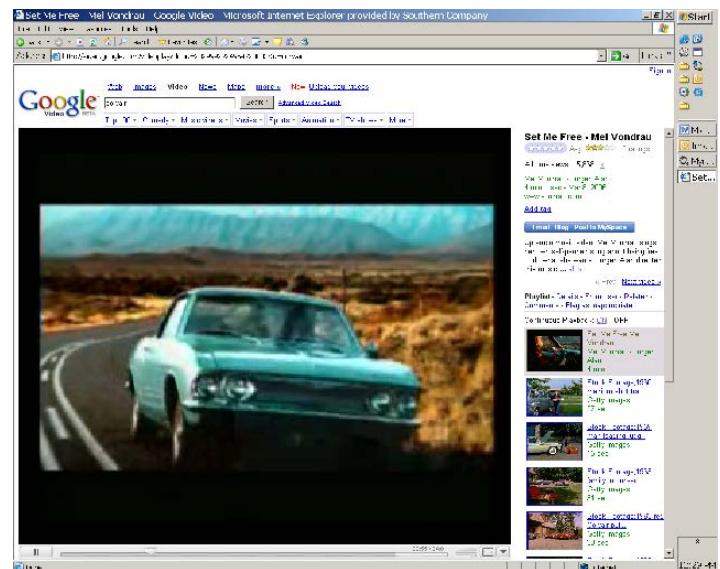
Coming Next Month

Ever wonder why your oil pan leaks a few days, weeks, or months after you put on a fresh 'new and improved' cork and rubber gasket? Well, I did. Guess what? I found out why. You can find out too in next month's *OIL DROP* with a tech article on this issue. - Editor

P.S. - Think inch-pounds.

Internet Stuff

If you could not view the music video I wrote about in the December issue, here are some stills. A very nice 1965 Corvair '500' coupe scooting along in what looks like California or Nevada. - Editor



From The Editor

Thanks for the sitting ovation!!!!!!!!!!!!

VCE Classifieds and Unsolicited Email Info

1966 Corsa: 180 Hp Turbo coupe, 4-speed, one owner, approximately 65K miles, yellow with black interior, has not been driven in 8-10 years, garaged, call Bill Snider at 205/923-7361. No price given.

For Sale: '69 #5349 in Georgia. Call Phillip George for more information (678) 584-5906 (9/06)

1962 Monza: My name is James Youngs and I am with Dotson Brothers Chrysler Dodge Jeep in Paris, KY. I have a 1962 Corvair Monza Coupe with 35K original miles along with service records and books. I didn't know if this would be something that would interest you or anyone in the Corvair Club. I can be reached at 859-340-0478. Thank You, James Youngs (I have pictures of this car and it looks REALLY nice - Editor)

1967 Monza: coupe, factory A/C, 140/4, The car is silver with a white interior. Has Corsa dash, new brakes, NOS dash pad, NOS steering wheel, NOS AM radio, all new wiring harnesses from front to rear. \$5,500 or best offer. George Miljus, 205-790-2279 or george.miljus@nsbhm.com See picture in Oil Drop (6/06)

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Carbs, carbs, carbs...you gotta love 'em!



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THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 28, No 2

February 2007

From the Prez

I understand there was a good meeting in January while some of us were absent. On Thursday, Jan. 18th, Carol and yours truly, once again headed out in the A.M. for the annual social gathering in Pigeon Forge. We met Harold and Louise, Wilma and Bob at J. Alexander's for the usual lunch on the North side of Chattanooga. We did not have quite as many folks in attendance this year and ditto for the other clubs. There was the usual shopping by the ladies and some important searching for valuable "junkte" by some of the guys. This was the last year this event was hosted by Tim Gippert and his Atlanta cohorts. Some of the Tennessee bunch said they may attempt to pick up this for next year.

Hope we will have a few more of us at Ft. Walton later this month.

Till then,

Ed

THE OIL DROP - Gone Electronic!

Drop me a line at rnoble@southernco.com or call 205-257-7232 if you would like to receive *THE OIL DROP* via email instead of postal mail. Save VCE some bucks!



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Medical Notice

Jon Keeton has been diagnosed with a brain tumor and lung cancer. He had surgery on Feb 2 and will be beginning treatment for his lungs soon. VCE prayers are with Jon and Sarah.

\$20 DUES are DUE \$20

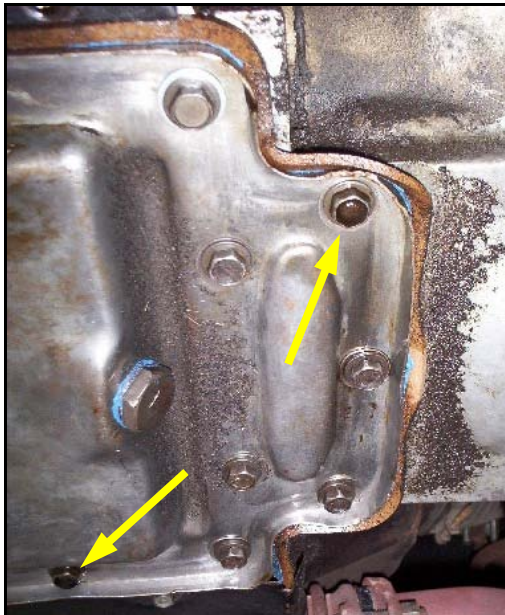
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Oil Pan Gasket Investigation

Well, I don't mind admitting my ignorance so here goes with regard to Vair pan gaskets. After putting on several gaskets over the years just to see them start leaking after some interval, I decided to do some investigating instead of just replacing. My strategy was: clean, drive, inspect, dismantle, and inspect again. Don't laugh at the blue stuff or squished gasket in the pics! Just read the story...

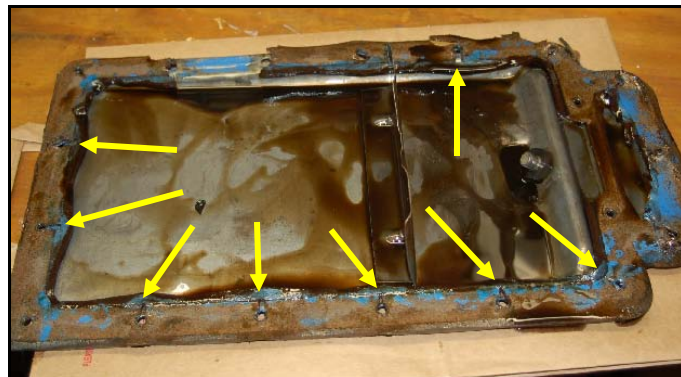
First, to a coin spray wash to clean the drivetrain bottom the best I could. After driving a week or so, an inspection revealed oil on some pan bolts - see below:



(Yes, there are washers under those pan bolts)

If the oil is getting to the bolt threads, then the gasket must be ruptured, right? Well, let's pull that sucker off and see. I already knew the answer, and sure enough, the gasket had been compromised in several locations. The strange thing was that all the

tears were on the 'oil side' of the pan and none on the 'outside'. Below you can see just how many places the gasket was busted. OUCH!



The next picture is a close-up of a typical tear. This is what happens when you over-tighten those small pan screws!



I'll admit that I 'guesstimated' torque on those pan screws in the past. You know...it doesn't feel very tight, so let's turn 'em just a little more. This time I put about 5 ft-lbs on them. Depending on the source (GM manual, Walt, Clark's) 40-100 inch-pounds is recommended. Oh well, live and learn. By the way, who the heck has an in-lb torque wrench anyway? A watchmaker? Geez!

- Editor

Pininfarina Corvair

In 1960, Pininfarina put forward a project of their own providing the attractive, if controversial, rear engine Corvair chassis with a body.

This version was the first of two chassis to be bodied by Pininfarina in the course of the following three years. The first version being shown at the Paris and Turin salons in 1960.

Two years later, at the Paris salon, the chassis was shown again, this time a little less radical, but a more convincing project that involved a lot of work. Finally, the example shown here was probably the most successful of the group.

By 1963, it managed to be a four seater or at least a 2 + 2 and remains forever, as so much of Pininfarina's work, "variations on a theme". This car was at the Pininfarina museum for many years and eventually

made its way to the US. The car was restored a number of years ago by noted restorer. This is an extremely unusual car and a one-of designed Corvair.



Text: Barrett-Jackson website. Pic: The Web - Editor

January VCE Meeting Minutes

The January meeting was preceded by the usual buffet dinner provided by the members. The meeting was then called to order and it was noted that 19 members were present. President Ed was not in attendance, so the meeting was presided over by VP Pete. A Treasurer's Report was given by John Hathaway - there is \$423 in our account.

All monies generated by our club come through our yearly dues, so please send in or bring a check to the next meeting. The Vestavia library requests we now pay the room rent on a monthly basis, and we have reserved it for the next six months. Both Russell Noble and Ed Keller will be on the look out for a new meeting location.

A March ride has been planned to Lookout Mountain for March 17&18. This will be an overnight ride with our overnight stop in Chattanooga, TN. Further plans will be discussed at the February meeting.

Charlie has sent his thanks for our thoughts, prayers, and the card we sent with his get well offering. Russ Thuleen asked if there were volunteers to assist with the Springfest in Helen this year. Donna and Leslie have offered to help with registration. Please see Russ if you are interested in being a volunteer. John then motioned for the meeting to adjourn. A tech session followed.

Hemmings Motor News

An excerpt regarding development of the Corvair turbo motor from the 11/06 issue of HMN. Provided by Ed Keller.

A Sprightly Performer

Durability testing was done concurrently with the development of the engine so that new designs could promptly be tested. The relatively short time available for the development made it vital to determine the durability characteristics of the engine.

The varying power curve also modified the fuel and ignition requirements, which were determined by the test cars. Changes in restriction in the intake and exhaust systems, for example, raised or lowered the output of the engine, which further impacted the back pressure. Such relationships made designing the calibration on paper without real world testing impractical. While dyno testing helped determine the wide-open-throttle fuel and spark requirements, most of that work was accomplished at the Proving Grounds or during road tests. The vehicle durability testing was conducted on what GM called a modified Schedule U. This schedule is normally rated at a severity level of 4:1, with every mile equivalent to four miles of normal customer usage. In the case of the Spyder, however, it was felt that customer usage could be more severe than that of a standard Corvair. Accordingly, the durability test was designed for a 6:1 severity.

Each lap of the regular Schedule U covered 28.5 miles at an average speed

of 40 mph, including a variety of surfaces from smooth highway to 9.5 miles of hill routes and Belgian block covered roads. The average speed of the turbo cars was increased to 55 mph and the run's high-speed portion was increased from 50 to 70 mph. A considerable number of stops were included, and every restart was at full throttle.

The Spyder engines were then disassembled for inspection after the completion of 5,000 miles of the test schedule. They were then reassembled and put back on the schedule for another 5,000 miles.

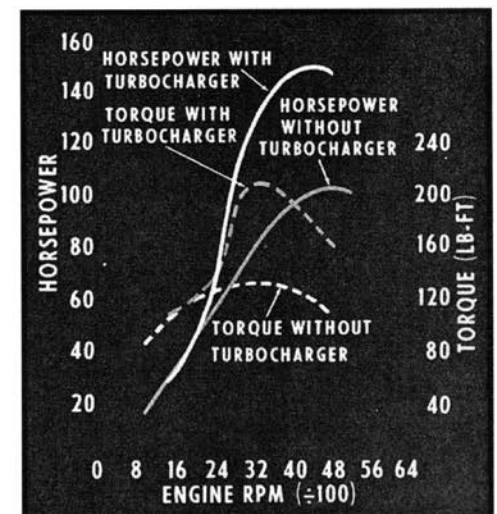
A turbocharged Spyder was rated at 9.8 seconds for 0-60 mph with two occupants on board. A standard Corvair would take 16.5 seconds to reach the same speed.

The passing performance of the turbo engine was considered to be excellent. When driven at normal turnpike speeds, the car had passing potential acceptable for the most demanding driver. There was very little lag during acceleration from a road load condition with the production engine. This was due to the small diameter, high-speed turbine that was constantly spinning.

The limiting speed of the engine was from the pump-up of the hydraulic valve lifters. This occurred at 5,700 to 5,800 rpm. Allowing for a safety margin, the tachometer redline was identified as 5,300 rpm.

The Corvair turbocharged engine was well received by the public. Prior to the last

Corvair coming down an assembly line, the Spyder engine production was canceled due to the focus of the product line toward economy minded consumers. The appeal of a larger engine, rear-wheel-drive performance car was just too strong for the little turbo to overcome in the showroom. But Chevrolet must have learned there was a market for small, economy car-based hot rods. In 1974 the division introduced a twin-camshaft Cosworth version of the Vega, and just last year, a supercharged SS model of the front-wheel-drive Cobalt. The Spyder engine's DNA lives today — a true Mechanical Marvel. 🏎️



For its time, Chevy's Spyder engine produced impressive horsepower and torque ratings

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Pininfarina's "Italian Job" on the Corvair!



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THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 28, No 3

March 2007

From the Prez

The West Florida Corvaair group held a great getaway at the beach Feb. 23-25th. This year's event was at the Ramada Inn at Ft. Walton Beach, since the Holiday Inn at Navarre is sadly, no more. The Ramada is a larger facility with a large courtyard with a tropical effect, waterfall at one of the swimming pools, etc. The West Florida club, like ours, is smaller now, so a great deal of work was done by just a few folks. The attendance was also smaller than it has been in the past, with about 20 or so cars in the show. Russ and Harold won awards for their trucks and yours truly won an award for the yellow convertible. There were lots of door prizes to go around and Leslie won the best prize from Ramada – a free weekend trip! I hope they can have this show next year, as some of us in Birmingham have always enjoyed attending. This year's group consisted of the Hartlines, Kellers, Siemens with Autumn, and Thuleens with Leslie and Jessica.



Try to make the trip to Nocaloola Falls on Sat., March 17th for a picnic lunch, and on to Chattanooga for Sat. evening if you can. Also, better make your reservations for Helen ASAP. Ed



Our hosts – June & Ed, Gary & Mary

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1966 Corvair '500' Custom!

Found this article on the web by Kevin Erisman. Amazing story of a Plain Jane LM turned into a sweet low rider. Many of you may not like customs, but some folks really appreciate automotive 'art'. Here goes the tale:



This was a rare find...a '66 Corvair with 6000 original miles, original paint and mint interior. Bart Frye liked what he saw and knew he had to have it...he had a vision.



Bart knew the look he was after, which included large diameter billet wheels and air ride. He brought it to me to make it happen. I stepped the front A-arms and installed a full air ride system. In the rear I needed to make room for a 10 inch wide Budnik Famoso wheel so I moved the inner wheel wells into the frame. I then stepped and narrowed the rear control arms and narrowed the half shafts. I installed the air ride up/down controls in the factory push button radio, and the air ride gauge in a column-mounted tach housing.



Bart installed a set of headers and the original pipes hung down fairly low, so I re-routed the tail Bart installed a set of headers and the original pipes hung down fairly low, so I re-routed the tail pipes to hide them as much as possible. I cut into the rear valance for the resonator tips to exit. See how clean it looks from the rear! The front wheels are 18x7 and rear wheels are 18x10 with a 285/40/18 tire.



'500' (cont'd)

This little Corvair draws attention where ever it goes. It was featured in the December 2002 issue of Super Chevy Magazine, December 2002 issue of Popular Hot Rodding, and the May 2005 issue of Super Rod Magazine.

As reported in Super Chevy Magazine "It is just so different and cool that it makes you want to go out and find a Corvair of your own".

Bart sold the Corvair to Brian Paul of Michigan. Just when we thought this project couldn't be taken any further, Brian proved us wrong. I saw this car in person at the Detroit Autorama Show and the paint is KILLER!!!



Brian took it another step with completely new interior. The plush red leather looks like it's as comfortable as a Lazy-Boy recliner! There's plenty of "tunes" in there also.



Wow! What a story. That is one unique ride and surely turns heads at any event. I wonder how it drives with all that rubber on the road? Who cares?

- Editor

February VCE Meeting Minutes

The February 16th meeting was held with 18 adults and 4 children present. Prior to the meeting the members enjoyed the usual delicious buffet of food provided. President Ed Keller then called the meeting to order.

Ed discussed the weekend trip coming up on February 23rd thru 25th to fort Walton Beach, Florida. This trip will be held with the Central Florida Corvair club, as well as some members from the Georgia club. They anticipate a good turn out and volunteers were requested to assist with registration, events, etc.

The upcoming over night trip to Little Canyon River and then onto Chattanooga, TN was discussed. This event is set for March 17th with a scenic drive, a picnic lunch and an over night stop. Please call Pete Wood to confirm at (205) 956-6832 or 222-7176.

The meeting ended with a motion of adjournment from Harold Hartline. No tech session was held this month.

Russ Thuleen

Comments from Walt Davison...

These comments sent in by Walt concerning the article on oil pan leaks in the Feb '07 OIL DROP.

- Editor

My name was used in "vain" ..so I must reply!..On oil pan leaks..been there DT. I quit using gaskets in the dark past. The secret is to have the pan sealing surface as flat as the aluminum case. Good luck. But make a SERIOUS effort to straighten it out. Success is largely dependent on how flat the surfaces are. It may surprise some to know that there are several versions of the "stock" pan. For my "system" its not too important which version you have as long as its FLAT! First you'll need two pcs of all thread rod..or two 1/4..20 bolts with the heads cut off. These you will screw into the case to be the guides when you install the pan. Put one at each end. Now on a CLEAN pan run two beads of (I use black) silicone

Comments from Walt Davison...(cont'd)

about 1/4 inch in diameter...one towards the outside and one towards the inside. Then connect the beads at each screw hole with a dab on each side of the hole. Now comes the "secret"..cut about a dozen toothpicks in half. Place them in the silicone perpendicular to the beads, spaced sort of evenly around the edges. Have the big end inboard..pointy end sticking out. Be sure these are covered with silicone. Now slide the pan up on the guides and hold it steady. Install the fasteners with a nut driver. We want them just good and "snug". What we've done is assured that silicone is squeezed just enough to give a double seal...but not sqwished completely out. The fasteners are just to hold it in alignment till the goo sets. Now the next day..when you know its truly cured..trim the edges with a sharp knife. Be VERY careful to not move the toothpicks. This works for me...anybody got any improvements?

As always...All the Best..Walt

PS..Yes I have a inch pounds torque wrench...its the only "beam" style thats worth having, IMO. You must have one to set up differentials.

VCE Road Trip

Pete Wood has organized a scenic trip to the Chattanooga Choo Choo via Noccalula Falls and the Lookout Mountain Parkway for Saturday, March 17th and carrying over to the 18th for those that wish to spend the night. I sent directions supplied to me by Pete via email on the 7th, so check your inboxes. Otherwise, I have enclosed the 'text only' version here in the mighty *OIL DROP* for those without email or for the computer dysfunctional. - Editor



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*Customized engine for a matching customized Corvair.
Check it out inside!*



Vulcan Corvair Enthusiasts
PO Box 59071
Birmingham, AL 35259-9071



Directions for Lookout Mountain Parkway Tour

Meet in the Noccalula Falls parking lot at **9:00 a.m. on March 17, 2007.**

I-59 exit 188 to Noccalula Falls, and follow the signs. The parking lot is just before the bridge across from a Shell station.

The first leg of the trip starts on **Alabama state route 89** at the intersection pictured bellow.

1. Follow SR89 north -19 miles to the stop sign and **turn right onto SR68.**
2. SR68 - 5 miles to **County Road 273, turn left** (several signs mark the road).
3. County Road 273 - 8 miles to **County Road 275, turn left.**

CR 275 takes a sharp left just before the entrance to Canyon Mouth Park. Turn and follow up a very steep grade; turn right at the T intersection at the top of the grade to continue following CR275. (Do not stop at this intersection. You have the right of way.) Several miles down CR275 you will encounter another T intersection like the previous. Once again you will drive up a very steep incline and turn right at the top without stopping. The driving surface improves greatly from here on out. I promise.

Road 275 and 176 follow along the canyon rim and are the most scenic roads of the trip. There are numerous pullouts and overlooks along both roads to provide you with a chance to view the canyon better. As we travel along this route we will become split up as not everyone will want to stop at every place (there is not room at most overlooks). Everyone will continue at his own pace. I am sure we will meet up in small groups as we travel farther down the road, but we will probably not all be together again until we meet at dinner.

4. County Road 275 -13 miles and terminates at **SR176, turn right.**
5. County Road 176 - 11 miles and terminates at **SR 35, turn right** and travel a few hundred yards to Little River Canyon Falls Park.
6. SR 35 west, (left out of the falls parking lot) 6 miles to **SR 89 north, turn right.**

On 89 you will drive through DeSoto State Park. There is a nice store in the park where you can find information and maps of the park and surrounding natural attractions. This is also where we will stop to have our picnic lunch.

Watch your road signs. 89 makes several twists and turns at various intersections. DeSoto Falls is also off of 89 along our route and is well marked and worth a visit if you have time.

7. SR 89 - 12???, miles to **SR 117, turn right.**
8. SR 117, (Georgia 48) 8 miles to **State Road 157, turn left**
9. Georgia SR157 - 23 miles to **SR 136, turn left.**
10. Georgia 136 - 2.4 miles to **SR189, turn right.**

State Roads 189 and 157 merge to take us into Chattanooga driving along the spine of Lookout Mountain. It runs into Point Park on Lookout Mountain. Follow the signs; the roads are well marked for the attractions on the mountain. Ruby Falls and Rock City are in this area. If you have hurried along on the trip, you may have time to visit some of the sights before dinner. If you have been doing a lot of sightseeing along the drive and are running late you can skip Point Park et. al and turn down 157 when it turns right 14.7 miles from the last turn and follow it straight into town. 157 becomes Broad Street and takes you directly downtown. Our restaurant for dinner is near the end of this street. Our hotel is on Market Street, which runs parallel to Broad. It is hard to miss our hotel as it has a large red Choo-Choo train on top of the building.

VCE Member Address List

Revised 2/12/07

(These are 2006 PAID members)

Last Name	First Name	Address	City	State	Zip	Home Phone	Email ID
Bolton	Authur & Vickie	2056 Shebia Drive	Hoover	AL	35216		
Collier	Tom & Faye	505 Harvest Loop	Prattville	AL	36066	(334) 361-9704	colr334@knology.net
Crawford	David	4738 Gardinia Trace	Mt. Olive	AL	35117	(205) 608-3361	
Daniels	Steve & Sherri	4919 Meadow Brook Way	Birmingham	AL	35242	(205) 995-9474	sddaniel@bellsouth.net
Davison	Walt & Marilyn	156 Summer Place Lane	Sylacauga	AL	35150	(256) 404-3175	walt366lite@hotmail.com
Doughty	Joe & Rozelle	324 North Lake Road	Birmingham	AL	35242	(205) 995-0131	None
Dutton	Roy	959 Scott Cemetery Road	Carbon Hill	AL	35549	(205) 522-6354	royddutton@yahoo.com
Halterman	Delbert	718 Mattingly Street	Vicksburg	MS	39180	(601) 636-4310	
Hartline	Phil & Caroll	905 Echo Trail	Warrior	AL	35180	(205) 590-0141	philandcaroll@att.net
Hartline	Harold & Louise	564 County Road 4210	Crane Hill	AL	35053	(256) 747-2308	louise1956@earthlink.net
Hathaway	John	438 Eaton Road	Birmingham	AL	35242	(205) 408-4063	johnhathawayjc@bellsouth.net
Hinkle	Buck & Jewell	4142 Terrace R West	Birmingham	AL	35208	(205) 780-0549	None
Hunter	Mickey & Robin	1505 State Street NW	Hartselle	AL	35640	(256) 773-1683	mdhunter1@bellsouth.net
Keeton	Jon & Sarah	2008 Elkwood Drive	Fultondale	AL	35068	(205) 841-5169	cudaman@prodigy.net
Keller	Ed & Carol	2461 Jannebo Road	Birmingham	AL	35216	(205) 823-5424	edkeller@mindspring.com
Miljus	George & Ann	722 Park Ridge Circle	Birmingham	AL	35242	(205) 972-1385	george.miljus@nsbhm.com
Miller	Joyce	601 Avondale Road	Montgomery	AL	36109	(334) 272-7085	retiredcouple@juno.com
Noble	Russell & Debbie	3416 Danner Circle	Birmingham	AL	35243	(205) 822-6092	rtnoble@southernco.com
Rogers	Norman	408 South Broad Street	Albertville	AL	35950	(205) 878-1810	ntr47@charter.net
Rothe	Chris & Frances	1920 Longview Drive	Hueytown	AL	35023	(205) 497-2847	ag4ab@att.net
Siemens	Bob & Wilma	1725 Buck Island Drive	Guntersville	AL	35976	(256) 582-2175	rsiemens@charter.net
Smith	Jerry & Sarah	595 Browning Road	Odenville	AL	35120	(205) 640-6952	sarah.smith7@att.net
Snider	Floyd T.	4960 Big Oak Drive	Southside	AL	35907	(256) 442-1149	
Steadman	Joe & Ann	1629 Arrowhead Road	Jasper	AL	35504	(205) 384-9576	
Steadman	Jason & Amy	76 Oak Rd.	Nauvoo	AL	35578		
Steckler	Leslie	147 Crossbrook Drive	Chelsea	AL	35043	(205) 678-2191	vairluvr@aol.com
Stolzmann	Richard & Sandy	376 Burgess Drive	Springville	AL	35146	(205) 467-6444	richeyrich43@hotmail.com
Thuleen	Russ & Donna	147 Crossbrook Drive	Chelsea	AL	35043	(205) 678-7979	rampsideruss@aol.com
Trotter	Charles & Jan	55 Morton Drive	Pell City	AL	35128	(205) 338-6828	
Witkos	Dick & Barbara	3112 Clayburne Road	Dothan	AL	36303	(334) 792-8528	BWitkos@centurytel.net
Wood	Pete	5733 Belmont Dr.	Irondale	AL	35210	(205) 956-6832	pete455@graffiti.net

THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 28, No 4

April 2007



Next Meeting:

Date: Friday, April 20th, 2007

Time: 7:00 PM

Place: Vestavia Hills Library on Hwy 31, **meet in the parking lot** by 7:00 PM to decide where to drive for a group (whoever shows up) dinner in the vicinity.

From the Prez

April Meeting – VP Pete Woods will be in charge of arrangements for the location, etc. for the April meeting, since so many VCE members will be at the Helen show.

On Monday, March 26th, one of longtime former members, Frank Ranelli, was driving the '63 convertible some of us remember well. He was stopped in the inside lane of Lomb Ave. to make a left hand turn, and was rear ended hard, possible totaling the car. Frank told me on the following Wednesday that he was taken to the hospital, checked over and released with a bad case of whiplash, etc. So- scratch one good Corvaire, and remember to drive carefully.

- Ed

Cruise-In Locations

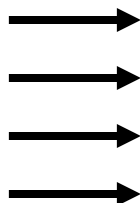
- 1st Sat Krispy Kreme – U.S. 31, 9:00am
- 2nd Sat Brook Highland - US 280
- 3rd Sat Springville Wal-Mart, exit 156
Rail Road Café – I-459 Exit 6, 9:00am
- 4th Sat Bessemer Wal-Mart - Academy Dr
Sylacauga Wal-Mart - US 280

Calendar of Events

- Apr 20-22 Springfest
Helen, GA
- Jul 24-28 2007 CORSA Convention
Detroit, MI
- Oct 5-7 Vairs at the Fair
Warner Robbins, GA

THE OIL DROP - Gone Electronic!

Start getting yours today via email. Drop me a line at rt noble@southernco.com and join the four other VCE members that have scrapped paper mail. - Editor



DUES are PAST DUE

\$20

Per family, per year. If you have NOT paid, there is a black dot on your address label this month. Avoid bad credit ratings! Bring to a meeting or:

Remit to: John Hathaway
438 Eaton Road
Birmingham, AL 35242

VCE Chattanooga Trip - March 17-18

It was cold and windy when Carol and I headed out to Nocaloola Falls, Saturday morning. We met the group at 9:00 a.m. and it was still windy and cold. Pete and Gina led the way from there, followed by the Hartlines, Thuleens, Leslie and Jessica, the Doughtys, and Walt Davidson in his Ultra Van. We made several sight-seeing stops on the rim of Little River Canyon, finally arriving at the falls, where we ate a picnic lunch.



We pressed on from there, through Mentone and into Georgia, then onto Lookout Mountain Parkway. We eventually arrived at the Chattanooga Choo Choo Holiday Inn. Robin and her family, along with Janie and her sister in law joined us in Chattanooga. We met with several members of the recently revived Chattanooga Choo Choo Corvair Club and had dinner at the Big River Grill and Brewery.



Chattanooga Choo-Choo

On Sunday, some of our group went to the Towing Museum. Carol and I decided to pass on this and head toward home early. We used old Highway 11 all the way back until Attalla. This is a great road, and Sunday, there was very little traffic. I was watching for a private junkyard I saw about 10 years ago which had several Corvairs. It is still there, only with more rust.

Till next time, Ed (Keller)
(Photos courtesy of Carol Keller)

'Trip' Cont'd



Junkyard with old cars and a couple of Vairs

Powerglide History

The Powerglide is a two speed automatic transmission designed by General Motors. It was available primarily on Chevrolet automobiles from 1950 through the early 1970s, although a few Pontiac models in the 1950s also used this automatic transmission.

When introduced on upper-level Chevrolet models in 1950, the Powerglide represented the first automatic transmission offered in a low-priced automobile; in contrast, Ford did not offer their automatic transmission until 1951, while Plymouth buyers had to wait until 1954. The transmission was simple and very durable, which satisfied customers. By the mid-1950s, more than half of new Chevrolets were sold with Powerglide. In 1962, GM started building Powerglides in aluminum and discontinued the cast iron Powerglides in 1963. A heavy duty version of Aluminum Powerglide was offered for 409 V8 equipped passenger cars, and Chevy light trucks using a 1.76:1 reduction planetary gearset, instead of the usual 1.82:1.

From 1957 to 1961, Chevrolet also produced the Turboglide automatic transmission, a three-speed automatic whose design was similar to that of updated versions of Buick's Dynaflow. The Turboglide, only offered with V8 engines, was more expensive (by about \$50) than the Powerglide and did not have wide acceptance, in part due to failures in 1957-'58 models, which were addressed by a significantly upgraded version for 1959.

Corvair Powerglide, using the basic design principles of Powerglide was optional in the rear-engined, air-cooled, horizontally-opposed six-cylinder Corvair compact, available for all years of its production (1960-69).

Powerglide continued to serve as Chevrolet's main automatic transmission through the 1960s, when a new three-speed automatic transmission called Turbo-hydrumatic 400 (1965 introduction) began to be phased in (the Turbo-Hydramics were introduced in Buicks and Cadillacs a year before).

Usually, Powerglides were coupled behind small-block Chevrolet V8s and their third-generation inline sixes. By the late 1960s, demand for two-speed automatic transmissions was dwindling as buyers were demanding three-speed units (Ford, Chrysler and American Motors had already switched entirely to three-speed automatics).

(continued on Page 3)

March VCE Meeting Minutes

The March 16th meeting was held with about 20 folks attending including one visitor, Ray Lett, from Sylacauga. Ray is an acquaintance of Walt Davison. A pot luck buffet dinner was enjoyed by all.

The business portion of the meeting included discussion of logistics for the Chattanooga outing schedule to take place the next day on Saturday the 17th.

Being no other business, the meeting was adjourned.

Russ Thuleen (see below)

The above minutes were hieroglyphically deciphered from conversation with Russ after he had destroyed his meeting notes by an undisclosed method. Ask Russ for details.

- Editor

VCE Member in Action!

Pictured below is Harold Hartline conducting a community service project at the Siemens' daughter, Carol Walden's place. Looks like he is welding up a handrail on a balcony out of rebar. Nice guy or what?



Submitted by Bob Siemens

Interesting info on 1966 Vairs...

Re: LM backup delete

Posted by: Brent (209.121.147.---)

Date: February 4, 2007 12:05PM

The backup lights were a last minute addition to 'standard' equipment for 1966, along with a rear seat belts, padded dash, two speed windshield wipers with washer, outside rearview mirror, removal of the low gear inhibitor in Powerglides and addition of shoulder harness mounting provisions (midway thru 1966 - which you can tell if you have by a hole punched in the corner of the trim tag).

The General Services Administration (GSA) that does all the fleet purchases for the US Government added this stuff to their specs for cars to be considered for fleet purchases in 1966 - if your vehicles didn't come with these things standard, your car would not be considered for fleet purchases by the government, so it wasn't so much a safety standard requirement as a lot of pressure from a big customer.

This set of standards is what killed Powerglide incidentally - it became a requirement that a range lower than 'direct' must be provided for engine braking that could be engaged at ANY road speed. This meant the inhibitor earlier Powerglides have that prevents you engaging low at speeds over 50-55 mph was disabled, and this wasn't a very good situation - and meant three speeds were coming. If you have a Turbo Hydramatic vehicle, you may notice that second gear will manually engage at any speed but first is still inhibited and doesn't engage until the vehicle is moving slowly enough if you manually select it.

Anyhow 500's often have the blanking plates for the backup lenses in '65, they aren't too hard to find, good luck!

Brent

Taken from corvairster.com - Editor

'PG' (Cont'd)

In 1969, the three-speed Turbo Hydramatic 350 was introduced as a light-duty companion to the Turbo Hydramatic 400, and made available on virtually all Chevrolet cars and trucks with six-cylinder or small and medium sized V8 engines, as well as intermediate sized cars of other GM divisions. The Powerglide lingered on as a low-cost automatic transmission option primarily for six-cylinder Chevrolet Novas and four-cylinder Chevrolet Vegas until it was phased out after the 1973 model year.

Although it is a very old design Powerglide still has a strong following in drag racing due to its strength and simplicity. Powerglides are also popular in mud racing and monster truck racing.

Taken from wikipedia.org - Editor

VCE Classifieds and Unsolicited Email Info

For Sale: '69 #5349 in Georgia. Call Phillip George for more information (678) 584-5906 (9/06)

1962 Monza: My name is James Youngs and I am with Dotson Brothers Chrysler Dodge Jeep in Paris, KY. I have a 1962 Corvaire Monza Coupe with 35K original miles along with service records and books. I didn't know if this would be something that would interest you or anyone in the Corvaire Club. I can be reached at 859-340-0478. Thank You, James Youngs (I have pictures of this car and it looks REALLY nice - Editor)

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/year pay for a family membership and 12 issues of the *Oil Drop* newsletter.

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Vice President: Pete Wood
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Secretary: Russ Thuleen
205/678-7979

Newsletter: Russell Noble
205/822-6092

Treasurer: John Hathaway
205/408-4063

Hospitality: Harold Hartline
Arrangements: Jewel Hinkle

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



Why are these seemingly normal people standing on the rim of a gorge freezing their collective rear ends off?? Check it out inside!



Vulcan Corvair Enthusiasts
PO Box 59071
Birmingham, AL 35259-9071



T
H
E

OIL DROP



THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 28, No 5

May 2007

From the Prez

It's hard to believe another year and another trip to Helen has come and gone. The weather was great this year, with total sunshine each day. I took the '64 blue convertible this year, and it performed well.

We left about 8:30 a.m. on Thursday and made the usual stop for lunch in Cave Springs, GA, where we met Harold & Louise, Russ & Donna, Leslie & Jessica and Robin along with Holly, Daniel and Kristi. We made good time the rest of the way, but took entirely different roads the last one third of the trip. We arrived in time to unload and go to Unicoi State Park for another great meal, with fresh trout and all the other great stuff on the buffet. Our other members who made the trip were the Stolzmanns, Walt Davison, Buck & Jewell, and Phil Hartline with Mickey Hunter, who brought Phil's well traveled '64 Spyder convertible. Phil and Mickey came over after work on Thursday, which meant some map-reading after dark. They finally arrived after midnight. The overall attendance was down from last year, but there were still over 70 cars in the show. Overall, it was a great trip.

See you at the meeting - Ed

Unexpected Loss

It comes with much sadness to report the passing of member Norman Rodgers on May 2, 2007. Norman was a longstanding member and friend of the VCE community and his presence and camaraderie will be missed by all.

Next Meeting:

There will be **no meeting at the library** on Friday, May 18th. The meeting has been **moved to May 19th, 10AM at the Thuleen's house.** The Transmission Tech session will be held then and a club meeting will follow with a lunch of delicious hot pizza provided by the club. Bring yourself, the family and enjoy!

Basic Directions from B'ham: East on 280 to Chelsea; right on 47; rt on 39; 4 mi to 4-way & turn left; left on first street; 4th house on rt. 147 Crossbrook 205/678-7979

Cruise-In Locations

- 1st Sat DQ @ Alabaster Promenade - I65&31
Krispy Kreme – U.S. 31, 9:00am
- 2nd Sat Brook Highland - US 280
- 3rd Sat Springville Wal-Mart, exit 156
Rail Road Café – I-459 Exit 6, 9:00am
- 4th Sat Bessemer Wal-Mart - Academy Dr
Sylacauga Wal-Mart - US 280

Calendar of Events

- Jul 24-28 2007 CORSA Convention
Detroit, MI
- Oct 5-7 Vairs at the Fair
Warner Robbins, GA
- Oct 19-21 Fall Corvaire Affair
Charlotte, NC

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Per family, per year. If you have NOT paid, there is a black dot on your address label this month. Avoid being dumped! Bring to a meeting or:

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Chevrolet Bowtie History

The Chevrolet Bowtie has been one of the World's most recognized trademarks since 1913, when William C. Durant first introduced the symbol that represents Chevrolet's winning success! We have all heard the legend how Durant copied the bowtie design from the wallpaper in a Paris Hotel. The 50 Year Anniversary issue of The Chevrolet Story, printed in 1961, and reprinted in part in the October 1986 G&D, told the story this way:

This was also the year (1913) that the famous Chevrolet trademark was first used on the cars. The distinctive trademark has appeared billions of times on products, advertisings and sales literature as the mark of dependability, economy and quality in motor transportation. It originated in Durant's imagination when, as a world traveler in 1908, he saw the pattern marching off into infinity as a design on wallpaper in a French hotel. He tore off a piece of the wallpaper and kept it to show friends with the thought that it would make a good nameplate for a car.

BETWEEN SOUP & CHICKEN.

Margery Durant in her book, *My Father*, wrote in 1929 her version of how her father designed the Chevrolet Bowtie: As in the case of the Buick, my father drew name-plates on pieces of paper at the dinner table. I think it was between the soup and the fried chicken one night that he sketched out the design that is used on the Chevrolet car to this day.

WIFE HAS THE LAST WORD.

A story in Chevrolet Pro Management Magazine, October 1986, which was copied in the May 1987 G&D, told that W.C. Durant did not copy the design from the wallpaper in a French hotel room, and that according to Mrs. Durant, the bowtie emblem was first seen by her husband in an illustrated Virginia newspaper, while they were vacationing in Hot Springs, Virginia around 1912. Mrs. Durant was quoted as recalling, "We were in a suite reading the papers, and he saw this design and said, "I think this would be a very good emblem for the Chevrolet". She did not explain how the newspaper used the emblem.

The 75th Anniversary issue of The Chevrolet Story, 1986, gave both bowtie story versions with the comment that Billy Durant, himself, confirmed the Paris hotel story, which was later refuted by his wife with the Sunday newspaper in Virginia story. Chevrolet Media Productions then wrapped things up by writing: "Whatever the source, the Bowtie proved to be a recognizable winner, and is still the marque of today's Chevrolet.

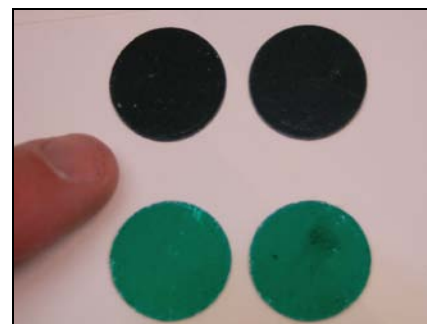
The source of Mrs. Durant's account is Lawrence R Gustin, who interviewed Catherine Durant for his book, *Billy Durant. Creator of General Motors, 1973*, and recorded her story of the bowtie in this book. Ever since I read Catherine's logical explanation 17 years ago, I have been on the lookout for the true source of the bowtie.

Found on Web - Editor

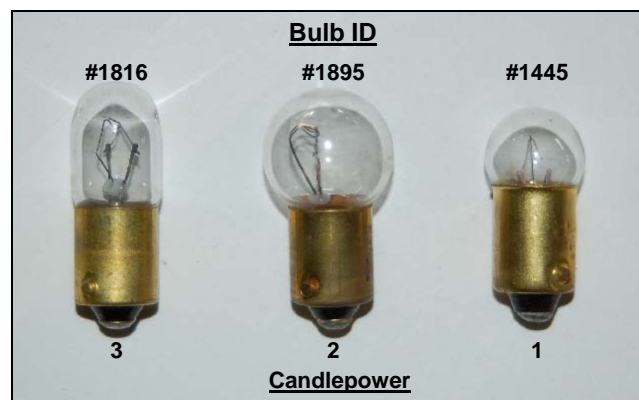
Dash Lights, Bulbs and other Stuff

Another article on LM things that I come across while tinkering. Want some EM articles? Send me some!!!

I recently pulled my Corsa's dash to replace the green blinker lenses I put in years ago from Clark's that were opaque. Yes, opaque. Could not see when the blinkers were on because they were so dark. I called and complained that you can't just 'paint' the plastic...it must be translucent! Here is a comparison of the old and new lenses:



Now I can see the blinkers again. Yippee! On to more interesting stuff: dash bulbs. Put #1895 bulbs in every hole, right? WRONG. There are 3 types of dash bulbs as shown below - all with the same base.



All bulbs will work in any location (see shop manual for proper locations) EXCEPT for the Corsa tach cannot use the #1895 because of the plastic inserts unique to the tach's housing. Anybody know why they are there? Electrical interference? Who knows, but the #1895 will pop out of the housing and loose ground if used in the tachometer.

The picture on the next page shows (Cont'd)



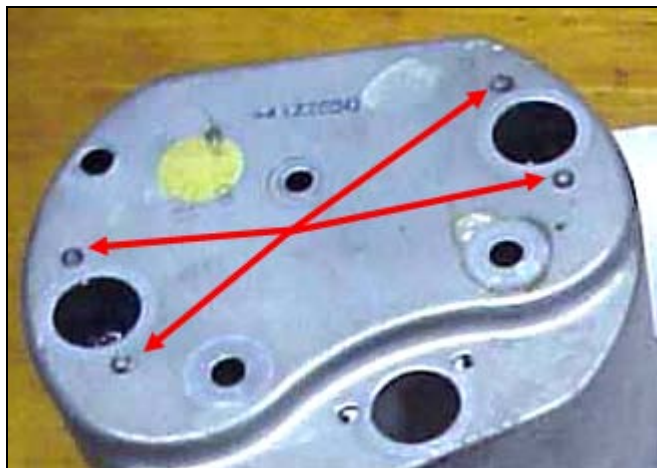
April VCE Meeting Minutes

No minutes to report as there was no April meeting due to massive membership loss to the event in Helen, GA.

Dash Lights, Bulbs and other Stuff (cont'd)

the rear of the tach and the plastic insert mounting points. Because the proper #1816 bulb is hard to find and the #1895 is quite common, I bet if you look inside your Corsa tach, you will see either the plastic insert missing or melted and a #1895 bulb in the socket.

- Editor



Instrument bulb plastic insert mounting points



I think this is Harold & Louise Hartline's 1966 Monza that looks mighty fine.

Some Pics from April '07 Helen, GA Trip

Courtesy Phil Hartline



Richard Stolzmann and his recently finished project.



Meet 'Max', a 1964 Spyder owned by Phil Hartline.



A mess of Corvairs on a trip through the mountains.

VCE Classifieds and Unsolicited Email Info

For Sale: I have a friend who has several Corvair cars for sale. They range from 1960-65. They are for sale for \$750. She also has a Corvair van for \$1500. I am trying to help her advertise these cars. Terry @ (205)531-2390 (5/07)

Spring clean! Send me your ads to get rid of parts and stuff just sitting around. - Editor

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Ed Keller's latest purchase: A red/red 1962 convertible.



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T
H
E

OIL DROP



THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 28, No 6

June 2007

From the Prez

On Saturday, May 19th, members of VCE met at Russ and Donna Thuleen's home in Chelsea and had a tech session, pizza for lunch, and good fellowship. I had a choice of three different car shows that day, but I didn't want to miss our meeting at the Thuleen's, so Carol and I made a quick morning trip in the yellow '66 Corsa over to Helena to see the Sports and Specialty car show. There were some very nice MG's, Triumphs, a 300SL M-B, a couple of Alpha's, a large group of Porches, etc. Before we left to go to Chelsea and our meeting, there were some of these owners, or spectators, who came over to see and admire our Corvaire. We obviously need to get more exposure for our nice cars.

See ya,
Ed

THE OIL DROP - Gone Electronic!

Start getting yours today via email. Drop me a line at rt noble@southernco.com and join the four five other VCE members that have dropped paper mail. - Editor

Next Meeting:

Date: Friday, June 15th, 2007

Time: 7:00 PM

Place: Vestavia Hills Library on Hwy 31

Pot luck dinner – bring your favorite dish and, like always, drive those Corvairs!

Cruise-In Locations

- 1st Sat DQ @ Alabaster Promenade - I65&31
Krispy Kreme – U.S. 31, 9:00am
- 2nd Sat Brook Highland - US 280
- 3rd Sat Springville Wal-Mart, exit 156
Rail Road Café – I-459 Exit 6, 9:00am
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- Jul 24-28 2007 CORSA Convention
Detroit, MI
- Sep 1 Music City Corvaire Jam
Nashville, TN
- Oct 5-7 Vairs at the Fair
Warner Robbins, GA
- Oct 19-21 Fall Corvaire Affair
Charlotte, NC



VCE DUES

If you STILL have not paid up for 2007:

Remit to: John Hathaway
438 Eaton Road
Birmingham, AL 35242



Corvair Jam in Nashville (condensed email)

Hello Fellow Corvair Enthusiasts,

The members of the Music City Corvair Club in Nashville, Tennessee would like to personally invite you to our **18th Annual Music City Corvair Jam**. The event will be held September 1, 2007 at Moss Wright Park in Goodlettsville, Tennessee.

Our Jam is held in conjunction with Sumner County Vintage Vehicle Club's Auto Expo where last year we had over 250 vehicles. The flea market & parts vendor area has grown to become one of the largest and best around.

As you know September 1st is the Labor Day weekend and what a better way to spend your holiday weekend than seeing the sites and sounds of Nashville and participating in the Music City Corvair Jam. Your mini vacation could begin participating in our fellowship dinner on Friday night August 31st where we will join with Sumner County Vintage Vehicle Club. Saturday would be busy preparing your Corvair to be judged in one of the five classes plus the People's Choice Award as well as meeting new friends or visiting with old ones. With the show over at 4:00 pm there is still time to have an evening of fun at the Grand Ole Opry or downtown Nashville where something exciting is always happening.

Hotel rooms are reserved at Red Roof Inn Goodlettsville, TN Group # B115000575 for \$45.99 per night. You must reserve prior to August 17, 2007. If you want to participate in the fellowship dinner please call and make reservations. If you need information feel free to contact me.

Come see what's happening in Nashville,
Members of the Music City Corvair Club
gary_dies@hotmail.com
Home: 615.855.0046 Cell: 615.717.7774

A Quote from Walt Davison: "I've been to the site of this shindig a couple of times in my coach... lots of good folks and a good time...recommend it!!"

Spice It Up: NEON!

Oh my, another article about customizing a LM. The purists are squirming. So, thinking about going neon for those cruise-ins? Don't think about drilling to mount...think *earth magnets*. I used them to attach two 10" blue neon tubes to the rear panel sheet metal. Worked great. Super glue the magnets on and you are good to go. Looks pretty wild, huh?



May VCE Meeting Minutes

The meeting held on May 19th was at the Thuleen house; with a tech session and pizza lunch after. Walt Davison led the tech session on rebuilding Harold's powerglide. We all hopefully learned a lot and can now do our own!

There were 25 people in attendance and the club provided the pizza for lunch. Some members added sensational salads and delicious desserts to accompany the pizza. A birthday cake was also added to celebrate the 13th birthday of Jessica Steckler who was to turn 13 the next day.

The meeting was held outside under the trees and New Business was called for. Pete Wood suggested that the members each have their own club t-shirt personalized with their name and a picture of their Corvair. Gena Wood mentioned that we could purchase our own shirts and she will take pictures of the car or you could provide your own and she would create a personalized transfer for each of us. We could then each iron the transfer onto the shirt. The club will pay for the transfer paper and ink needed.

Other future activities were discussed, but tabled for a later date. There being no further business - the meeting was adjourned.

Russ Thuleen



Tech session picture courtesy of Russ Thuleen. Looks like Walt is preaching his P-glide magic to the interested masses. - Editor



→ Glue magnets on plastic...and presto! Instant mount. These are N42 magnets approximately 3/4"x 3/4"x 1/8" and have about a 20 lb pull or more. The lights have never fallen down from their perch. I finished the job with a concealed, fused switch. Happy motoring!

Yenko Quest

Hello fellow Corvair enthusiast!

First of all, I should introduce myself. I'm Jeff Guzzetta and I live in California. I've been severely affected by the "Corvair bug" and have had three Vairs now including my pride and joy, a '61 Rampside. But, that's not my reason for writing. My ultimate desire is to find and buy a Yenko Stinger Corvair. Any stage, any year for starters. I've been searching the classifieds, both in print and online for over a year now with little success. I've found rare, original parts, literature, stories, magazine articles and books all online from Corvair people and now I am taking my ultimate search to "the people". So, if you know anything, have any lead or know anybody that has one that even is remotely entertaining the thought of selling, please give them my info or pass that info to me. Thank you so much for spreading the word and keeping me in mind at your meetings and talks with Corvair folks and local knowledge. Hope to hear from you!

Sincerely, Jeffrey Guzzetta 949-370-2142 JJ51260@aol.com

Email Bag Item: FREE Corsa

My name is Dan Montgomery. I live in Huntsville, AL. After owning my Corvair for 42 years, I've finally decided that I either need to restore it or let someone else get some benefit from it. And, restoring it would be very costly, so I plan to let it go. I am the sole owner of the car. I have the bill of sale, window sticker and maintenance record book. The engine has been overhauled and runs pretty good. It's a 140 hp, 4 single barrel carbs. The body is badly rusted.

If you or someone else in the club would be interested in the car...either to restore, or for parts, I would be happy to donate it. I would just like to see it go to someone who could use it or would do something with it other than scrape it.

Thanks for your time.

Dan (256-658-0441)

Interesting Item on EBay...

"HOLY ONCE IN A LIFE TIME OPPORTUNITY!!! NO ONE ELSE WILL HAVE THESE PHOTO'S . . . This is the perfect gift for that BATFAN who has everything, and loves to have batman collectibles that no one else has!!

Before history was made the back in 1966 the original Batmobile idea was sent out to the BIG auto makers General Motors, Ford and Chrysler to come up with a concept car, and up for auction are 3 photo's of the General Motors version of the Batmobile based on a 65 Corvair, this item is RARE . . . add it to your collection NOW as it will never again be offered anywhere they are the originals and will not be reproduced. AMAZE other collectors! GOOD LUCK, CITIZEN!!

Original General Motors Concept Batmobile photo's (3 in all) as saved from the ruins of the North Main Office of General Motors in Oshawa, these pictures are taken between the Experimental Building and the General Motors Main Headquarters Office in Oshawa, Ontario Canada back in the 60's. The photos are 8 x10" high gloss paper and as the story goes the movie industry approached the 3 main auto makers to come up with a theme car for the movie series "BATMAN" up for auction is 3 photo's of GM's entry using a 65 style Corvair. Great for framing . . . email with your questions and check out the other PRESS RELEASE PHOTO'S up for auction."

What can I say? WOW. - Editor



VCE Classifieds and Unsolicited Email Info

For Sale: I have a friend who has several Corvair cars for sale. They range from 1960 to 1965. They are for sale for \$750. She also has a Corvair van for \$1500. I am trying to help her advertise these cars. Terrye @ (205)531-2390 (5/07)

For Sale: 1966 coupe, AC, PG, tele wheel, three truckloads of parts, some NOS, looking to divest all Corvair stuff. Sandy Trombrella, Rock Mountain Lakes, 223-4030 (6/07)

FREE 1965 Corsa - See article in this Oil Drop (6/07)

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What's 'wrong' with this engine compartment? It needs NEON!



Vulcan Corvair Enthusiasts
PO Box 59071
Birmingham, AL 35259-9071



THE OIL DROP



THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 28, No 7

July 2007

From the Prez

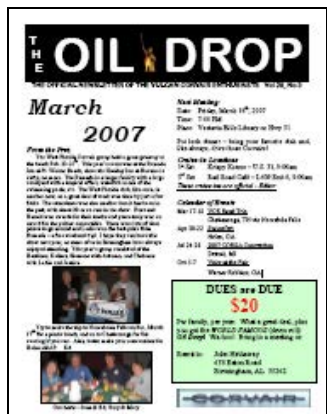
Our Corvairs are currently receiving more love and attention than at any time since the late '60's in the car magazines. I have recently seen a good article in Car Collector, and the current issue of Hemmings Classic Car has a major spread with plenty of photos.

If any of you, our members, have a project underway, let's hear about it, and any progress or setbacks. I am also noticing higher prices for good Corvairs.

See ya, Ed

THE OIL DROP - Gone Electronic!

Start getting yours today via email. Drop me a line at rnoble@southernco.com and join the five seven other VCE members that have dropped paper mail. - Editor



Next Meeting:

Date: Friday, July 20th, 2007

Time: 7:00 PM

Place: Vestavia Hills Library on Hwy 31

Pot luck dinner – bring your favorite dish and, like always, drive those Corvairs!

Cruise-In Locations

- 1st Sat DQ @ Alabaster Promenade - I65&31
Krispy Kreme – U.S. 31, 9:00am
- 2nd Sat Brook Highland - US 280
- 3rd Sat Springville Wal-Mart, exit 156
Rail Road Café – I-459 Exit 6, 9:00am
- 4th Sat Bessemer Wal-Mart - Academy Dr
Sylacauga Wal-Mart - US 280

Calendar of Events

- Jul 24-28 2007 CORSA Convention
Detroit, MI
- Sep 1 Music City Corvair Jam
Nashville, TN
- Oct 5-7 Vairs at the Fair
Warner Robbins, GA
- Oct 19-21 Fall Corvair Affair
Charlotte, NC

Ardmore Car Show on Aug 11th, 2007

Registration is only \$20.00

Park Atmosphere with plenty of shade trees - Bring the whole family.

- * Over 50 Awards / Trophies
- * \$1000.00's in Cash & Prizes

Interstate 65 @ AL/TN Line (Exit 1) to Ardmore Park (Turn @ Railroad Bridge)

- * Steve Hall Contact
- * Phone: (256) 431-5140
- * E-Mail: art@statelinesptgds.com

Ardmore Car & Truck Show Web Site:

<http://www.aqbc.net/carshow.html>



Looks like a Corvair, Smells Like a Corvair, it Must be a Corvair....NOPE!

Came across these cars the other day and sure 'nuff, they look strangely like EM Corvairs. Weird.



The NSU Prinz TT (all cars above) was built from 1967 to 1972 and the visually similar Type TTS from 1967 to 1971. These models in racing trim won 29 national championship titles in Europe and North America. As in all later NSU models with a piston engine, the 4-cylinder air-cooled power unit was installed at the rear. Read more about the Audi at: http://www.audi.co.uk/audi/uk/en2/about_audi_ag/hist_ory/motorsport_highlights/nsu_prinz.html



Above and to the right is a 1966 Fiat 1500. These "large" family cars were made from '61-'67.

May VCE Meeting Minutes

The June meeting was called to order by President Ed Keller with 21 people in attendance. A new member, Jeff McCrary and a surprise visit from George Miljus were the highlights of the evening.

The Treasurer's Report was given by John and the club now has \$827 in the bank. Russell Noble reported that the cost of the newsletter may go up and that he would check into a slide projector to have a slide show at a future meeting.

A donation of \$75 was made to the Norm Rogers Bike Fund.

Ed Keller stated he would contact other clubs to check into events, and stated he had some parts to give away - if interested contact him.

Walt Davison presented Russell Noble with the new "WALLY AWARD" (a chrome pulley). Richard Stolzman motioned the meeting adjourn and the tech session followed.

Russ Thuleen



Secretary of VCE, Russ Thuleen, and President Keller at the Alabaster Promenade last month soaking up the sun and the natural beauty of Russ' LM coupe.

- Editor



The 'eyebrow' effect above the headlights is carried all the way to the tail...I guess to differentiate it from the Corvair! Unlike the Audi, these cars have a 4-banger water pumper in the front.

Last Name	First Name	Address	City	State	Zip	Home Phone	Email ID
Bolton	Authur & Vickie	2056 Shebia Drive	Hoover	AL	35216		
Collier	Tom & Faye	505 Harvest Loop	Prattville	AL	36066	(334) 361-9704	col334@knology.net
Daniels	Steve & Sherri	4919 Meadow Brook Way	Birmingham	AL	35242	(205) 995-9474	sddaniel@bellsouth.net
Dawson	Walt & Marilyn	156 Summer Place Lane	Sylacauga	AL	35150	(256) 404-3175	walt366lite@hotmail.com
Doughty	Joe & Rozelle	324 North Lake Road	Birmingham	AL	35242	(205) 995-0131	None
Dutton	Roy	959 Scott Cemetery Road	Carbon Hill	AL	35549	(205) 522-6354	royddutton@yahoo.com
Hartline	Phil & Carol	905 Echo Trail	Warrior	AL	35180	(205) 590-0141	philandcarroll@att.net
Hartline	Harold & Louise	564 County Road 4210	Crane Hill	AL	35053	(256) 747-2308	louise1956@earthlink.net
Hathaway	John	438 Eaton Road	Birmingham	AL	35242	(205) 408-4063	johnhathawayjc@bellsouth.net
Hinkle	Buck & Jewell	4142 Terrace R West	Birmingham	AL	35208	(205) 760-0549	None
Hunter	Mickey & Robin	1505 State Street NW	Hartselle	AL	35640	(256) 773-1683	mdhunter1@bellsouth.net
Keeton	Jon & Sarah	2008 Elkwood Drive	Fultondale	AL	35068	(205) 841-5169	cudaman@prodigy.net
Keller	Ed & Carol	2461 Jannebo Road	Birmingham	AL	35216	(205) 823-5424	edkeller@mindspring.com
McCrary	Jeff	2726 Windwood Drive	Gardendale	AL	35071	(205) 451-9028	jeffmcc2@yahoo.com
Milijus	George & Ann	722 Park Ridge Circle	Birmingham	AL	35242	(205) 972-1385	george.milijus@nsbhm.com
Miller	Joyce	601 Avondale Road	Montgomery	AL	36109	(334) 272-7085	retiredcouple@juno.com
Noble	Russell & Debbie	3416 Danner Circle	Birmingham	AL	35243	(205) 822-6092	rnoble@southernco.com
Rothe	Chris & Frances	1920 Longview Drive	Hueytown	AL	35023	(205) 497-2847	ag4ab@att.net
Siemens	Bob & Wilma	1725 Buck Island Drive	Guntersville	AL	35976	(256) 582-2175	rsiemens@charter.net
Smith	Jerry & Sarah	595 Browning Road	Odenville	AL	35120	(205) 640-6952	sarah.smith7@att.net
Snider	Floyd T.	4960 Big Oak Drive	Southside	AL	35907	(256) 442-1149	
Steadman	Joe & Ann	1629 Arrowhead Road	Jasper	AL	35504	(205) 384-9576	
Steadman	Jason & Amy	76 Oak Rd.	Nauvoo	AL	35578		
Steckler	Leslie	147 Crossbrook Drive	Chelsea	AL	35043	(205) 678-2191	vairluw@aol.com
Stolzmann	Richard & Sandy	376 Burgess Drive	Springville	AL	35146	(205) 467-6444	richeyrich43@hotmail.com
Thuleen	Russ & Donna	147 Crossbrook Drive	Chelsea	AL	35043	(205) 678-7979	rampsideruss@aol.com
Trotter	Charles & Jan	55 Morton Drive	Pell City	AL	35128	(205) 338-6828	
Witkos	Dick & Barbara	3112 Clayburne Road	Dothan	AL	36303	(334) 792-8528	BWitkos@centurytel.net
Willis	David	5232 Old Mill Circle	Birmingham	AL	35124	205-968-5325	dawgwillis@hughes.net
Wood	Pete	5733 Belmont Dr.	Irondale	AL	35210	(205) 956-6832	pete455@graffiti.net

VCE Classifieds and Unsolicited Email Info

Wanted: VCE member Jeff McCrary is looking for a pre-'66 differential with 3.55 gears or a Saginaw 4-speed trans to complete some work he is doing. Call Jeff at (205) 451-9028 (7/07)

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FREE 1965 Corsa - See article in the June 2007 *Oil Drop*. Call Dan (256)658-0441 (6/07)

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What's wrong with this kid! He's gasping at the wrong car! The 'cool' car is the Editor's '65 at the Alabaster cruise-in last month.



Vulcan Corvair Enthusiasts
PO Box 59071
Birmingham, AL 35259-9071



T
H
E

OIL DROP



THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 28, No 8

August 2007

From the Prez

Once again, we are having to report the sad news of the loss of one of our members, David Willis. David had just joined a few months ago. Also, David's sister and brother-in-law, the Myers, have asked for advice in disposing of David's cars, a Corsa Coupe and an early convertible. Our editor, Russell Noble, has seen these cars. I told Cliff Myers that I would try to write a description of these cars as soon as I could find time to examine them and we could place this information in the newsletter and e-mail other clubs, etc.

On a higher note, another Corsa National Convention has come and gone, and we will be looking forward to a report from Russ and Donna Thuleen on their trip.

See ya, Ed

Fallen Member

As Ed said, David Willis passed away a few weeks ago after a tough bout with cancer. I just put a clutch in his Corsa a month or so ago, and I know he wanted to see the car back on the street... - Editor

THE OIL DROP - Gone Electronic!

Start getting yours today via email. Drop me a line at rt noble@southernco.com and join the seven nine other VCE members that have dropped paper mail. - Editor

Next Meeting:

Date: Friday, August 17th, 2007

Time: 7:00 PM

Place: Vestavia Hills Library on Hwy 31

Pot luck dinner – bring your favorite dish and, like always, drive those Corvairs!

Cruise-In Locations

- 1st Sat DQ @ Alabaster Promenade - I65&31
Krispy Kreme – U.S. 31, 9:00am
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Sylacauga Wal-Mart - US 280

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Nashville, TN
- Oct 5-7 Vairs at the Fair
Warner Robbins, GA
- Oct 19-21 Fall Corvair Affair
Charlotte, NC

Heart of Georgia Corvairs presents its 18th Annual **Dixie Corvair Classic - Vairs at the Fair**

October 5-6, 2007 In Perry, GA

Friday Night Southern Hospitality Party; Friday Swap Meet in the hotel parking lot; Saturday Parade and Display at the Georgia National Fair; Saturday Night BBQ Dinner, Raffle, 50/50.

No judging, just good fun with Corvair people. Host Motel is the Holiday Inn located at 2024 Watson Blvd. In Warner Robins, GA. Call 800-465-4329 or 478-923-8871 for reservations. Mention Corvair code CCB for a special room rate of \$50.00.

Reservations need to be made by September 1, 2007. Contact:Lillian Law (Show Chairperson) at 229-883-4123 or email at lawjandl@aol.com



Yenko Story...Again

The Corsa series was modified for higher performance by both Don Yenko (The Stinger) and John Fitch. Based on the Corvair Corsa or Monza, and very popular in SCCA racing circles, the Yenko Stinger was available in four stages of tune with 160, 190, 220 and 240 horsepower engines built up from Corvair's 164 cubic inch, flat-six.

Don Yenko, who had been racing Corvettes, could not compete successfully against the Carroll Shelby Mustangs after they arrived on the scene; he therefore decided to race modified Corvairs, beginning with the 1966 model. As the stock Corvair did not fit into any of the SCCA categories, Yenko had to modify four-carburetor Corsas into "sports cars" by removing the back seat; in the process he would introduce various performance improvements.

As the SCCA required 100 cars to be manufactured to homologate the model for production racing, Yenko completed 100 Stingers in one month in 1965. Although all were white, as the SCCA required for American cars at the time, there was a great deal of variety between individual cars; some had exterior modifications including fiberglass engine covers with spoilers, some did not. All were equipped by the Chevrolet factory with heavy duty suspension, four speed transmission, quicker steering ratio, positraction differentials (50 with 3.89 gears, and 50 with 3.55 when Chevrolet dropped the 3.89) and dual brake master cylinders (the first application of this by Chevrolet, to become stock equipment the next year). The Stingers competed in Class D Production, which was dominated by the Triumph TR4, which was very quick in racing trim; however in its first race in January 1966, the Stinger was able to come in second by only one second. By the end of the 1966 season, Jerry Thompson had won the Central Division Championship and placed fifth in the 1966 Nationals, Dick Thompson, a highly successful Corvette race driver, had won the Northeast Division Championship, and Jim Spencer had won the Central Division Championship, with Dino Milani taking second place.

The next year, however, Chevrolet dropped the Corsa line, and the Monza line was not initially available stock with the four carburetor engine; the engine was eventually offered as a special performance option, however, along with the 3.89 differential. The Monza instrumentation, however, did not have a tachometer or head temperature gauges, which had to be separately installed. The SCCA, on the other hand, had relaxed its ruling regarding color, and the cars were available in red or blue. It is believed that only fourteen 1967 Stingers were built, but Dana Chevrolet, who distributed Stingers on the US West Coast, ordered an additional three similar cars to be built to Stinger specifications, but with the AIR injection system to meet California emissions laws, with Yenko's permission. A total of 185 Stingers are believed to have been built, the last being YS-9700 built for Goodyear Tire and Rubber Company as a tire test vehicle in 1969.

WANTED: Early Corvair

Contact Justin McCuley at 541-8953 if you have an EM to sell. Not sure about the area code.

July VCE Meeting Minutes

The July meeting was called to order by President Ed Keller with 18 adults and 5 juveniles in attendance.

The Treasurer's Report was given by John Hathaway and the club has \$603.52 in the bank. Expenses included \$100 to the Norm Rogers bicycle fund.

Harold Harline brought up the topic of an 'associate' membership for the club. A motion was made and passed that anyone wanting the *OIL DROP* via email, it could be had for free - just let Harold know.

Ed Keller reported about the use of different oils in older cars.

Russell Noble reported about a 1966 Monza for sale in north Alabama.

A motion to adjourn was put forth by John Hathaway and the excitement within the crowd climaxed as the motion was passed.

Russell Noble via Russ Thuleen's notes



XX chromosomal VCE members wolfing down dessert at the July meeting. Note the whipped cream ready to go...

EVENTS-EVENTS-EVENTS-EVENTS

18th Annual Music City Corvair Jam in Moss Wright Park in Goodlettsville, Tennessee. Hosted by the Music City Corvair Club. For information contact Gary Dies at 615-855-0046 email at gary_dies@hotmail.com. Host hotel is Red Roof Inn Goodlettsville, TN Group # B115000575 for \$45.99 per night. You must reserve prior to August 17, 2007 to get this rate.

CORRECTION:

Ed Keller's email is ekps119@bellsouth.net

Rockin' Good Time at the July VCE Meeting!



Enthusiastic VCE members listen to Walt D.



Walt continues to blab as members retain consciousness.



All late models...where are the earlies??????????



Bizarre bean bonus by the bean boy - Walt D.

ANASAZI BEANS: This ancient heirloom bean has dramatic red and white markings. It has a soft creamy texture and is considered an unusually tasty baking bean. The Anasazi were Indians who lived in the four corners of Colorado - Utah - Arizona - and New Mexico, dating back to 130 A.D. They are best identified with their substantial architectural achievements known today as "cliff dwellings." Mesa Verde National Park, Hovenweep, Canyon de Chelly and many other dwellings which dot the arid countryside, represents these structures. "Anasazi" is a Navajo word best translated as "the ancient ones." They were found in the ruins by settlers to the Four Corners area in the early 1900's.

VCE Classifieds and Unsolicited Email Info

For Sale: 1966 convertible. Car was restored and in running order in April 2005, but has not been run since. Red Interior, Black power Top, White Exterior, manual Trans. There's an engine or two also included in the package as well as a handful of parts. Kay Channell 256-355-3089 (8/07)

Wanted: VCE member Jeff McCrary is looking for a pre-'66 differential with 3.55 gears or a Saginaw 4-speed trans to complete some work he is doing. Call Jeff at (205) 451-9028 (7/07)

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



Allison Noble sporting a Vair at the cruise-in on August 4th in Alabaster. Sharpest vehicle in the lot.



Vulcan Corvair Enthusiasts
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THE

OIL DROP



THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 28, No 9

September



2007

From the Prez

Well Vair folks, it is a good thing we didn't have an outdoor event scheduled for August. UNREAL HEAT ! We will take a look at a road trip later in the fall, after the annual trip to the Geo. State Fair Oct. 5-7. Hope we have a good turnout from Ala. This issue of the Oil Drop may reach you too late to attend, but Sat. Sept. 8, Corvaire Atlanta is having their swap meet and cookout at Roger Smiths warehouse in Gainesville, Geo. See you at the meeting.

ED



Hope you have a great Fall. Go TEAM! - Editor

THE OIL DROP - Gone Electronic!

Start getting yours today via email. Drop me a line at rt noble@southernco.com and join the seven nine other VCE members that have dropped paper mail. The PDF file has been running only about 250-350 KB, so even dial-up web users should consider this. - Editor

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Time: 7:00 PM

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Warner Robbins, GA

Oct 19-21 Fall Corvaire Affair
Charlotte, NC

Dec 14 VCE Christmas Party
6:00pm at the Vestavia Library



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Content Wanted

Tired of looking at the Editor's kids and his car and all his other stuff? If so, send me your stuff and I will print it and you too can be famous by being in the *World Famous* publication better known as *THE OIL DROP*. The latest award was received from the Ecuador Publisher's Monthly Guild last week and went on the shelf with all the others. - Editor



August VCE Meeting Minutes

August 17th meeting of VCE was preceded by our usual grand buffet provided by the members. President Ed Keller called the meeting to order. In attendance were 21 adult members and 3 children. No Treasurer Report was given this month and no Old Business matters were discussed.

New Business matters included mention of the Warner Robins upcoming event in October. Ed and Russell Noble are to go see cars which Russell has previously worked on and are now for sale. The Christmas Party was discussed and Jewel is to find out an available date for the room at the library. Bob Siemens reported that the Chattanooga club is off to a good start again.

With the few matters discussed - Joe Doughty motioned that the meeting adjourn. Following the meeting a slide show of past VCE events were enjoyed by all.

Russ Thuleen

Steering Box Ramblings...

Ever pulled your steering box to do a 'simple' rebuild? I have and nothing ever seems to be simple. A couple of photos and some off the wall comments...



Yucko! Ever pulled this and found... this? Galled gears - bad news.



Decent used ones are hard to find.



Dang balls...keep up with 'em, all 48.



Replacing pitman shaft bushing...easy enough, right? Sure is if the darn bushing ID was correct! The one I got from an east of the Rockies vendor had too small an ID and had to be reamed to fit! Give me a break! Seems like it is always something unexpected...

Test Your Corvair Knowledge!

See if you know the answers to these questions:

1. Why is Number One always the only piston with a crack, a fouled plug, a burned valve or a worn out con rod bearing?
2. Why did all those 1966 110 HP engines break pushrods on the passenger side?
3. What's the difference in rocker arms on 1966-up engines?
4. Where did the extra inch and a half rear track go between 1965 and 1966?
5. Were any '65 Corsas built with Spyder nomenclature and nameplates? Really?
6. What's the blue stuff on Canadian cars under the paint?
7. Why are most (not all) Canadian cars acrylic enamel instead of acrylic lacquer?
8. What is the difference in the 140 HP Powerglide valve body and torque converter?
9. What cam and crank combination came in a new 1969?
10. Why do '69 Parts Dept carbs come with stainless throttle shafts?
11. What's the difference between a GM 77 bearing and a Clevite 77?
12. Why are the F41 suspension steering arms part of the N44 fast steering option?
13. Why is a late sedan over twice as rigid torsionally as any other GM line built during the 1960's
14. Why do convertibles have better heaters than any of the closed styles?
15. Did GM issue a bulletin and parts kit to remove the AIR systems on 1968's sold outside the USA?
16. At what temperature does the cyl head warning light turn on on a 95/110 engine?
17. Why do USA steering boxes have oil in them and Canadian ones have grease?
18. Why is the '69 wider than the 1965-'68?

Submit your answers to the *Editor* and you may win a prize!

VCE Classifieds and Unsolicited Email Info

Wanted: Contact Justin McCuley at 541-8953 if you have an EM to sell. Not sure about the area code. (8/07)

For Sale: 1966 convertible. Car was restored and in running order in April 2005, but has not been run since. Red Interior, Black power Top, White Exterior, manual Trans. There's an engine or two also included in the package as well as a handful of parts. Kay Channell 256-355-3089 (8/07)

Wanted: VCE member Jeff McCrary is looking for a pre-'66 differential with 3.55 gears or a Saginaw 4-speed trans to complete some work he is doing. Call Jeff at (205) 451-9028 (7/07)

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FREE 1965 Corsa - See article in the June 2007 *Oil Drop*. Call Dan (256)658-0441 (6/07)

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Treasurer: John Hathaway
205/408-4063

Hospitality: Harold Hartline
Arrangements: Jewel Hinkle

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



Allison Noble again sporting a Vair at the cruise-in at Brook Highlands on August 11th in Shelby County. Two other Vairs were there, both Russ Thuleen's & Co.



Vulcan Corvair Enthusiasts
PO Box 59071
Birmingham, AL 35259-9071



THE

OIL DROP



THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 28, No 10

October



2007

From the Prez

As I write this, on Wed. Oct. 6, it is just 2 days until our annual trip to Warner Robbins Ga. for the Vairs at the Fair event. We should have a good turnout from VCE. I received a phone call from a local resident this past Friday, who got my number thru a member of our local AACA club. He said although he had never owned a Corvaire, he had driven one years ago that belonged to a family member, and wanted one. Sooo - - he bought a 1960 model that was on e-bay. The car is in L A, California. He and his wife are going to fly to L A on the 6th, and drive it back to B'ham., stopping along the way to site-see. This sounds like a great adventure, and I told him I wanted to follow-up with him when he gets back home, to get a blow-by blow account of the trip, and possibly put in our newsletter the story. See ya, ED

VCE Christmas Party

Mark your calendars for Friday, December 14th for a Vairy Yule gathering at the Vestavia Hills library.



Next Meeting:

Date: Friday, October 19th, 2007

Time: 7:00 PM

Place: Vestavia Hills Library on Hwy 31

Pot luck dinner – bring your favorite dish and, like always, drive those Corvairs!

Cruise-In Locations

- 1st Sat DQ @ Alabaster Promenade - I65&31
Krispy Kreme – U.S. 31, 9:00am
- 2nd Sat Brook Highland - US 280
- 3rd Sat Springville Wal-Mart, exit 156
Rail Road Café – I-459 Exit 6, 9:00am
- 4th Sat Bessemer Wal-Mart - Academy Dr
Sylacauga Wal-Mart - US 280

Calendar of Events

- Oct 13 Barber Historics at the Park
Barber Motorsports Park
- Oct 19-21 Fall Corvaire Affair
Charlotte, NC
- Jun 23-27 CORSA National Convention: LA, CA

Forward Control Registry

Merv Krull of Salmon Arm, BC, Canada has volunteered to start a registry of all known Corvaire FC models. E-mail Merv at krupross@sunwave.net and supply the following information:

Make: Greenbrier, Rampside, Loadside, Corvan
Year:

Model:

Vin Number:

Features:

Location:

E-mail or phone number:

Status: Running, under restoration, parts, junked

I'm sure any interesting short notes would be appreciated by Merv. He says you can send up to three jpeg pictures with the information.



Are You Kidding Me????

Has it come down to this? Publishing the idiots *Click and Clack* in the world famous *OIL DROP*? These guys are something else. Tell me something I don't know. Duh! - Editor

CLICK AND CLACK TALK CARS

SATURDAYS AT 9 A.M. ON WBHM 90.3

There's more than one way to jump-start a car



BY TOM AND RAY MAGLIOZZI

Dear Tom and Ray:
My wife, who must be obeyed, has brought home a device to replace her car's regular emergency-jumper cables (which are still in pristine condition). The device she purchased connects from her car's cigarette lighter to the cigarette lighter of a good Samaritan's car. Are these things safe? - Jer

TOM: Sure, they're safe, Jer - they're safer than jumper cables. They're just inefficient.

RAY: Right. It's like drinking a gallon of water through one of those really thin stirring straws that bartenders use.

TOM: In order to jump-start your car, you have to get a bunch (note: technical term) of electricity from one battery to the other. Usually, you do that with jumper cables, which are thick copper wires that can move a lot of electrons.

RAY: If you make the wire thinner by using really cheap jumper cables, or by using one of these lighter-to-lighter

devices, the "pipe" is thinner, and fewer electrons can travel through the wire at one time. That means it takes longer to transfer the electricity. And in the case of the lighter-to-lighter connections, which use, like, speaker wire, it takes a lot longer.

TOM: So, depending on how dead her battery is, your wife could be sitting there waiting for an hour or two before she can start her car - assuming the good Samaritan thinks she's cute and doesn't mind chatting her up for that long.

RAY: If your main concern is safety, however, and time is less of an issue, then they're fine, Jer, and you must obey.

TOM: On the other hand, you might consider getting her a jump pack. A jump pack is basically a plastic-encased auxiliary car battery with its own built-in jumper cables. You plug

Click and Clack continued on next page

Anybody Check Out this Car?

Ad from July 21, 2007 *Birmingham News*...anybody take a look at this car? I didn't. Looks like an extremely rare "Corsair". - Editor

Special units	LWB, Auto, V6, EXCEL. original cond. 2nd owner. 72K miles. MUST SEE! \$4200. 335-0259.	FOR Good Plea
TATE eive a ur in- 3022	CHEV CORVAIR CONV '66 , 140 Corsair, 4 Bbl, runs and looks great, lots of extras. \$6,500. Call 205-477-5858.	FORD mi, tires 281-
List st	CHEV. COUPE '50 2dr, 6 cyl., 6 volt, \$4000. Call 205-237-4686, Noon-8pm weekdays.	FORD ited, lthr,
	CHEV PICKUP '71 , Turbo 400, bumper, orange and white	FORD

September VCE Meeting Minutes

The September VCE meeting came to order on Friday, September 21st with 20 adult members and 5 children in attendance. As always the meeting was preceded by a delicious pot lock dinner!

Ed Keller called the meeting to order and John Hathaway gave the Treasurer's Report. To date the club has \$463.00 in our account.

The date for the Christmas party has been set so mark your calendars now! Friday, December 14th at 6pm in our usual meeting spot - the Vestavia Library. More info will be sent out in next month's *Oil Drop*.

Steve Daniels gave a report on an estate sale in which a Corvair was part of the items up for sale. Art Bolton reported on the Pepper Place Market which will hold a car show as well - see Art for more details.

The Georgia National Fair is scheduled to open Saturday, October 6th and as always the Georgia Corvair clubs have invited VCE to join them in the parade and car exhibition. Several members plan to travel down to Warner Robins on Friday, October 5th for the event.

Ed Keller gave a report on a new car museum in B'ham down on 2nd Ave. South. See Ed for more info.

Richard Stoltzman reported on Barber Track run and Bob motioned for adjournment. The tech session which followed was given by Richard on greasing bearings.

Russ Thuleen

Vehicles Available

From Steve Daniels: I spoke with Francis Willisson, Norman Rodger's sister. She still has a couple of cars available. One is the restored metallic green Rampside. The other is an orange/bronze metal flake 1953 Buick custom. Anyone who is interested can contact Ms. Willisson at 256-878-1810.

THE OIL DROP - Gone Electronic!

Start getting yours today via email. Drop me a line at rtnoble@southernco.com and join the seven nine VCE members that have dropped paper mail. The pdf file has been running only about 250-350 KB, so even dial-up web users should consider this. - Editor

Or This One?

Taken from the Sept 23, 2007 *Birmingham News*...

tires & drakes. 90% restored Everything works, obo. Call 205-410-4602	CRUISE 49K \$:
CHEV CORVAIR '65 Convertible, all original, 2 1-barrel carburetors. \$2950 obo. 205-259-3064	CHEV white, d \$16,91 TOM
CHEV COUPE '47 Good cond, mostly original, \$9,000 205-275-2274	CHEV PW, PG12:
CHEV COUPE '50	ROYAL

164 c.i. Corvair Cam Opinions...

3839889

This is the 95 HP cam, very short timing and sharp lobes it's for 'economy' applications, you can ID this one by looking at the lobe shape as easy as the part number. FC's apparently used it in the 110 engines for them, as did a long run of 1966 RH (110/Powerglide) engines. High compression with this cam is a horrible combination. The cam does not work well for Manual Transmission applications either it really is a gutless grind and makes the engines feel pretty wheezy. It's not a bad cam on a slow running engine, for example a 95 HP with the 3.27 axle, or a 95 HP FC. Knocks like crazy with 110 heads unless you're really fussy about setting it up and or use very high octane gas.

About March 1965 GM switched the cam in the 140 HP/Powerglide to 3839889 *AND* retarded it 4 degrees from normal indexing for this combination only. This was done to improve bottom end response with the 140 HP engine and automatic, which was a bit weak with the MT style engine below 2500 rpm. I think sometime in the 1968's ALL 140 HP engines reverted to 3839889 minus the special crank gear that gives the retarded cam timing and they're obvious when you drive them, a real doggy 140 with a 95-100 mph top speed.

3839891

This is the normal cam for all 110 HP engines except the exceptions listed above. It's a pretty radical cam actually, but has short lift. I love it but it eats intake valves in 140's if you run them long above 3500 rpm. 1964 Turbos use it also. Most manual transmission RB and RM 140 HP engines should have this cam, as do some early RN 1965 140/Powerglides. It is a really good cam for normal use, and I really like it in any 110/140HP. GM never offered it after 1965 thru the parts department as it was replaced for 'service' by....

3872304

This the 1965 and 1966 Turbocharged cam used in 180 HP engines. This cam is the nicest general performance cam available for the Corvair 164 engine in my opinion. It is slightly milder than 3839891 but has better range and revs higher easier. It replaced the 3839891 in the listings that originally used them. It is really nice with high compression engines and has little proclivity for spark knock. I have a suspicion the 1968 type 95/110 open chamber heads with this cam would give a really hot performing engine.

The one application it's a little iffy with is once again 140HP with a Powerglide. I built an engine to RB spec using 3872304 for a 1967 car with a Powerglide and was never completely happy with the idle quality, but that was made up for with the tremendous acceleration, it was a very, very fast Corvair once it got to about 3000 rpm. If your driving is mostly freeways and not heavy city traffic you'll like it lots. If you sit in traffic with A/C and Powerglide (in 140 HP only) it may irritate you with its rumbly idle. No bugs in 2 carb engines mind you.

The 3872304 would be OK to use in pretty much any 164 or high compression 145 Corvair engine, might be viewed as a default cam shall we say. Very low compression 140/145 engines might prefer something with a little less zip and shorter timing.

Posted by **Brent** on November 28, 2001 on the World Wide Web. - *Editor*

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BARBER HISTORICS AT THE PARK - Oct 13th

Come celebrate the best in historic and vintage autos at the inaugural Barber Historics at the Park, October 13, 2007. This first-time car show will be held at the Barber Motorsports Park during the NASA race on Saturday.

Porsche, MG, Ferrari, Lotus, BMW, Corvette, MGB, Fiat, Mustang, Alfa Romeo and many others (**Corvair???**) will be on display at America's most scenic motorsports facility. Take part in the festivities by voting for the "People's Choice" award!

Want to show off your own classic car? Contact 205-262-2823 for details. Registered participants get in FREE!



Vulcan Corvair Enthusiasts
PO Box 59071
Birmingham, AL 35259-9071



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OIL DROP



THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 28, No 11

November 2007

From the Prez

The VCE nominating committee has announced the 2008 officers as:

<u>President</u>	Pete Wood
<u>Vice President</u>	Richard Stolzmann (pending notification)
<u>Treasurer</u>	John Hathaway
<u>Secretary</u>	Russ Thuleen
<u>Newsletter</u>	Russell Noble

I guess Hospitality and Arrangements positions will remain filled with Harold Hartline and Jewel Hinkle, respectively. Thanks to all volunteers.

An order was placed on behalf of the Club for Clark's 2007-2012 catalogs at the special rate of \$3 each. There are a couple left if anyone wants to purchase one. See Russell or Ed. Finally, please note the Christmas Party date change.

See ya, ED (by R. Noble)

Next Meeting:

Date: Friday, November 16th, 2007

Time: 7:00 PM

Place: Vestavia Hills Library on Hwy 31

Pot luck dinner – bring your favorite dish and, like always, drive those Corvairs!

Cruise-In Locations

1st Sat Krispy Kreme – U.S. 31, 9:00am

3rd Sat Rail Road Café – I-459 Exit 6, 9:00am

Calendar of Events

Nov 16-18 Corvair Affair

St. Augustine, FL

Dec 15 VCE Christmas Party
Vestavia Hills Library

Jun 23-27 CORSA National Convention
Ventura, CA

NOTE! PARTY DATE CHANGE

******Due to forces out of VCE's control, the party had to be moved to Saturday night, 12/15 at 7:00 pm at the Vestavia Hills Library******

Corvair Parts Notice

Frances Willisson, Norman Rogers' sister, is overseeing the sale of Norman's Corvair and automotive collection. The remaining vehicles and all the parts, literature, and memorabilia are for sale. Tons of Corvair and non-Corvair items available. Location: 408 S. Broad St., Albertville, AL. Contact: Frances Willisson (256-878-1810 or 256-506-9611)

This Car for Sale in the Classifieds...



VCE Christmas Party

Mark your calendars for **Saturday, December 15th** for a Vairy Yule gathering at the Vestavia Hills library.



From the Email Bag...

Last January the New Orleans Times Picayune reported that a Cajun amateur archeologist having dug to a depth of 10 meters found traces of copper wire dating back 100 years... and came to the conclusion that their ancestors already had a telephone network more than 100 years ago.

Not to be outdone by the Cajuns, in the weeks that followed, Texas scientists dug to a depth of 20-meters. Shortly after, headlines in the Dallas Morning News read: "Texas archaeologists have found traces of 200-year old copper wire, and have concluded that their ancestors already had an advanced high-tech communications network one hundred years earlier than the Cajuns."

One week later, The Birmingham News reported the following: "After Digging as deep as 30-meters in fields near Selma, Bubba Williams, a self-taught archeologist, reported that he found absolutely nothing. Bubba has therefore concluded that 300 years ago in Alabama they were already using wireless."

This little Chevy is just too cool!

This car was built by N2A motors (No Two Alike). Cost \$40,000 over cost of new Corvette C6 (MSRP \$44,000). Unbelievable! The company is planning a production run of about 100 vehicles. It sits on a Corvette C6 chassis, front styled like a 57 Chevy, side like a 58, rear like a 59. Hence the designation "789".



Submitted by Bob Siemens

October VCE Meeting Minutes

The meeting came to order on October 19, 2007 with 22 people (adults and children) present. A Treasurer's report was given and the club has \$453 in the bank. Rent has been paid for the remainder of 2007 for the library. It was reported that John Steadman is hospitalized once again with a blood clot. An Election Committee was created to handle nominations for 2008. The committee will be Ed Keller, Russ Thuleen and Harold Hartline.

Ed introduced a visitor, Steve Jones, who recently bought a 1960 Corvair he bought on Ebay in Los Angeles. Steve described his journey beginning with the purchase on Ebay and his flight into Los Angeles to drive the car back here to Alabama. With very few problems and several interesting stops along the way; Steve and his wife survived the cross country drive!

Ed provided a report of tires he purchased from NTB for his convertible. He also stated there is an unofficial cruise-in being started at the Krispy Kreme on Hwy. 31 in Hoover. Pete Wood reported on contact he had with Norm Rogers sister regarding the club coming out to Norm's house to go thru remaining parts, etc. is anyone is interested. She will contact her regarding a date - October 27th or Nov. 3rd were discussed. The club will be notified as to the date she can make.

John Hathaway motioned adjournment and it was seconded. A tech session followed the meeting with Russ Thuleen.

Russ Thuleen

THE OIL DROP - *Gone Electronic!*

Start getting yours today via email. Drop me a line at rtnoble@southernco.com and join the seven nine VCE members that have dropped paper mail. The pdf file has been running only about 250-350 KB, so even dial-up web users should consider this. - Editor

Nader in Winter 1996 LIFE Magazine



▲ 1965 Crusader Ralph Nader called the Corvair "one of the nastiest-handling cars ever built" in his exposé of the automobile industry, *Unsafe at Any Speed*. The next year the government established safety standards for cars.

Corvair Smokes Barber Motorsports Track!!!!

Story and photos submitted by Richard Stolzmann

I went to Barbers race track to watch my son in law drive. He is a novice race driver in training. While I was there they announced that there was going to be a parade lap or two, and that anyone who wanted to could get a lap or two in to see what the race driver saw from the actual track. I jumped at the chance & lined up with about 30 other cars. What made it nice was that the car in front of me had problems & by the time I got on the track the whole bunch was way down the track, so I could really put the pedal to the metal to catch up. Needless to say I got the turbo to come on & really got it going. WE had two laps & by the time I caught up I HAD LEFT SOME RUBBER ON THE CORNERS. IT WAS FUN!!!!

Richard



Awesome!

VCE Classifieds and Unsolicited Email Info

For Sale: 1966 Monza Conv 110hp, new interior, new top, power convertible. Four new Wolf carbs. Needs tires. Car was restored by my father, Bowes Channell, back in 2005. Car is 90% complete, needing some cosmetic work and minor mechanical to bring to 100%. \$3700. Tom Channell 256-772-1664 (11/07)

Wanted: Contact Justin McCuley at 541-8953 if you have an EM to sell. Not sure about the area code. (8/07)

Wanted: VCE member Jeff McCrary is looking for a pre-'66 differential with 3.55 gears or a Saginaw 4-speed trans to complete some work he is doing. Call Jeff at (205) 451-9028 (7/07)

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



You don't see this everyday! Wow. A Corvair at speed on the world-class Barber Motorsports Track in Leeds, Alabama.



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PO Box 59071
Birmingham, AL 35259-9071



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H
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OIL DROP



THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 28, No 12

December



2007

From the Prez

Just as a reminder, I thought it would be a good idea to re-hash some of the things we covered at the Nov meeting. First, our 2008 slate of officers is set. Pres. Pete Woods, VP Richard Stolzman, Sec. Russ Thuleen, Treas. John Hathaway. Many thanks to these for being willing to serve. Our Christmas party is Sat. evening, Dec. 15. @ 6:00. Jewel has the menu, if you have any questions. Also, the club has (2) copies of the new Clarks catalogs left after everyone claimed theirs at the meeting. They are 3.00 ea. The dates are set for most 2008 events. First up is the annual social/shopping get together at Pigeon Forge. Dates are Jan. 18-20. Rooms are 42.00/nite, call 865-453-0625 @ The Cold Creek Inn. Next is the Feb. 22-23 event in Ft. Walton Beach @ the Ramada Inn. Call 850-243-9161 or 800-874-8962, rooms are 91.00 to 110.00. We had a great time last year at this event. The annual Helen Geo. Show is set for April 25-27 Hope to see you all at these gatherings.

See ya, ED

CORSA



Next Meeting:

Date: **Saturday**, December 15th, 2007

Time: **6:00 PM**

Place: Vestavia Hills Library on Hwy 31

Christmas Party! Bring a dish and have a Vairy good time with your VCE buddies.

Cruise-In Locations

1st Sat Krispy Kreme – U.S. 31, 9:00am

3rd Sat Rail Road Café – I-459 Exit 6, 9:00am

Calendar of Events

Dec 15 VCE Christmas Party
Vestavia Hills Library

Feb 22-23 Corvaire Lover's Holiday
Fort Walton Beach, FL

Apr 25-27 Springfest
Helen, GA

Jun 23-27 CORSA National Convention
Ventura, CA

VCE Christmas Party

Mark your calendars for Saturday, Dec. 15th for a Yule gathering at the Vestavia Hills library.



Headed Down that Long, Lonesome Highway



Well, I was in the Corsa on a road somewhere up near Hanby Mill to look at a Corvair that was in the paper. Found the car, but the owner was not there. It was a 1965 Monza with 110 Hp, PG, and factory air.



You just never know where these cars are gonna pop up. Seems like nobody really wants to get a project any more and do all the work and \$\$\$ to bring one back to life. In a few years, they will all be gone.



Dig that black rear cove paint!

- Editor

November VCE Meeting Minutes

The November 16th VCE meeting was held with 20 people in attendance. Also visitor, Bill Sweet was present. John Hathaway gave a Treasurer's report. VCE has \$344 in the bank. It was announced by Jewel that the December Christmas Party will be on Saturday the 15th - not Friday the 14th as originally planned. The party will be at the Vestavia library in our usual meeting spot at 6pm.

Walt Davison was present and gave his new Florida address and phone:

1208 Asturia Ave.
Coral Gables, FL 33134
(305) 444-1937

UPCOMING EVENTS

The East Tennessee Corvair club will be sponsoring the Pigeon Forge event this coming January 18 thru 20th.

February 22 & 23 is the Fort Walton Beach at the Ramada again.

Jewel passed around a menu for the Christmas party and announced what each person was bringing. A \$20 donation from each family will be taken up at the party to donate to a charity to be named later.

Roy Dutton announced his marriage and introduced his new wife, Connie.

The officers for 2008 were announced and voted on. Those serving the Vulcan Corvair Enthusiasts for the coming year will be:

President - Pete Wood
Vice President - Richard Stoltzman
Secretary - Russ Thuleen
Newsletter Editor - Russell Noble
Treasurer - John Hathaway & Joe

Russ Thuleen

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Final 2007 VCE Membership List and Information...

Last Name	First Name	Address	City	State	Zip	Home Phone	Email ID
Bolton	Authur & Vickie	2056 Shebia Drive	Hoover	AL	35216		
Collier	Tom & Faye	505 Harvest Loop	Prattville	AL	36066	(334) 361-9704	tcollierpa@knology.net
Daniels	Steve & Sherri	4919 Meadow Brook Way	Birmingham	AL	35242	(205) 995-9474	sddaniel@bellsouth.net
Davison	Walt & Marilyn	1208 Asturia Ave	Coral Gables	FL	33134	(305) 444-1937	walt366lite@hotmail.com
Doughty	Joe & Rozelle	324 North Lake Road	Birmingham	AL	35242	(205) 995-0131	None
Dutton	Roy	959 Scott Cemetery Road	Carbon Hill	AL	35549	(205) 522-6354	royddutton@yahoo.com
Hartline	Phil & Carol	905 Echo Trail	Warrior	AL	35180	(205) 590-0141	philandcaroll@att.net
Hartline	Harold & Louise	564 County Road 4210	Crane Hill	AL	35053	(256) 747-2308	louise1956@earthlink.net
Hathaway	John	438 Eaton Road	Birmingham	AL	35242	(205) 408-4063	johnhathawayjc@bellsouth.net
Hinkle	Buck & Jewell	4142 Terrace R West	Birmingham	AL	35208	(205) 780-0549	None
Hunter	Mickey & Robin	1505 State Street NW	Hartselle	AL	35640	(256) 773-1683	mdhunter1@bellsouth.net
Keeton	Jon & Sarah	2008 Elkwood Drive	Fultondale	AL	35068	(205) 841-5169	cudaman@prodigy.net
Keller	Ed & Carol	2461 Jannebo Road	Birmingham	AL	35216	(205) 823-5424	ekps119@bellsouth.net
McCrary	Jeff	2726 Windwood Drive	Gardendale	AL	35071	(205) 451-9028	jeffmcc2@yahoo.com
Miljus	George & Ann	722 Park Ridge Circle	Birmingham	AL	35242	(205) 972-1385	george.miljus@nsbhm.com
Miller	Joyce	601 Avondale Road	Montgomery	AL	36109	(334) 272-7085	retiredcouple@juno.com
Noble	Russell & Debbie	3416 Danner Circle	Birmingham	AL	35243	(205) 822-6092	rtoble@southernco.com
Popinski	Joe & Carol	212 Maple Trace	Hoover	AL	35244	(205) 987-1780	jpopinski@aol.com
Rothe	Chris & Frances	1920 Longview Drive	Hueytown	AL	35023	(205) 497-2847	ag4ab@att.net
Siemens	Bob & Wilma	1725 Buck Island Drive	Guntersville	AL	35976	(256) 582-2175	rsiemens@charter.net
Smith	Jerry & Sarah	595 Browning Road	Odenville	AL	35120	(205) 640-6952	sarah.smith7@att.net
Snider	Floyd T.	4960 Big Oak Drive	Southside	AL	35907	(256) 442-1149	
Steadman	Joe & Ann	1629 Arrowhead Road	Jasper	AL	35504	(205) 384-9576	
Steadman	Jason & Amy	76 Oak Rd.	Nauvoo	AL	35578		
Steckler	Leslie	147 Crossbrook Drive	Chelsea	AL	35043	(205) 678-2191	vairluvr@aol.com
Stolzmann	Richard & Sandy	376 Burgess Drive	Springville	AL	35146	(205) 467-6444	richeyrich43@hotmail.com
Thuleen	Russ & Donna	147 Crossbrook Drive	Chelsea	AL	35043	(205) 678-7979	rampsideruss@aol.com
Trotter	Charles & Jan	55 Morton Drive	Pell City	AL	35128	(205) 338-6828	
Witkos	Dick & Barbara	3112 Clayburne Road	Dathan	AL	36303	(334) 792-8528	BWitkos@centurytel.net
Wood	Pete	5733 Belmont Dr.	Irondale	AL	35210	(205) 956-6832	pete455@graffiti.net

VCE Classifieds and Unsolicited Email Info

Wanted: Contact Justin McCuley at 541-8953 if you have an EM to sell. Not sure about the area code. (8/07)

For Sale: 1966 Monza Conv 110hp, new interior, new top, power convertible. Four new Wolf carbs. Needs tires. Car was restored by my father, Bowes Channell, back in 2005. Car is 90% complete, needing some cosmetic work and minor mechanical to bring to 100%. \$3700. Tom Channell 256-772-1664 (11/07)

Wanted: VCE member Jeff McCrary is looking for a pre-'66 differential with 3.55 gears or a Saginaw 4-speed trans to complete some work he is doing. Call Jeff at (205) 451-9028 (7/07)

FREE 1965 Corsa - See article in the June 2007 *Oil Drop*. Call Dan (256)658-0441 (6/07)

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/year pay for a family membership and 12 issues of the *Oil Drop* newsletter.

President: Ed Keller
205/823-5424

Vice President: Pete Wood
256/956-6832

Secretary: Russ Thuleen
205/678-7979

Newsletter: Russell Noble
205/822-6092

Treasurer: John Hathaway
205/408-4063

Hospitality: Harold Hartline
Arrangements: Jewel Hinkle

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



Junkyard crawl. Actually, this car was at somebody's house. No motor, but it has the AC condenser. Maybe your dream project?



Vulcan Corvair Enthusiasts
PO Box 59071
Birmingham, AL 35259-9071

