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OIL DROP



THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 30, No 1

January 2009

From the Prez

Nothing from the Prez this month.

From the editor:

First, I want to remind you that dues are due this month. Remember to bring them to the meeting.

You probably realize the by the time you read this, if you are reading the print version, the meeting has happened and the newsletter was late. As your new editor I want to apologize for that, and let's hope it doesn't happen again.

Although I have taken the reins as editor, the estimable Russell Noble has been promoted to Publisher Extraordinaire, and will handle printing the newsletter for us, as he can do it at no cost to the club. I can't use the printers at my office, and my ink jet at home would probably break the bank. Next time you see Russell, thank him for continuing to do this for us!

One of the reasons I was late was waiting on submissions, so beginning in February the deadline for submissions is the first of the month. Anything submitted later will go in the next month's edition. This will give me time to get the newsletter ready, get it to Russell to print, get the copies back and in the mail.

I appreciate your cooperation and look forward to continuing the OIL DROP's award winning editorial excellence.

John

Next Meeting:

Date: Friday, January 18, 2009

Time: 7:00 PM

Place: Vestavia Hills Library on Hwy 31

Bring a dish for potluck supper and drive a Corvair to the meeting with your VCE chums.

Cruise-In Locations

1st Sat Krispy Kreme – US31, 8:30am - Noon

3rd Sat Rail Road Café – I-459 Exit 6, 8:30am

3rd Sat Krispy Kreme – US31, 5pm - 8pm

Calendar of Events

Feb 27-28 Corvair Lovers Holiday
Pensacola Beach, FL

Mar 13-14 Spring Warm Up
Myrtle Beach, SC

Jul 13-17 2009 CORSA International Convention
Jacksonville, FL

It was a Wonderful Time...

Thanks to all who came and made our Christmas Party a success. If judged by the amount of deserts consumed, we had a hum dinger. I tried (at least) one of everything! So much for my low carb diet! Thanks to the Hartlines for the ham and everyone else for their creative culinary contributions.



Wanted and For Sale...

I was looking on ebay and Garry still has a lot of parts listed. Or contact him directly.

Garry Binford
205 814 0553, 205 753 0059 gdbinford@yahoo.com

WANTED: I'm looking for a 1963 3:08 differential, thanks Richard Stolzmann. I can be reached at 205-329-0394 or richeyrich43@hotmail.com (12/15)

For Sale: R. W. McGuire bought the late David Willis' Corvairs and is selling them. There is an EM coupe and a 1965 Corsa coupe. Call 205-988-8703 for details (12/15)

For Sale: 1966 Corsa, Marina Blue. Original interior is in great shape. Must Sell. Call for details. Monza convertible w/o engine with the deal. \$7,000.00 OBO. Will drive it to B'ham if enough are interested. 256-287-2461 or 256-347-5210. Richard Cleveland.

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I also have a 1964 Corvair convertible. It has all new complete brake system, floor pans, carbs, fuel pump, dist, points, plugs, condenser, rotor, wires, new tires and gill bar. The car is in good mech condition. The carbs need to be adjusted. The car doesn't idle good. Needs paint, top and upholstery. The body is straight with very little rust. Asking \$4,000 for this car. My name is Earnie Burton, 301 Shipp Road, Hayden, AL. Phone 590-1959 & cell is 965-5343 CALL FOR MORE INFORMATION.

For Sale: Three Corvairs, '62, '62, and a '60. All for \$4200. One is in good shape; others are pretty good parts cars. All have wheels and tires. Bill Trail, Athens, AL. Cell: 256-431-1171 or 256-766-7510.
pulpcowboya@hotmail.com

December VCE Meeting Minutes

The December meeting/ Christmas party was held on December 5th with 30 members in attendance. The meeting was preceded by a delicious potluck dinner with all the holiday trimmings provided by the members. A collection was taken up by Jewel Hinkle for our regular Christmas charity donation. After dinner, Pete Wood called the meeting to order and Treasurer John Hathaway gave his report. With all rent paid for the year and no incoming monies or other bills to pay our bank balance remains the same as last month. A discussion of charities to donate to was had by the members and Big Oak Ranch was chosen. The total collected was \$225. The cost of newsletter ads was discussed and a yearly fee was settled on nonmembers of VCE. Pete raised the idea of future trips, please bring any ideas to the next meeting or send them to Pete. The club officers for 2009 remain the same as last year except for Newsletter Editor. John Cleveland has taken over this task from Russell Noble. Please send any articles, ads, or Corvair related pictures to John at john.c.cleveland@elpaso.com

Respectfully submitted

Russell Thuleen
VCE Secretary



Who is this Guy????



Here's my first stab at the 'World Famous' ***OIL DROP***'. I'm ready to receive all your articles, pictures, etc. (no critics please).

John.C.Cleveland@ElPaso.com

Office – 205-325-7654

Cell – 205-834-3120

Don't forget the middle initial in the email. There are two of us working here.

Alternate email: djcleveland@charter.net

Please submit before the first of the month.

Start getting the newsletter today via email. Drop me a line.

The 2008 Christmas Extravaganza....



They started eating...and eating...and eating.



And then they were full!



*Food, fun and fellowship, that's what it's all about, plus goodies for the kids.
Hope you all had a Merry Christmas and may all your Corvairs be YELLOW!*

50 Years Ago

GEE, I WAS THREE - editor

Top Ten 50th Anniversary Dates for the Corvair

- January 23, 1959 The first Corvair production prototype is built.
- February 1959 The first Corvair advertising is created.
- April 1959 The Chevy Massena Foundry starts production of the Corvair aluminum engine parts.
- May 22, 1959 GM's first official announcement that it will build the Corvair.
- June 1959 Chevy's Towanda, NY plant starts engine production.
- July 1, 1959 First Corvair press conference is held at the Detroit Athletic Club.
- July 7, 1959 First production Corvair is built at Willow Run.
- July 15, 1959 First long lead auto writer drives a Corvair at GM proving grounds.
- Sept. 10, 1959 The Chevrolet National Sales Convention and Nat'l Press Review are held.
- October 2, 1959 The Corvair is introduced to the public and goes on sale.

This is an excerpt from a Corvair history series by Dave Newell in the January Corsa Communique.

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: Pete Wood
205/956-6832

Vice President: Richard Stoltzmann
205/467-6444

Secretary: Russ Thuleen
205/678-7979

Newsletter: John Cleveland
205/834-3120

Treasurer: John Hathaway
205/408-4063

Hospitality: Harold Hartline

Arrangements: Jewel Hinkle

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



*Check out the Vulcan Corvair Enthusiast's 2008 Christmas Party in
The Oil Drop!*



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 30, No 2

February 2009

From the Prez
Can you believe? He's in Hawaii !!!!!!!.

From the editor:

First, I want to remind you that if you don't pay your dues in February I will come to your house, park in your driveway and work on my car until you pony up. For those of you who haven't seen my mechanical prowess, you may never use your driveway again. IS IT WORTH \$20?

Another note about dues; as many of you have been reading in the 'Communique', there is a lot of talk about declining membership and the need to raise membership fees. As a new Corvair owner, I can understand this need at the local and national level. As the car has aged, so have its fans, with many owners near or past retirement age. To me, the members of our club and the resources of the national organization are invaluable. I have a lot to learn to keep my car on the road, and if I have to pay more for that privilege, I'm ready to do that. I urge you to continue to support CORSA and our club with your knowledge and your pocketbook. And remember, I may not know a lot about the car, but I am a willing worker. If you need any help, just call.

Thanks,
John

Next Meeting:

Date: Friday, February 20, 2009

Time: 7:00 PM

Place: Vestavia Hills Library on Hwy 31

Bring a dish for potluck supper and drive a Corvair to the meeting with your VCE chums.

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Any car that has been restored has a few quirks. Here are some of the things I've found with mine:

Erratic gauge operation: Check the ground strap at the screw on the left side of the steering column. My strap was taped to a piece of metal. No screw.

Slow heater blower speed: Another ground problem, run a ground wire from motor body to a good metal ground. Amazing.

Timing light operation: Make sure the battery cables are the correct color. The guy who owned the car before me used red on the ground and black on the positive of the battery. I returned two timing lights before I figured it out.

You need a good jack and jack stands: When it breaks down in the driveway, I can't get it to Russ' house to use his lift. :>

Carburetors are a pain: What else can I say?

Wanted and For Sale...

Garry still has parts listed on ebay. Or contact him directly.

Garry Binford

205 814 0553, 205 753 0059 gdbinford@yahoo.com

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Editor – Mr. Trail has sent pictures. If interested, let me know and I'll get them to you.

January VCE Meeting Minutes

The January meeting was called to order by Pete Wood and the meal blessing was offered by Joe Doughty. There were 18 people present for dinner - 15 adult members and 3 children. Treasurer's Report was given and the club has a balance of \$250.57. Rent has been paid for the first quarter of this year. Dues for 2009 are now due and can be paid by bringing a check to the next meeting or sending it via mail. Don't put it off - pay today!

The Christmas collection was \$190.00, which was donated to Big Oak Ranch. Business discussions opened and it was brought up the West Florida Corvair Club is putting on the Corvair Lover's Holiday this year in Pensacola. It will be in February; so if you plan to attend make your reservations now. Springfest in Helen, GA is in April; so be on the look out for your flyer in the mail soon.

Pete proposed a day trip to Weiss Lake for a picnic/meeting sometime in the spring. He plans to make a trip in advance to scope out the facilities. He mentioned the possibility of inviting the Georgia clubs and East Tennessee club to join us. Richard Stolzmann had an informal raffle for a timing light which was won by Steve Daniels.

Joe Doughty motioned the meeting be adjourned and Richard held a short tech session.

Respectfully submitted

Russell Thuleen
VCE Secretary



From the GrapeVine:

Louise Hartline has had shoulder surgery and is undergoing therapy. My source says Harold is taking good care of her.

Please remember Louise and Harold in your prayers, and maybe take them some food. I don't know Harold very well, but he doesn't look to me like a very good cook.

Send Oil Drop submissions to:

John.C.Cleveland@ElPaso.com

Office – 205-325-7654

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Installation of Carburetor Bearing Blocks on 140 Cross Shaft

Part 1 J. Cleveland

I purchased a used 140 shaft and decided to try the bearing blocks Clark's offered in their catalog for more precise accelerator operation. The part number is C7801 and it is on page 59 on line. There is also a set of blocks sold for early models, part number C7800.

The kit comes with a single typed page of very comprehensive instructions, and the installation of the blocks was a breeze. I would recommend some good, small clamps, a long narrow center punch, and if a drill press is available, that would make the job easier also.

It's a good idea to clean the cross shaft up after it is removed to make sure there is a good fit when the blocks are test fitted to the shaft.



The first step is to remove the keeper from the cross shaft. It's the only one on the shaft, so you should be able to find it easily.

The next step is to clean the shaft with emery cloth and clamp the block to the cross shaft for lineup. This is where the good small clamp comes in. I was using 6 inch squeeze type clamps, which worked for the thicker block but caused me some grief when I tried to do the thinner block on the right side. For that side I used a 2 inch C clamp. The thicker block goes on the left side (the side the throttle attaches to).



Per the instructions, the cross linkage brackets need to be marked through the drilled and tapped holes in the bearing block. On the thicker block, the holes are too narrow to use a pencil or a regular center punch. I rounded and pointed the end of a nail and used it as a center mark, then used a center punch after the bearing block was removed.

Drill the holes in the cross shaft brackets and install the bearing blocks. Some of the cross shaft diameter might need to be removed with more emery cloth or paper shims to achieve free movement of the shaft in the blocks.

I hope to get these installed in the next few weeks along with a lesson in rebuilding my primaries and balancing. I'll get that part in a future issue.



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More amazing news about the Vulcan Corvair Enthusiasts in the Oil Drop!



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PO Box 59071
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THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 30, No 3

March 2009

From the editor:

PLEASE NOTE THE NEW DATE FOR OUR MARCH CLUB MEETING. IT WILL BE THE FOURTH FRIDAY IN MARCH, NOT THE THIRD FRIDAY AS USUAL.

As I write this, the weatherman is promising a warm up for the weekend. After the snow last Sunday, and the cold weather, I'm ready to put the top down and do some cruising.

Thanks to Russ Thuleen and Pete Wood for the assistance with my car. Russ and I installed a late model cross shaft and linkages. See the article at the end of the newsletter. Russ showed me how to adjust and balance the carbs. We also found a huge vacuum leak. Another case of early and late model parts on the same car.

Pete was working on installing a 4 barrel kit on his engine. He had it installed and running; and was adjusting it when I left. I left my fire extinguisher there, just in case. :>

Keep in mind our May cruise to Weiss Lake. There should be a report on facilities at the next meeting. You can see information about the lake on the internet at <http://lakeweiss.info/> Some local attractions are the Collinsville Trade Day (flea market) NW of the lake on Highway 11 and the Cornwall Furnace near the NE shore.

Thanks,
John

Next Meeting:

Date: **Friday, March 27, 2009**

Time: 7:00 PM

Place: Vestavia Hills Library on Hwy 31

Bring a dish for potluck supper and drive a Corvair to the meeting with your VCE chums.

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Calendar of Events

Mar 13-14 Spring Warm Up Myrtle Beach, SC

Apr 4-5 Spring Autofair Charlotte, NC

Apr 24-25 Springfest Helen, GA

Jul 13-17 2009 CORSA International Convention
Jacksonville, FL

TECH TIPS

- A light 'howling' noise when the engine is cold is usually a fan bearing needing grease.
- Oil coming out of the dipstick tube or into the air cleaner could be caused by plugged up crankcase vent tubes.
- A bad dimmer switch could be the cause for no headlight function.
- A loud 'squawk' that occurs briefly as you push in or let out on the clutch pedal is a pilot bushing. A clutch release bearing would be noisy as long as you kept the clutch disengaged.
- A 'knocking' noise in a manual transmission at idle that disappears when the clutch is depressed or rpm is increased is a loose 3 piece flywheel.

Wanted and For Sale...

WANTED: I'm looking for a 1963 3:08 differential, thanks Richard Stolzmann. I can be reached at 205-329-0394 or richeyrich43@hotmail.com (2/5)

For Sale: R. W. McGuire bought the late David Willis' Corvairs and is selling them. There is an EM coupe and a 1965 Corsa coupe. Call 205-988-8703 for details (2/5)

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pulpcowboya@hotmail.com (2/5)

Editor – Mr. Trail has sent pictures. If interested, let me know and I'll get them to you.

February VCE Meeting Minutes

The February meeting was called to order and the members gathered to enjoy the delicious potluck meal. There were 18 people present for dinner - 16 adult members and 2 children.

After dinner, Russell Noble got up and left; saying he only came to eat, but he maneuvered into a chair at the back of the room to add his 2 cents worth as usual!

The March meeting WILL NOT BE HELD ON THE USUAL FRIDAY. The library asked us to move the meeting, as they needed the room for a scheduled book sale. THE MARCH MEETING WILL BE HELD ON THE 4TH FRIDAY OF THE MONTH, MARCH 27.

Jewel reported on Ethel Mae Langford who is ill with cancer. A report was given on Sarah White as well. She is going to undergo testing for diagnosis and then be placed into a nursing home. Sarah is a member of WFCC.

We are now almost 3 months into the new year, and a gentle reminder to pay your dues has now been officially given. :->

The Treasurer reported we have spent nothing this past month and our bank balance remains at \$246.00

Pete discussed a possible road trip to Weiss Lake and asked for a volunteer to scout out the facilities so more definite plans can be made. Russ Thuleen will make the trip.

It was mentioned that the ACAA Tour starts April 15th thru April 17th. Also, a reminder that Springfest in Helen is April 24th thru 26th.

Russell Noble will make a call to Frank Ranelli about pictures from the early date of VCE. Harold and Louise will also look for the pictures they have packed away.

Russell Noble thanked Buck Hinkle for the door. Russell had needed a part to replace a broken latch and Buck came thru with the needed part, with the door still attached.

Russell Noble will design the 35th anniversary T-Shirt for the members and Gena Wood will make the shirts for us.

Ed and Carol Keller brought a couple of goodies to give away, so when the meeting ended Pete held a raffle.

Respectfully submitted

Russell Thuleen
VCE Secretary



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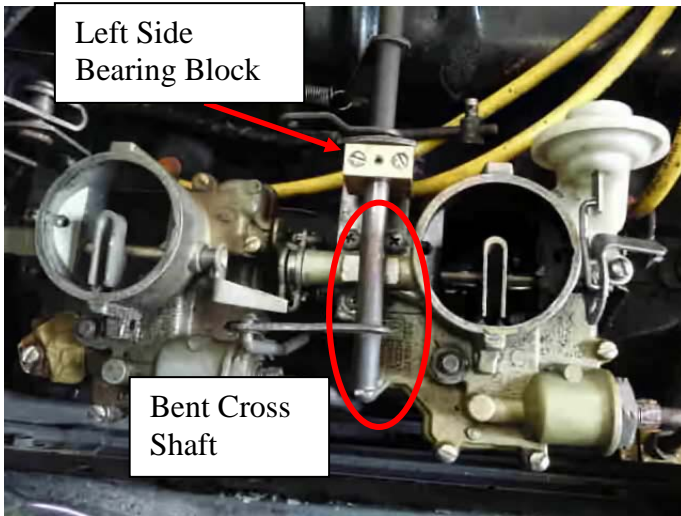
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Installation of the Cross Shaft w/Bearing Blocks on my 140 Part 2 J. Cleveland



Mounting the cross shaft on the car and getting it to rotate freely proved to be time consuming. While the bearing blocks rotated freely before mounting, when the cross shaft was screwed down tight, the stresses to the shaft became apparent. Note in the picture at left the bend on the left end of the cross shaft. That, along with the fact the mounting brackets were not perpendicular to the shaft caused binding. Adjusting the bracket and the end of the shaft, along with paper spacers between the halves of the bearing block on the left side cured the problem somewhat.

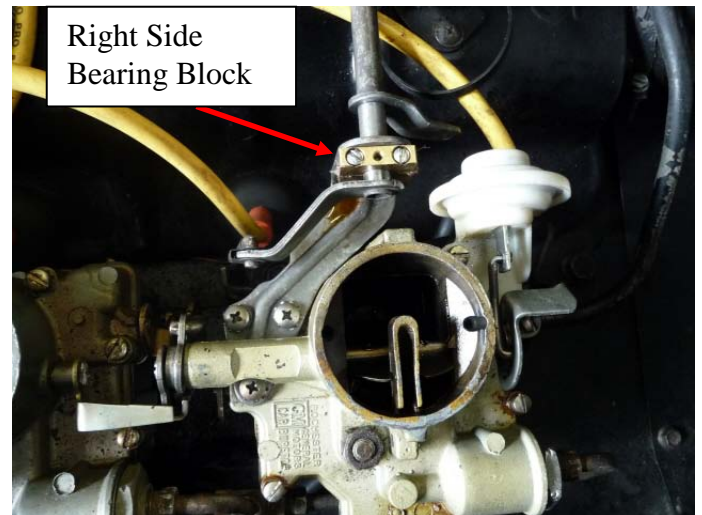
I have found in driving the car since that further adjustments will need to be made to keep the shaft from binding.

The right side bearing block needed no adjustments at all. With the cross shaft installed and the bearing block removed from the left side, the right side rotated freely.

Installation of the bearing blocks does what the advertisement says they will do. They remove the end to end play, and most of the rotational sloppiness caused by the cross shaft design. Care should be taken with the cross shaft used. I purchased mine, and had no control over the quality of the shaft I received. The straighter the shaft, the better the performance. If the shaft is not straight, get it as straight as possible.

Check the installation of the bearing blocks on the cross shaft by screwing the cross shaft down to your work bench and checking for binding in the rotation through the accelerator travel. This will save a lot of headaches later on.

I want to thank Russ Thuleen for his expertise and use of his shop, and also Pete Wood for advice and help when Russ and I were scratching our heads. I also got a first class lesson in carb adjustment and balancing, new bottom shrouds (old ones that were better than mine) and thermostats in the deal. Thanks again Russ and Pete.



Here's a picture of Pete's project that Saturday. He installed a four barrel conversion, with some on the fly engineering for the accelerator linkage.

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*The Continuing Adventures of Vulcan Corvair Enthusiasts in the
Oil Drop!*



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THE

OIL DROP



THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 30, No 4

April 2009

From the editor:

It looks like the CORSA board has finally made the big decision. A look in the April Communique has the new membership rates, \$45 for 1 year, up from \$38; and \$90 for 26 months, up from \$76. As I've stated in the past, I support their decision, but it will make it harder on some of the members to continue. Time will tell what impact this will have on the organization.

The other big item in the Communique is voting for new Board members. I urge you to look over the candidates and cast your ballot. It's a good way to get something for your membership dues.

Denise and I took the '66 and went up towards Weiss Lake last weekend. We couldn't find any picnic spots, but an internet search turned up a couple of prospects. Bay Springs Motel and Campground in Centre has a pavilion for \$25. They might have a group rate. Another prospect is Chestnut Bay, NE of Leesburg. They have a camp ground, but don't know about a group thing.

Thanks to Richard S. for his contribution to our newsletter. He performed this procedure on my car, and it really helps brighten up the taillights, as well as keep them lit up.

Thanks,
John

Next Meeting:

Date: **Friday, April 17, 2009**

Time: 7:00 PM

Place: Vestavia Hills Library on Hwy 31

Bring a dish for potluck supper and drive a Corvaire to the meeting with your VCE chums.

In Loving Memory of John Hathaway:

A long time member, and treasurer of the Vulcan Corvaire Enthusiasts, John Hathaway, passed away on March 6th, after a brief illness.

He will be greatly missed.

Stay in prayer for Elsie and family.

VCE HAS SOME REAL WINNERS!

Congratulations to our members Russ Thuleen, Ed and Carol Keller and Harold and Louise Hartline for their showing at the Corvaire Lovers Holiday held in Pensacola Beach, FL.

In the Forward Control category, Russ placed 1st with his '63 red/black Ramp side and Harold and Louise placed 3rd with their White/Gold '62. Ed and Carol placed 2nd in the Late Opens with their yellow '66 Corsair.



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WANTED: I'm looking for a 1963 3:08 differential, thanks Richard Stolzmann. I can be reached at 205-329-0394 or richeyrich43@hotmail.com (2/5)

For Sale: R. W. McGuire bought the late David Willis' Corvairs and is selling them. There is an EM coupe and a 1965 Corsa coupe. Call 205-988-8703 for details (2/5)

For Sale: 1966 Corsa, Marina Blue. Original interior is in great shape. Must Sell. Call for details. Monza convertible w/o engine with the deal. \$7,000.00 OBO. Will drive it to B'ham if enough are interested. 256-287-2461 or 256-347-5210. Richard Cleveland. (2/5)

For Sale: 1965 2 door hardtop. Factory air and auto trans. Solid, no rust and the paint is fair. All the hub caps are on the wheels. The engine, trans, and diff. are out of the car, but still together. The compressor and condenser are still hooked up under the hood. Some extra parts for Corvairs. Purchased at Tom Gloor Chevrolet in Bessemer, AL, original bill of sale and owner's manual available. Yellow paint in fair condition. I am asking \$1,000 for this car. 1964 Corvair convertible. New complete brake system, floor pans, carbs, fuel pump, dist, points, plugs, condenser, rotor, wires, new tires and gill bar. Good mech condition. The carbs need to be adjusted. Needs paint, top and upholstery. The body is straight with little rust. Asking \$4,000 for this car. Buy 'em both for \$3500. My name is Earnie Burton, 301 Shipp Road, Hayden, AL. Phone 590-1959 & cell is 965-5343 CALL FOR MORE INFORMATION. (2/5)

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For Sale: I live in Albertville Alabama and have a 1964 Corvair Monza 2-Door I need to sell. It is complete but does not run. The body is solid, glass intact and would be a good restoration project or great for parts. I am not a Corvair enthusiast, but I do appreciate the preservation of classic and collectible cars, so I do not want to take it to the crusher! Do you know of any Corvair enthusiast who would be interested in this car? I will take \$250.00 for it. (That is right at scrap price) My home phone is 256-891-0544 and my email is bentplace@bellsouth.net.

Bobby Bentley

March VCE Meeting Minutes

The meeting was called to order by President Pete Wood after our usual delicious potluck dinner provided by the members. There were 20 adults, 4 children and 4 Corvairs in the parking lot!

CLUB BUSINESS –

Russell Noble has searched for the VCI Anniversary logo, and it seems to have disappeared in the black hole of cyber space. He will start to redesign a new anniversary logo for the club.

Jewel reported on a donation to be made in John Hathaway's name to Asbury UMC Young at Heart club. The donation will be \$60.

Joe Doughty was voted in as Treasurer and presented the monthly report as follow:

Balance as of Feb. meeting:	\$246.47
15 members paid dues:	\$300.00
Total:	<u>\$546.47</u>
Meeting room rental for 3 mos.:	<u>\$ 75.00</u>
Balance:	\$471.47

It was motioned and voted on that Russell Thuleen would be placed on the account as the secondary signatory.

Those members who have not paid current dues are:

Tom & Faye Collier
Roy & Connie Dutton
George and Ann Miljus
Don Robertson
Jeff McCrary

Walt Davison was recognized for his donation of books for a club library.

Further discussion of the Barber Race Track car display was held. Art Bolton volunteered to get more information and report back to the club.

Hug White, past VCE member, was brought up in discussion and the members were asked to remember him and his family in prayer since the passing of his mother.

John Cleveland gave a short presentation on Purple Power cleaner for convertible tops.

A motion was made for adjournment and seconded.

Respectfully submitted,

Russell Thuleen
VCE Secretary



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John.C.Cleveland@ElPaso.com

Office – 205-325-7654

Cell – 205-834-3120

Don't forget the middle initial in the email. There are two of us working here.

Alternate email: djcleveland@charter.net

Please submit before the first of the month.

Start getting the newsletter today via email. Drop me a line.

Tail Light Grounding

R. Stolzmann



The first thing to do when you add a ground wire to your taillights is to use a pair of needle nose pliers to remove the center. Then decide which of the prongs are to be soldered to. It will be on the outside like on the picture.

It will have to be scraped clean with a knife or fine sand paper. Tin it with solder. then solder the prepared wire to it.

Next drill a hole in the housing. Make sure you drill the right side. One prong is larger in width than the other, and be



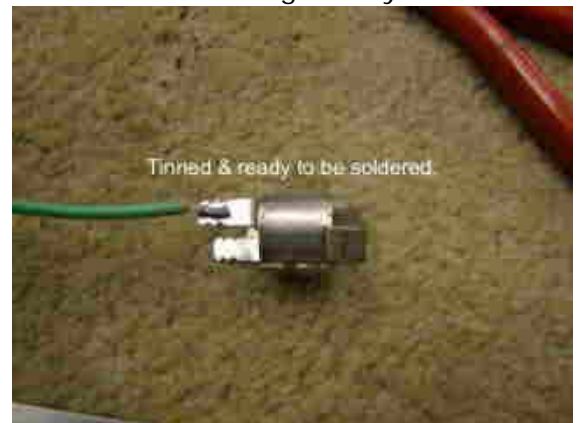
sure to select the right size drill so the wire and insulation will pass through the hole. This will have to be done before the ring terminal is crimped to the end of the wire in the car.

(NOTE) Before you push the center in now is a good time to clean the contacts with a pencil eraser or by scrapping lightly with a small screwdriver. Push the wire through the hole and use needle nose pliers to push the center back in to the housing. It will take extra pressure to insert the center back in the housing. You did note the position of the center before you removed it??? Push it in so it is the same depth before removal.

Now that you have housing and ground wire installed you can install a ring terminal. The size of the ring is determined by where you will ground it. The preferred method is to drill a hole in a convenient place on the side frame. The second method is to use a larger terminal and put it on the bolt that holds the taillight in using a star washer first then another nut. Drilling a hole in the frame requires a sheet metal screw with a star washer against the frame to bite into the metal. Check and make sure the bulb glows brightly before inserting the socket in the housing. Now you shouldn't have a problem with intermittent tail lights. The front directional lights can be done the same way.



They are easier, as the center is protruding and all that has to be done is solder a wire with a terminal to it and drill a hole in a



convenient place for the terminal, screw and star washer.



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Vice President: Richard Stoltzmann
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Secretary: Russ Thuleen
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Newsletter: John Cleveland
205/834-3120

Treasurer: John Hathaway
205/408-4063

Hospitality: Harold Hartline

Arrangements: Jewel Hinkle

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



What are these Corvairs doing here? Find out in this issue of the Oil Drop!



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



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E

OIL DROP



THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 30, No 5

May 2009

From the editor:

I did get to go to Springfest in Helen this year. The closest motel we could find was in Murphy, NC, which was OK, as it gave us a chance to see some new country, and it was a pleasant 30 some mile drive through the mountains (except I took a wrong turn in Hiwassee and drove halfway around the lake before I figured it out, add 30 more miles).

We got to Helen Friday morning around 10:30, got registered and visited some. Then lunch and off to hit the mountain trails. Denise and I hiked up to Raven Cliff falls, a 5 mile round trip that was well worth the effort.

Saturday morning found us back in Helen, without the wrong turns (OK, one small one, but Denise was paying attention) and gazing at all the beautiful Corvairs. The cars from our club were right in there with the best of them.

Thanks to the Heart of Georgia club and everyone else who worked hard to put on a great show, and thanks to the VCE members who took their vehicles to the show. We had a great time.

Directions to our May picnic/meeting

The address is 19348 US Highway 431, Guntersville, AL 35976 for the googlers out there.



Next Meeting:

Date: **Saturday, May 16, 2009**

Time: 9:00 a.m. to 3:00 p.m.

Place: **Marshall County Park 1**

At Guntersville Lake

Meeting at noon, bring something for a pot luck.

Get directions in the From the Editor column

Richard Stoltzmann's newsletter article, Tail Light Grounding, made it into the ACORN News of Rochester NY, Corsa Chapter 148.

Congratulations Richard, your name in print across the nation!

Cruise-In Locations

1st Sat Krispy Kreme – US31, 8:30am - Noon

3rd Sat Rail Road Café – I-459 Exit 6, 8:30am

3rd Sat Krispy Kreme – US31, 5pm - 8pm

Calendar of Events

May 8-10 Virginia Vair Fair

Fredericksburg, VA

May 30 Barber MotorSports Park

Sports Cars In The Park

Birmingham, AL

Entry fee \$25, Tickets \$15

Jul 13-17 2009 CORSA International Convention

Jacksonville, FL

Directions to our May picnic/meeting

Come up 431/79 from the south. After passing the road to the first Pavilion (all sides open), go to the next road and turn right. You will see a pavilion with one end enclosed. That's for us!

Wanted and For Sale...

WANTED: I'm looking for a 1963 3:08 differential, thanks Richard Stolzmann. I can be reached at 205-329-0394 or richeyrich43@hotmail.com (2/5)

For Sale: 1966 Corsa, Marina Blue. Original interior is in great shape. Must Sell. Call for details. Monza convertible w/o engine with the deal. \$7,000.00 OBO. Will drive it to B'ham if enough are interested. 256-287-2461 or 256-347-5210. Richard Cleveland. (2/5)

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Denise Barry is looking for someone to do a tune up on her 1965 4-door that she drives regularly. She is in the Huntsville, AL area and can be reached at 256-693-4549.

April VCE Meeting Minutes

The April VCE meeting was opened with prayer offered by Ed Keller and then the members dined on various potluck offerings brought for the evening meal. There were 14 adults and 3 children in attendance.

President Pete Wood called the meeting to order after all had finished eating.

Old business was called for and Russell Thuleen stated he had brought the 'Club Library' with him and it was down in the back of his car. If anyone was interested in a book they would need to catch him after the meeting. Russell brought up the raffle tickets for the prize car to be won at the National Convention later this summer. He was placing an order for additional tickets and again if anyone was interested in buying more, to catch him after the meeting.

Joe Doughty gave the Treasurer's report:

VCE Bank Acc. As of 3/27/09	\$471.47
<u>Paid dues:</u>	\$160.00
Total:	<u>\$631.47</u>

Expenditures:

PO Box for March	\$ 44.00
Meeting Room Rent (3 mos.)	\$ 75.00
Memorial Donation to Asbury UMC	<u>\$ 50.00</u>
Total:	(\$169.00)
Balance:	\$462.47

Bob Siemens was volunteered to scout locations for a road trip site a Guntersville Lake for the May meeting to be held on Saturday, May 16th. Stay tuned for more information!!!!!!

Harold Hartline is assembling old pictures and slides he has of the club.

Ed Keller reported on the AACA meeting and Russell Noble reported he had been contacted by a woman in the Huntsville area who needs some work done on her Corvair. Russell also stated he had made no progress on the anniversary logo, but had found a picture of the 25th anniversary one and would get on it ASAP!

The meeting was adjourned and Pete Wood pulled out a NEW Clark's cylinder to show off!

Respectfully submitted,

Russell Thuleen
VCE Secretary



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Please submit before the first of the month.

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WATERFALLS AND WUNDERKARS



The Vulcan Corvair Enthusiasts had a good showing at Springfest in Helen this year. Richard, Russ, Phil and Ed all had vehicles there. I saw Bud and Jewel there, along with our esteemed president, the honorable Mr. Pete Wood.

Shade was hard to come by in the 80+ degree heat. Here's a shot of Pete and Richard lounging in the shade and cooling off behind Russ' Rampside. Russ had one of the best spots on the lot.

There were a lot of nice cars to look at and get ideas from. One thing I came away with was how much more work I have to do on my car. I was really envious of all the nice interiors and clean engine and trunk compartments.



Richard Stolzmann placed 1st in the Specialty Modified class. Russ Thuleen places 2nd in the Forward Control class. Also showing was Phil Hartline. If I missed anyone, I apologize, and we'll get it in the next issue.



Here's the falls at the end of the Raven Cliff trail. Well worth a 5 mile walk in the woods on a beautiful spring afternoon, especially to a couple of desert dwellers like us.



I really liked seeing the station wagons. I had never seen any before Saturday. My compliments to the owners of the ones pictured in our newsletter. I saw this one on Sunday outside of Chattanooga, heading to points north.



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The renowned Oil Drop editor was at Springfest!

Check out the pics inside.



Birmingham, AL 35259-9071

PO Box 59071

Vulcan Corvair Enthusiasts



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E

OIL DROP



THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 30, No 6

JUNE 2009

From the editor:

Well, it looks like my battle with the carburetors has come to an end, AND I WON! I want to thank Russ Thuleen and Pete Wood for all their help and advice.

The final round played out last Saturday when Russ and I removed and inspected the secondaries (nothing seriously wrong), replaced a bad vacuum advance (a little more serious), set the timing correctly (it ran pretty good before, but really great after) and properly adjusted the secondary linkages (after quite a few test drives). We also found that the negative wires on the coil were loose which was causing some issues.

On the way home that afternoon on 459 I was surrounded by a car club of older European sports cars moving at a pretty good clip. I decided to see how the 66 would perform after our repairs and adjustments, so I poured the coals to it to keep up with them. They all waived and gave me the thumbs up, and I waived back. There were some nice foreign sports cars in the bunch and I'm sure they were surprised to see an old Corvaire out on the road.

I got up to 90 mph, where they seemed to be cruising, and held it a minute or two, then backed off. I was freaking out that my car would ever go that fast, and I noticed I still had some pedal left! I had never been able to get more the 75 out of it, downhill with a strong tail wind. The car ran and sounded great.

Sunday afternoon gave me another chance to go for a drive, this time with my bride. Nothing like a good running convertible to impress a girl! We ran around for about an hour, then back to the corral.

Now on to the next project, new shift tube bushings. Get ready Richard, I'll be calling.

John

Next Meeting:

Date: Friday, June 19 2009

Time: 7:00 p.m.

Place: Vestavia Hills Library on Hwy 31

Bring a dish for potluck supper and drive a Corvaire to the meeting with your VCE chums.

Cruise-In Locations

1st Sat Krispy Kreme – US31, 8:30am – Noon

1st Sat Wal-Mart in Alabaster

3rd Sat Rail Road Café – I-459 Exit 6, 8:30am

3rd Sat Krispy Kreme – US31, 5pm - 8pm

Calendar of Events

Jul 13-17 2009 CORSA International Convention
Jacksonville, FL

What Is This?

Your chance to win a really valuable prize!!!!!!
Correctly identify this part at our next meeting for a chance to win!



Wanted and For Sale...

WANTED: I'm looking for a 1963 3:08 differential, thanks Richard Stolzmann. I can be reached at 205-329-0394 or richeyrich43@hotmail.com (2/5)

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Denise Barry is looking for someone to do a tune up on her 1965 4-door that she drives regularly. She is in the Huntsville, AL area and can be reached at 256-693-4549.

May VCE Meeting Minutes

Bob Siemens was volunteered to scout locations for a road trip site a Guntersville Lake for the May meeting and he picked a great spot! The picnic was a huge success, but because everyone ate so much, no one was in the mood to have a business meeting. Therefore there are no minutes or treasurers report.



- Be sure to greet our newest members, Mac and Bonnie. They came to our May meeting, but I forgot to put them on the email list, so they came to the library. I hope they come back!
- June marks the 50th anniversary of the Corvair engine production. Be sure to read the excellent article in the latest Communique.
- I think it would be great if our club could do something in October for the BIG 50!

Maybe arrange something with a local Chevy dealer or two to show some of our cars at their dealerships during the month, or just converge on one of the cruise ins with a bunch of Corvairs.

Send Oil Drop submissions to:

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Please submit before the first of the month.

Start getting the newsletter today via email. Drop me a line.



Here's a sample of the first draft of our new 35th Anniversary shirt. Thanks to Russell Noble for coming up with the design.

This will probably be a topic of discussion at our June meeting, so be prepared to make your ideas and comments known so Russell can design something we can all be proud to wear.

I will ask now; "Does anyone have a graphic of a ramp side pickup?" I don't know of any members who have a van, but we have several trucks in the group.

We had a great time at our May picnic. Lots of food, fun and fellowship. There were two Corvairs driven over.

The morning started out rainy in Birmingham, as every morning had for as long as I can remember, but the weather cleared by lunch time and was great for the canoeing, fishing and visiting.

After eating way more than I should have, a couple of us headed out to catch all the fish in the lake. It was more like feeding all the fish in the lake. I don't think anyone caught anything other than moss and sticks.



The ducks and geese had a pretty good time, and I know everyone who attended did too.

Thanks to Bob for getting us a great spot, and to everyone who came for bringing all the great food.

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*You think this interior is nice?
Look inside this month's Oil Drop!*



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



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OIL DROPS



THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 30, No 7

July 2009



From the editor:

Is it hot or what? One Corvaire in the parking lot at our June meeting says it all. My wife refused to get in the convertible for the short drive to the meeting and I didn't argue. Kudos to Richard for driving in from Springville in his turbo convertible without melting.

The heat, humidity and Okie eating mosquitoes have shut down my car work for a while. My zapper and repellents are getting a work out. I did manage to get the custom shift rod bushings installed without any major issues. As with any work on an old car, digging in to correct the sloppy shifting problem uncovered several other issues, namely the holes in the linkage to the transmission shaft were worn, as well as the pin that holds it all together. Good thing the pin was worn enough to keep it in the hole because the cotter pin was nowhere to be found. A brief inspection also uncovered a spliced emergency brake cable that will need to be replaced sometime.

A couple of lessons learned when putting the car up on jack stands for the weekend.

1. Before you jack the car up, sweep, blow or otherwise clean the area you are going to be working in. I'm still digging gravel out of my back!

Next Meeting:

Date: Friday, July 17 2009

Time: 7:00 p.m.

Place: Vestavia Hills Library on Hwy 31

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Calendar of Events

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Jacksonville, FL

Editor (Cont.)

2. Make a list of everything you want to do while the car is in the air. I plum forgot the shifter shaft seal that needed replaced. DUH! I also forgot to reseal the gas gage connector at the tank to see if that would settle my gage down. It's only working about half the time now.

I think it was all the gravel embedded in my back and elbows, along with being an Alabama mosquito buffet that was making me crazy. (OK Crazy – er)

John

Check out this link. Walter Cronkite reporting on the last Corvaire off the production line. There are also a couple of Corvaire ads.

The Last Corvaire (Link)

<http://www.youtube.com/watch?v=GduSm51s5w0>

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June VCE Meeting Minutes

The June meeting was called to order by President Pete Wood after a scrumptious potluck dinner. There were 16 adults, 1 junior member and 1 Corvair in the parking lot.

CLUB BUSINESS –

Joe Doughty presented the treasurer's report:

Balance as of April 17	\$462.47
Receipts	<u>\$ 5.00</u>
Total:	\$467.47
Expenditures	<u>\$ 75.00</u>
For picnic pavilion	
Balance	\$392.47

John Cleveland passed out copies of Russell Noble's VCE 35th anniversary shirt design for review. Discussion on the type of shirt to use and where to purchase followed. Color was also discussed, centering on white, grey and khaki, as well as colors for the ladies. A sample T shirt with the design on the front and a polo with the design on the back will be brought to a future meeting for the members to look at.

Several members attended the cruise in at the Alabaster Wal-Mart. It was recommended to get there early as there are a lot of cars and a good crowd.

Discussion followed about the fall drive. Some suggestions were the Huntsville Space Center, a drive towards Chattanooga and the Nantahala Mtns., Eufaula or Warm Springs. The vote was for the mountains in the spring, with more research for a fall drive destination.

The meeting was adjourned at 8:30 for a tech session.

Submitted by John Cleveland for Russell Thuleen



Send Oil Drop submissions to:
John.C.Cleveland@ElPaso.com
Office – 205-325-7654
Cell – 205-834-3120

Alternate email: djcleveland@charter.net

Please submit before the first of the month.
Start getting the newsletter today via email. Drop me a line.

Choke Coil Change out and Choke Rod replacement



One of the myriad of problems I've had with my carbs was the old choke coils not working properly. This picture shows the 'good' one. The other one looked like it had come uncoiled and someone had tried to coil it back by hand.

The upper choke rods were also in pretty bad shape. The worst one was our 'mystery part' in last month's newsletter.

After removing the bottom shrouds and the exhaust manifolds, the rivets were chiseled out and the old coils removed.

The new coils were screwed into the existing hole for the bottom shroud instead of riveted back in. The next time I get to Rivets R Us I'll get rivets and fix it up right.



I tried using new upper choke rods with my old lower ones, but found that the new uppers won't screw in to the old lower ones. After trying half dozen lower rods, two were found that would work after about 45 minutes of working the threads with oil for lubrication. I later purchased new lower rods and installed them. Screwing them onto the new upper rods was also difficult, but it didn't feel like anything was going to twist off, like it did with the old lower rods.



With the new coils and rods in place, there was still difficulty getting things to work properly. I couldn't get the secondary on one side to unlock. After messing with it every evening for a week, I found that an upper rod was getting in a bind with the clip where it connected at the choke pull off. Some emery paper on the rod and slight modification of the clip fixed the problem. Some more adjustments to get both sides to unlock close to the same time, and I was ready to tackle my next Corvair project.

Thanks to Russ Thuleen for advice, parts I hadn't ordered and the use of his shop for the day.

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Happy Independence Day

*A long habit of not thinking a thing wrong gives
it a superficial appearance of being right. – Thomas Paine*



Birmingham, AL 35259-9071

PO Box 59071

Vulcan Corvair Enthusiasts



T
H
E

OIL DROP



THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 30, No 8

AUGUST 2009



My
Home
Town,
All 1 sq.
Mile!

From the editor:

While most Corvair owners and fans were headed to Jacksonville for the convention and 50th anniversary celebration for the Corvair, your editor was headed in the opposite direction, to NW Oklahoma to visit my parents. One brother and a couple of sisters, plus families were also headed there, so a mini family reunion was planned.

I headed off through northern MS, and crossed the Mississippi river at Helena, AR. After spending the night in Little Rock, I made my destination early that evening. It was an uneventful trip, except for the heat. It was over 105 at noon when I ate lunch in Stillwater, OK the second day.

In a town of less than 800, a yellow Corvair convertible with Alabama plates attracts a lot of attention. Everyone got turns behind the wheel. My older sister had an early 4 door to take to college in '67. My dad thought it was a '63, but he couldn't remember for sure. I would have been 10 or 11 and all I remember of that car was the shifter on the dash; way cool! She didn't have the car long because she didn't like smelling like exhaust fumes.

The return trip that Friday started out with a bad fuel pump.

Next Meeting:

Date: Friday, August 21, 2009

Time: 7:00 p.m.

Place: Vestavia Hills Library on Hwy 31

Drive a Corvair to the meeting and have some pizza with your VCE chums.

Cruise-In Locations

1st Sat Krispy Kreme – US31, 8:30am – Noon

1st Sat Wal-Mart in Alabaster – 6:00pm

3rd Sat Rail Road Café – I-459 Exit 6, 8:30am

3rd Sat Krispy Kreme – US31, 5pm - 8pm

Calendar of Events

Sept. 4-5 Music City Corvair Jam, Nashville, TN.
Friday evening meal. Saturday show.
Host hotel: Red Roof Inn #7115.

Sept 18-20 Car Show, Kingsport, TN.
Friday hospitality. Saturday people's
choice and banquet.
La Quinta, 10150 Airport Parkway

Editor (Cont.)

I couldn't get another fuel pump till Monday, so I got an extra couple of days with Mom and Dad, which was great!

Just after lunch on Monday I was on the road home. I made it to Fayetteville, AR and spent the night. The next morning I woke up to thunder and hard rain. It was wet driving all the way to Memphis. The bright side was that I got several hours to study where the water has been leaking in. I located most all the spots, and now have most of the leaks fixed. Now I can stop wearing my swim suit when I drive in the rain!

My first solo run was a great trip, almost 2000 miles. The car ran great, and I now have an extra fuel pump, just in case. **John**

Wanted and For Sale...

WANTED: I'm looking for a 1963 3:08 differential, thanks Richard Stolzmann. I can be reached at 205-329-0394 or richeyrich43@hotmail.com (2/5)

For Sale: 1966 Corsa, Marina Blue. Original interior is in great shape. Must Sell. Call for details. Monza convertible w/o engine with the deal. \$7,000.00 OBO. Will drive it to B'ham if enough are interested. 256-287-2461 or 256-347-5210. Richard Cleveland. (2/5)

For Sale: 1965 2 door hardtop. Factory air and auto trans. Solid, no rust and the paint is fair. All the hub caps are on the wheels. The engine, trans, and diff. are out of the car, but still together. The compressor and condenser are still hooked up under the hood. Some extra parts for Corvairs. Purchased at Tom Gloor Chevrolet in Bessemer, AL, original bill of sale and owner's manual available. Yellow paint in fair condition. I am asking \$1,000 for this car. 1964 Corvair convertible. New complete brake system, floor pans, carbs, fuel pump, dist, points, plugs, condenser, rotor, wires, new tires and gill bar. Good mech condition. The carbs need to be adjusted. Needs paint, top and upholstery. The body is straight with little rust. Asking \$4,000 for this car. Buy 'em both for \$3500. My name is Earnie Burton, 301 Shipp Road, Hayden, AL. Phone 590-1959 & cell is 965-5343 CALL FOR MORE INFORMATION. (2/5)

For Sale: Three Corvairs, '62, '62, and a '60. All for \$4200. One is in good shape; others are pretty good parts cars. All have wheels and tires. Bill Trail, Athens, AL. Cell: 256-431-1171 or 256-766-7510. pulpcowboya@hotmail.com (2/5)

For Sale: I live in Albertville Alabama and have a 1964 Corvair Monza 2-Door I need to sell. It is complete but does not run. The body is solid, glass intact and would be a good restoration project or great for parts. I am not a Corvair enthusiast, but I do appreciate the preservation of classic and collectible cars, so I do not want to take it to the crusher! Do you know of any Corvair enthusiast who would be interested in this car? I will take \$250.00 for it. (That is right at scrap price) My home phone is 256-891-0544 and my email is bentplace@bellsouth.net. Bobby Bentley

Denise Barry is looking for someone to do a tune up on her 1965 4-door that she drives regularly. She is in the Huntsville, AL area and can be reached at 256-693-4549.

July VCE Meeting Minutes

The meeting was held at 7:00 p.m. at the Vestavia Library with only eight members in attendance. The low turnout was mainly due to the fact that several members were away attending the CORSA International Convention in Jacksonville, Florida.

We enjoyed a very good pot luck dinner, after which Vice President Richard Stoltzmann called a brief business meeting to order by first calling for a treasurer's report.

Treasurer Joe Doughty gave the following financial report:

Bank balance at the 6/2009 meeting	: \$392.47
Receipts since the last meeting	: \$ 0.00
Balance	: \$392.47
Expended	: \$ 75.00
Bank balance as of 7/17/2009	: \$317.47

A motion was made by Jewel Hinkle that we serve pizza at the August meeting, to be paid from the club treasure. This motion was seconded by Carol Keller and was approved by a unanimous vote of those present.

There being no further business, the meeting was adjourned.

Submitted by Joe Doughty.



Been needing new thermostats, but don't want to pay that kind of money?

Be at the August VCE meeting where Richard S. will show us how to use a substitute thermostat that will get those doors opened and closed for a lot less money.

This promises to be a very good tech session, so be there or be square!

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Please submit before the first of the month.

Start getting the newsletter today via email. Drop me a line.

Installing the Stoltzmann 'Custom Shift Rod Bushings'

R. Stoltzmann & J. Cleveland

Fabrication:

Use 3/4 inch CPVC pipe as it has the right outer diameter to fit in the shift rod tube housing. Cut some pieces off, around 2 inches. Chuck them in the lathe and take around a 30 thousands cut. This leaves them a little snug on the inner shift rod tube so sand a few thousands so they will fit over the inner push rod tube.



Installation:

After applying some grease or oil to the front part of the shift rod, slide the front bushing down to the front shift rod area, apply some epoxy then push it in till it is flush with the end of the outer tube. The grease keeps the epoxy from adhering the rod to the bushing. You might have to take some more off the ID of



the bushing with a file to get it to fit your rod, as some rods are out of round.

Apply epoxy and slide the rear bushing into the inner tube, push it in till it is flush with the end of the rear tube. The reason for installing the front bushing on the inner tube and then epoxying it in, is that some inner push rod tubes are oval shaped near the rear where they are swaged for the rear coupling, and they are flexible enough to go over the oval part, but won't if already installed in the outer



housing. This should really help with a sloppy gear shift.

Be sure to check for a worn pin in the transmission shaft and worn holes in shift coupler. After installing the new shift rod bushings, the back and forth play is corrected. A worn pin and holes in the coupler will still allow side to side play in the gear shift.



This pin and coupling is from the editor's car. The pin shown in the picture on the left is worn about halfway through where it was in contact with the coupler. The picture on the right shows the play caused by the worn pin and coupling holes. The shift rod has about 15 degrees of free play.

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*Why is this Corvair parked by a pipeline
outside of Cushing, Oklahoma?*

Open up this month's issue for the exciting story!!!



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



T
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E

OIL DROP



THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 30, No 9

Sept. 2009



From the editor:

Another month has flown by. Time flies when you're having fun, or you have an impossible deadline to get an incredible amount of work done.

It seems like I've been in this office forever. Let's see, 7 hours so far today, 14 yesterday, and another 14 the day before. It's been like that for a couple of weeks now.

Needless to say, the convertible isn't getting a lot of attention. As long as it gets me to and from work I'll keep gas and oil in it.

I am getting ready for the new interior. I have the seats ready to go to the upholsterer and have to make a trip to the salvage yard to get some trim pieces for them. My last parts order consisted of weather-strip and other items to get the leaks fixed, as well as some window and door parts. Most of that is installed.

Harold Hartline is going to do some welding on one of the doors for me. As soon as I can get my real job lined out, that will happen. Then I can get the windows adjusted properly to keep the rest of the rain out.

Next Meeting:

Date: Friday, Sept. 18, 2009

Time: 7:00 p.m.

Place: Vestavia Hills Library on Hwy 31

Bring a dish for potluck supper and drive a Corvaire to the meeting with your VCE chums.

Cruise-In Locations

1st Sat Krispy Kreme – US31, 8:30am – Noon

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Friday hospitality. Saturday people's choice and banquet.
La Quinta, 10150 Airport Parkway

Oct. 9-10 Vairs at the Fair, Perry Ga.
For information, call Lillian Law
229-883-4123 or Lawjandl@aol.com

Editor (Cont.)

The next bunch of parts will be door panels and such. It'll sure be nice to get the old ripped up and stained upholstery out of there, and have some seats that have covering on them.

John

Wanted and For Sale...

For Sale: 1966 Corsa, Marina Blue. Original interior is in great shape. Must Sell. Call for details. Monza convertible w/o engine with the deal. \$7,000.00 OBO. Will drive it to B'ham if enough are interested. 256-287-2461 or 256-347-5210. Richard Cleveland. (2/5)

For Sale: 1965 2 door hardtop. Factory air and auto trans. Solid, no rust and the paint is fair. All the hub caps are on the wheels. The engine, trans, and diff. are out of the car, but still together. The compressor and condenser are still hooked up under the hood. Some extra parts for Corvairs. Purchased at Tom Gloor Chevrolet in Bessemer, AL, original bill of sale and owner's manual available. Yellow paint in fair condition. I am asking \$1,000 for this car. 1964 Corvair convertible. New complete brake system, floor pans, carbs, fuel pump, dist, points, plugs, condenser, rotor, wires, new tires and gill bar. Good mech condition. The carbs need to be adjusted. Needs paint, top and upholstery. The body is straight with little rust. Asking \$4,000 for this car. Buy 'em both for \$3500. My name is Earnie Burton, 301 Shipp Road, Hayden, AL. Phone 590-1959 & cell is 965-5343 CALL FOR MORE INFORMATION. (2/5)

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August VCE Meeting Minutes

The August meeting of VCE began with plenty of pizza for the 17 members present! The meal was paid for by the club and members provided the beverages and deserts. An added surprise was a visit from Walt Davison, who drove up from Miami, FL. A guest was also in attendance, Randy Roach. We hope to have our guests visit again soon and welcome any member to invite others to share VCE meetings.

President Pete Wood called the meeting to order and opened discussion of club business.

Business items discussed:

- 35th Anniversary t-shirts have been designed and are now ready to get ordered.
- A Spring Trip is in the planning to Sweetwater, TN.
- AACA is having a car show at Pepper Place on Sept. 26, 8 a.m. until noon. Call Art Bolton to enter or for more information.

The Treasurer's report showed a current balance of \$147.00 with no receipts for the month.

There being no further business, Art Bolton motioned to close the meeting. The motion was seconded and carried.

Richard Stoltzmann held a tech session on thermostats.



Nat'l Convention. Photo courtesy of Heart of Georgia Club

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Start getting the newsletter today via email. Drop me a line.

'A Cheaper Thermostat'

R. Stoltzmann

This thermostat that I use for my Corvair is cheap, reliable, takes longer to open up (air has to be 195 degrees for it to start to open up.) Works great in cold weather. I have been using this in my daily driver for over two years.

Parts Needed (per side):

1. 1 195 degree thermostat for a Chevrolet, usually specify for a 1988 Chevy.
2. 1 two inch piece of 1/2 inch electrical conduit.
3. 1 washer to fit over thermostat; the spring pushes against this. Braze to one end of conduit. At Ace Hardware they call it a shim. You can use a regular washer; you just have to file the middle larger.
4. 1 Large washer with large center. You can use regular large washer, it requires the inside hole to slide freely over conduit.
5. 1 small washer to be brazed to end of conduit. It has to be same outer diameter as conduit.
6. 1 10 x 24 nut NC to be brazed to above washer.
7. 1 piece of 1/16, 2 inches by 7 1/2 inches aluminum. Get it from your local hardware store.



Begin by grinding off the tabs that hold the thermostat together. You can then separate the thermostat. The round part has to be trimmed with tin snips so it will fit in the bracket.

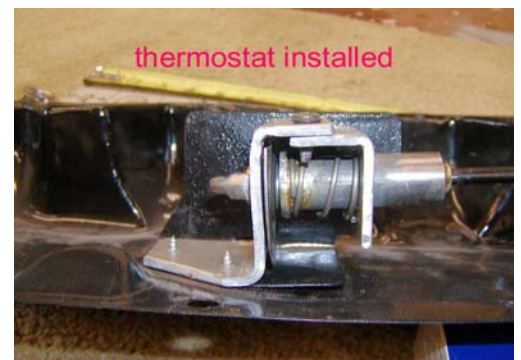
The aluminum is cut to length, bent to shape and then the holes drilled.



A 1 1/8 inch hole is for thermostat itself. A 3/4 inch hole is for the conduit guide.

The two brackets are clamped together so the total distance is 1 1/16 inches between the brackets, this will give a total travel of 1/2 inch which will open the heat door fully.

The original heat shield is used to shield the thermostat from the manifold. I painted mine with high temperature paint to further delay the opening of the thermostat. I use a soldering iron to test the opening of the thermostat. A forty watt soldering iron will heat the thermostat so it will open. When it is open I put some silicone grease on the extended thermostat shaft.



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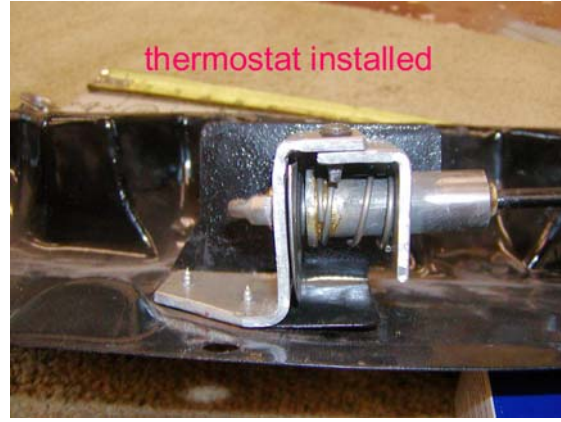
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*We have a real money saving tip in this month's issue
Look inside and find out how to build a reliable thermostat!*



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



T
H
E

OIL DROP



THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 30, No 10

October, 2009

YOU'VE GOT A THRILL COMING!
Corvair
NEW COMPACT CAR BY CHEVROLET

AMERICA'S ONLY CAR WITH
THE ASTONISHING SOFTNESS
OF COMPLETE INDEPENDENT
SUSPENSION AT ALL FOUR WHEELS!

COMING FRIDAY, OCT. 2
See it at your local authorized Chevrolet dealer's

From the editor:

Well, the big day has come and gone. I hope all of you got your Corvair out on Oct. 2 and drove it around to celebrate; and we have the month of October if one day isn't enough. I guess since mine is a daily driver, every day is a celebration for me!

We had at least one Corvair at the Alabaster cruise in last Saturday. I was way behind on honey-do's, so mine stayed in the driveway. I did have it out earlier in the day though.

I'm going to get on my soap box now, so if you want to stop here, OK.

Most of us 'younger' members provide our work email address for correspondence with various clubs and members. In my case it is because I spend most of my time on my work computer, and I do the newsletter on it also. That being said, I want you all to know that every email I send and receive on this computer is monitored for content and stored indefinitely somewhere on a server in case it is ever needed in a legal proceeding.

As many of you know, I had a problem recently receiving objectionable email at my work address from a Corvair enthusiast from another state.

Next Meeting:

Date: Friday, Oct. 16, 2009

Time: 7:00 p.m.

Place: Vestavia Hills Library on Hwy 31

Bring a dish for potluck supper and drive a Corvair to the meeting with your VCE chums.

Cruise-In Locations

1st Sat Krispy Kreme – US31, 8:30am – Noon

1st Sat Wal-Mart in Alabaster – 6:00pm

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3rd Sat Krispy Kreme – US31, 5pm - 8pm

Calendar of Events

Oct. 9-10 Vairs at the Fair, Perry Ga.

For information, call Lillian Law

229-883-4123 or Lawjandl@aol.com

Editor (Cont.)

The email I was receiving triggered our IT group because of its content, and I was notified I was under investigation, even though I had notified my manager and the IT group that I was trying to get it taken care of. The consequences of these investigations are either an automatic reduction in your performance rank, which puts you on an automatic layoff list and freezes your raises and bonuses, or immediate termination. My notification was for immediate termination. Luckily I did take care of it to their satisfaction and no action was taken. I want to thank the VCE members I contacted to help.

If you want to send me an email, it has to pass the 'mother' test. If it is OK for your mother to read, you can send it to me. And remember, email is forever.

John

Wanted and For Sale...

For Sale: 1966 Corsa, Marina Blue. Original interior is in great shape. Must Sell. Call for details. Monza convertible w/o engine with the deal. \$7,000.00 OBO. Will drive it to B'ham if enough are interested. 256-287-2461 or 256-347-5210. Richard Cleveland. (2/5)

For Sale: Late model parts: 2 Doors, Hood and Trunk Lid, Bumpers, 2 Front and 1 Back windshield, 6 Headlight bezels.

Call Bobby Garrison, 251-623-2446.

Sandbgarrison@att.net

For Sale: Three Corvairs, '62, '62, and a '60. All for \$4200. One is in good shape; others are pretty good parts cars. All have wheels and tires. Bill Trail, Athens, AL. Cell: 256-431-1171 or 256-766-7510.

pulpcowboya@hotmail.com (2/5)

September VCE Meeting Minutes

The September VCE meeting was called to order by VP Richard Stoltzman after a delicious potluck dinner provided by the members.

President Pete Wood was absent. The adults in attendance numbered 20 with 4 children along as well.

Treasurer Joe Doughty was not in attendance, so a financial report was not given. But his September report was sent by mail.

As of 8/21/09

VCE club balance -	\$147.47
Pizza sale -	15.00
	162.47

Expenditures -	(0)
	162.47

Joe and Ann Steadman dropped in for a visit. It was nice to see them again - they were on their way to Tennessee and as they left we wished them well and hoped to see them again soon!

T-shirts will be arranged and done by Pete Wood. Brining the meeting to a close; a teach session was given by Russ Thuleen.



For less than \$2700,

GM has a lot to offer.

These ten cars, just as you see them... and 48 others. A grand total of 58 different GM models with price tags under \$2700!... Opel Kadett, Corvair, Chevy II's, Chevelle, Chevelle, Pontiac Tempra, Oldsmobile F-80's, Buick Special. They all come well-equipped with '68 GM features—ignition key warning buzzer, exhaust-emission control systems, seat belts for all passenger positions, and many other GM advances. And they all offer the additional benefits of General Motors' advanced styling and higher resale value.

budget that much attention. Or that much buying power. After all... 58 cars under \$2700. That's quite a lot. For quite a little. Here's a partial list of all low-priced models: 1. Chevrolet Malibu 2-door Sedan, 2. Chevrolet 300 Nova Sedan, 3. Chevrolet Malibu Sport Sedan, 4. Corvair Sport Coupe, 5. Chevy II Nova 2-door Sedan, 6. Oldsmobile Cutlass Supreme Coupe, 7. Corvair Malibu Convertible, 8. Pontiac Tempra, 9. Chevy II Nova Hardtop, 10. Buick Skylark 4-door Sedan, 11. Opel Rallye Coupe.



The more you look, the more our mark of excellence means.



TOTALLY NEW CORVAIR 95 MODELS

For 1961, Chevrolet has taken another giant step ahead of the industry, with three precedent-shattering Corvair 95 models! They're totally new from nose to tail, in concept, configuration and components, and they're built to handle more payload for their size and weight than any other trucks on the road! Body and frame are "unitized," combined in a single assembly, featuring high strength, low weight, and lots of load space. The year-ahead Corvair 95 power team also reflects the unit design principle, combining engine, transmission and rear axle gearing in one package, tucked between the rear wheels. Further, Corvair 95 proportions create the bulk of the major contribution, retaining near-perfect weight distribution whether empty or fully loaded. And coil springs cushion the ride at all four wheels, with fully independent suspension, front and rear, for handling an conventional chassis can match.

SPECIFICATIONS
STANDARD EQUIPMENT
 A.T.C. BRAKE, 4-wheel disc, 80 mph, 11" x 7" 1/2" lining over 107 sq. in. CLOSURE, 107" diameter
 DIRECTIONAL SIGNAL, Front & rear
 EXHAUST, Turbo-flow, 40 mph, 1000 RPM, 1000 RPM
 FUEL TANK, Capacity 14 gallons
 G.W. 4000 lbs. max. max. 4000 lbs. max.
 INTERIOR, 107" dia. max. max. 107" dia. max.
 MOTOR, 107" dia. max. max. 107" dia. max.
 REARVIEW, FRONT, 107" dia. max. max. 107" dia. max.
 SUSPENSION, FRONT, Independent, capacity 1,000 lbs.
 SUSPENSION, REAR, Independent, capacity 1,000 lbs.
 TIRE, 107" dia. max. max. 107" dia. max.
 TRANSMISSION, 107" dia. max. max. 107" dia. max.
 WINDSHIELD, 107" dia. max. max. 107" dia. max.



MODEL 95A BENCH SEATING PICKUP offers maximum space for loading heavy loads. Rugged bridge beam cargo frame provides load, so lifting seems to drop weight load space. Body shown and interior complete. Paint with body color.

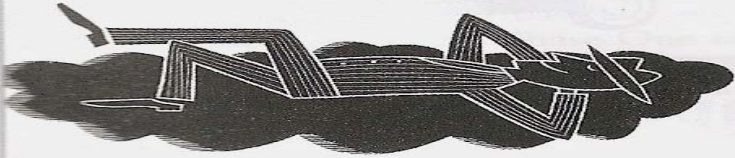
MODEL 95B BENCH SEATING PICKUP features an amazing 150-lb. payload capacity, with drop seat and four loading rollers to 30 cubic feet. Versatile three section load bed floor is optional at extra cost.

MODEL 95C BENCH SEATING PICKUP offers maximum space for loading heavy loads. Rugged bridge beam cargo frame provides load, so lifting seems to drop weight load space. Body shown and interior complete. Paint with body color.

MODEL 95D BENCH SEATING PICKUP offers maximum space for loading heavy loads. Rugged bridge beam cargo frame provides load, so lifting seems to drop weight load space. Body shown and interior complete. Paint with body color.

YOU'VE GOT A THRILL COMING! Corvair NEW COMPACT CAR BY CHEVROLET

AMERICA'S ONLY CAR WITH THE ASTONISHING SOFTNESS OF COMPLETE INDEPENDENT SUSPENSION AT ALL FOUR WHEELS!



COMING FRIDAY, OCT. 2 See it at your local authorized Chevrolet dealer's

Send Oil Drop submissions to:
John.C.Cleveland@ElPaso.com
 Office – 205-325-7654
 Cell – 205-834-3120
 Alternate email: djcleland@charter.net
 Please submit before the first of the month.
 Start getting the newsletter today via email.
 Drop me a line.

2009 Membership Roster

Last Name	First Name	Address	City	State	Zip	Home Phone	Email Address
Cleveland	John & Denise	2511 Grand Point Cir	Hoover	AL	35226	205-834-3120	djcleland@charter.net
Daniels	Steve & Sherri	4919 Meadow Brook Way	Birmingham	AL	35242	205-995-9474	sddaniel@bellsouth.net
Doughty	Joe & Rozelle	324 N. Lake Road	Birmingham	AL	35242	205-995-0131	
Dutton	Roy & Connie	959 Scott Cemetery Road	Carbon Hill	AL	35549	205-522-6354	Duttoncallers2@bellsouth.net
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	louise1965@earthlink.net
Hinkle	Buck & Jewell	4142 Terrace R West	Birmingham	AL	35208	205-780-0549	
Hunter	Mickey & Robin	1505 State Street NW	Hartselle	AL	35640	256-773-1683	mdhunter1@bellsouth.net
Keller	Ed & Carol	2461 Jannebo Rd.	Birmingham	AL	35216	205-823-5424	ekps119@bellsouth.net
McCrary	Jeff	2726 Windwood Dr.	Gardendale	AL	35071	205-451-9028	jeffmcc2@yahoo.com
Miljus	George & Ann	2724 Southview Dr.	Vestavia	AL	35216	205-978-0304	george.miljus@nsbhm.com
Miller	Joyce	601 Avondale Rd.	Montgomery	AL	36109	334-272-7085	retiredcouple@juno.com
Noble	Russell & Debbie	3416 Danner Circle	Birmingham	AL	35243	205-882-6092	rtoble@southernco.com
Popinski	Joe & Carol	212 Maple Trace	Hoover	AL	35244	205-987-1780	jpopinski3@aol.com
Siemens	Bob & Wilma	1725 Buck Island Dr.	Guntersville	AL	35976	256-582-2175	rsiemens@charter.net
Smith	Jerry & Sarah	595 Browning Rd.	Odenville	AL	35120	205-640-6952	sarah.smith7@att.net
Snider	Floyd T.	4960 Big Oak Dr.	Southside	AL	35907	256-442-1149	
Steadman	Joe & Ann	1629 Arrowhead Rd.	Jasper	AL	35504	205-834-9576	
Steadman	Jason & Amy	76 Oak Rd.	Nauvoo	AL	35578		
Steckler	Leslie	147 Crossbrook Dr.	Chelsea	AL	35043	205-678-2191	vairluvr@aol.com
Stolzmann	Richard & Sandy	376 Burgess Dr.	Springville	AL	35146	205-467-6444	richeyrich43@hotmail.com
Sweet	William & Virginia	2040 Glen Eagle Ln.	Birmingham	AL	35242	205-980-2894	
Thuleen	Russ	147 Crossbrook Dr.	Chelsea	AL	35043	205-678-7979	rampsideruss@aol.com
White	Mac & Bonnie	2204 Countrywood Circle	Sylacauga	AL	35150		macandbonnie@mysylacauga.com
Witkos	Dick & Barbara	3112 Clayburne Rd.	Dothan	AL	36303	334-792-8528	BWitkos@centurytel.net
Wood	Pete	5733 Belmont Dr.	Irondale	AL	35210	205-956-6832	pete455@graffiti.net

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VCE dues of \$20/year pay for a family membership and 12 issues of the *Oil Drop* Newsletter.

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205/956-6832

Vice President: Richard Stoltzmann
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Secretary: Russ Thuleen
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Treasurer: Joe Doughty
205/995-0131

Hospitality: Harold Hartline

Arrangements: Jewel Hinkle

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



HAPPY BIRTHDAY – CORVAIR!



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



NOVEMBER, 2009**From the editor:**

Your illustrious editor made it to Vairs at the Fair in Warner Robins this year, along with several other VCE members. Richard, Russ and family, Harold and Louis Ed and Carol and Bob and Wilma all Corvair'd to the fair. Pictures are spread through the newsletter.

The morning started out rainy and overcast, but by parade time it had cleared to partly cloudy. Once at the fair grounds the sun came out and it was a beautiful day, just right for a sun burn!

I hoped to get a beauty queen or two in the convertible for the parade, but no such luck. Not even a dignitary, unless you count Harold and Bob. But we had a good time waiving to the crowds and visiting while I slipped the clutch through the parade route.

There were 25 Corvairs in the lineup at the parade start, and I think there were a couple that snuck in once the parade was underway. It made an impressive showing when all were lined up at the fairgrounds.

On the way down Thursday, I had some carb problems. It seemed like a float was sticking. It cleared up the next morning, so no worries for the parade.

VCE CHRISTMAS PARTY UPDATE !!!

The Christmas party this year will be held on our regular meeting night in December, the 18th.

Next Meeting:

Date: Friday, Nov. 20, 2009

Time: 7:00 p.m.

Place: Vestavia Hills Library on Hwy 31

Bring a dish for potluck supper and drive a Corvair to the meeting with your VCE chums.

Cruise-In Locations

1st Sat Krispy Kreme – US31, 8:30am – Noon

3rd Sat Krispy Kreme – US31, 5pm - 8pm

Calendar of Events

Nov. 7-8 Tail of the Dragon, hosted by CORSA, S. Carolina. Contact Bruce Schug via the CORSA web site or phone 864-268-2884.

Nov. 20-22 Corvair Affair in St. Augustine, FL. Contact Sarah Beltrami at <http://cfcorvairs.us/> or phone 386-615-0072

Jan. 15-17 Winter Retreat, Pigeon Forge, Tn. Contact Lowell Don Jessee @ 423-288-2044

Editor (Cont.)**VCE 2010 DUES**

If you could, bring some \$\$\$ to the November meeting and pay your 2010 dues early. We are in need of bringing our bank account back from the dead. It's not there yet, but will be if we don't get some cash.

Club Shirts

Make arrangements to get your shirts ready for the silk screening. Contact Pete for details.

Updated Member Roster

I published the roster one more time, as a few people have paid since last month. I can email or mail the roster upon request.

John

Wanted and For Sale...

For Sale: 1966 Corsa, Marina Blue. Original interior is in great shape. Must Sell. Call for details. Monza convertible w/o engine with the deal. \$7,000.00 OBO. Will drive it to B'ham if enough are interested. 256-287-2461 or 256-347-5210. Richard Cleveland. (2/5)

For Sale: Late model parts: 2 Doors, Hood and Trunk Lid, Bumpers, 2 Front and 1 Back windshield, 6 Headlight bezels.

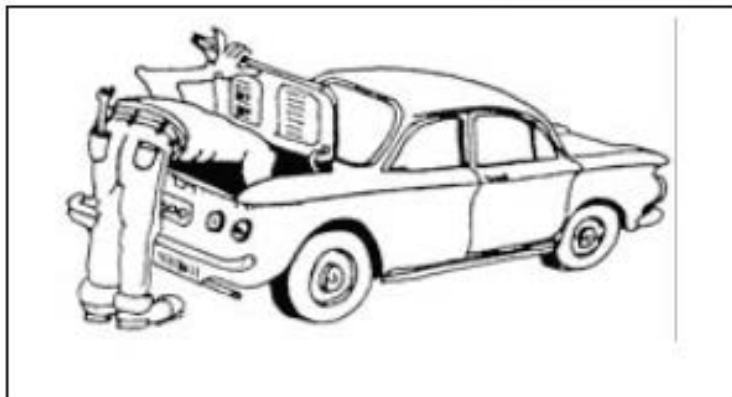
Call Bobby Garrison, 251-623-2446.

Sandbgarrison@att.net

For Sale: Three Corvairs, '62, '62, and a '60. All for \$4200. One is in good shape; others are pretty good parts cars. All have wheels and tires. Bill Trail, Athens, AL. Cell: 256-431-1171 or 256-766-7510.

pulpcowboya@hotmail.com (2/5)

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October VCE Meeting Minutes

The October meeting was held on Friday, October 16th and was preceded by the usual potluck supper. President Pete Wood called the meeting to order and in attendance were 15 adults and 3 kids. We welcomed a guest - Richard Cleveland and the Treasurer gave the following report:
As of 9/18/09

VCE club balance -	\$162.47
Receipts -	<u>15.00</u>
	162.47

Expenditures -	<u>(75.00)</u> Library Rental
Balance 10/16/09	87.47

Pete called for **NEW BUSINESS** - the Christmas party was brought up and it was decided that Jewel would check on a date and get back to the club with options.

OLD BUSINESS - The club t-shirt transfer has been designed by Russell Noble. Pete will purchase the t-shirts for those wanting one, the cost will be approximately \$20.

Jewel gave a report on Joe Steadman. He had been in Nashville for treatment and did pretty well. He and Ann hit the road again and are doing fine.

Our guest, Richard Cleveland talked a bit about his car and his Corvair history. Richard Stolzman and Russ Thuleen ended the meeting with a short tech sessions.



Send Oil Drop submissions to:

John.C.Cleveland@EIPaso.com

Office – 205-325-7654

Cell – 205-834-3120

Alternate email: djcleveland@charter.net

Please submit before the first of the month.

Start getting the newsletter today via email. Drop me a line.

Support Your National Corvair Organization

Many Corvair events, such as the National Convention, now require CORSA membership. Don't let your membership lapse. And don't let others support your Corvair interests.

CORSA is not only a group of Corvair owners, it underwrites many of our events by providing information, ideas and insurance

Go to Corvair.org for information, or see a fellow member for a Communiqué and/or a discount sign up form.



CORVAIR LAMP CHART

1965 and 1966

Low beam headlamp	H5006
High beam headlamp	H5001
Parking light	1157, 1157LL
Front turn signal	1157, 1157LL
Rear turn signal	1157, 1157LL
Tail light	1157, 1157LL
Stop light	1157, 1157LL
License plate	1155
Back up light	1156, 1156LL
Glove box	1895
Map light	211-2
Dome light	211-2
Step/courtesy light	631
Trunk/Cargo area	1003, 1003LL
Under hood light	93
Instrument, general	1445, 1895, 57
Brake warning	57
Auto trans. Indicator	1445
Clock	631
Turn signal	1445
Ignition switch	1895
Radio dial	1893

1964

Low beam headlamp	H5006
High beam headlamp	H5001
Parking light	1157, 1157LL
Front turn signal	1157, 1157LL
Rear turn signal	1157, 1157LL
Tail light	1157, 1157LL
Stop light	1157, 1157LL
License plate	1155
Back up light	1156, 1156LL
Glove box, ashtray	1895
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Instrument, general	1816, 1895, 57
Brake warning	57
Auto trans. Indicator	1445
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Turn signal	1895
Ignition switch	1895
Radio dial	1893



Vairs at the Fair – Staging



Practicing the wave!





Last Name	First Name	Address	City	State	Zip	Home Phone	Email Address
Bolton	Art	2056 Shebia Drive	Hoover	AL	35226		arthurbolton@bellsouht.net
Cleveland	John & Denise	2511 Grand Point Cir	Hoover	AL	35226	205-834-3120	djcleveland@charter.net
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Vairs at the Fair!



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



THE

OIL DROP



THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 30, No 12

DECEMBER, 2009



From the editor:

Here we are, after Thanksgiving and getting ready for Christmas. The VCE Christmas party will be on our regular meeting night, December, the 18th. The time will be one hour earlier than the regular time, so be there a 6:00 p.m.

The wife and I didn't do any of our regular Thanksgiving 'traditions' this year, except for dinner, a tradition we started on our first Thanksgiving after moving to Albuquerque, NM. We had just moved into an apartment and didn't have any of our feast cooking gear. At the sarcastic suggestion of our youngest, we fixed pigs in a blanket; cocktail wieners wrapped in crescent roll dough and baked. We've done it in some form every Thanksgiving since.

We still have to do the Christmas cards, put up lights (maybe), do the tree and decorate the house, all of which we get done over the Thanksgiving holiday.

I did make it over to Russ' one day to work on adjusting the front door glass in both doors. We removed the glass and the rear channels, then installed new liners in the front and rear channels on both sides. After much trial and error, we got a good seal on both sides. After the rain today I checked on the car and both sides were dry! There are two drips from the convertible top over the windshield, so I need to get that new top bow

Next Meeting:

Date: Friday, Dec. 18, 2009

Time: **6:00 p.m. Note the time, 1 hour early!!!**

Place: Vestavia Hills Library on Hwy 31

Bring a dish for Christmas dinner that cant' be beat. Remember, he knows if you've been naughty or nice.

Cruise-In Locations

1st Sat Krispy Kreme – US31, 8:30am – Noon

3rd Sat Krispy Kreme – US31, 5pm - 8pm

Calendar of Events

Jan. 15-17 Winter Retreat, Pigeon Forge, Tn.
Contact Lowell Don Jessee @ 423-288-2044

Feb. 26 & 27 25th Annual Corvaire Lovers Holiday
Pensacola Beach, FL. Host Hotel: Days Inn
Pensacola Beachfront.

www.daysinn.com/hotel/21564

Contact June Lindsay @ 850-994-2161 or
wfcc@juno.com

May 14-16 1st Annual Queen City Corvaire Show
Charlotte, N.C. Host Hotel: Sheraton Charlotte
Airport Hotel. Contact Marvin Cook @ 704-289-
4197 or marvin.cook@verizon.com

Editor (Cont.)

weather strip on. A couple more adjustments and I should be able to keep the rain on the outside where it belongs!

Note the 2010 Corsa Convention web site is up at

<http://conventions.corvaire.org/2010>

VCE 2010 DUES

Thanks to all who paid their dues early. SEE YOU ALL AT THE CHRISTMAS PARTY!!!!

John

Wanted and For Sale...

For Sale: 1966 Corsa, Marina Blue. Original interior is in great shape. Must Sell. Call for details. Monza convertible w/o engine with the deal. \$7,000.00 OBO. Will drive it to B'ham if enough are interested. 256-287-2461 or 256-347-5210. Richard Cleveland. (2/5)

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pulpcowboya@hotmail.com (2/5)

November VCE Meeting Minutes

The November meeting of VCE was held on the 20th at the Vestavia Library. The meeting was preceded by the usual delicious potluck dinner and dessert. In attendance were 13 adults and 4 children. The meeting was called to order by Pete after all had finished eating and business was first on the agenda. As our treasurer was not available - there was no Treasurer's Report. The Christmas Party was the main topic of order. It will be held at the library on Friday, December 18th at 6pm. All members are reminded to bring their dish, dues for the next year and \$\$\$ for the Christmas charity donation.

A new member has joined the ranks of VCE. Harrison and Bonnie White sent in their membership for 2010 and we hope to meet them at our Christmas party. They reside in Sylacauga and are the proud owners of a '65 Corsa. WELCOME HARRISON AND BONNIE!

Election of new officers was the next order of business. The elections will be held at the Christmas party and we are looking for someone to step up and run for President. The motion was made to adjourn the meeting by Richard and seconded. Richard then held a short tech session.



TOTALLY NEW CORVAIR 95 MODELS

For 1961, Chevrolet has taken another giant step ahead of the industry, with three precedent-shattering Corvair 95 models! They're totally new from road to roof, in concept, configuration and components, and they're built to handle more payload for their size and weight than any other trucks on the road! Body and frame are "unitized," combined in a single assembly, featuring high strength, low weight, and lots of load space. The year-ahead Corvair 95 power team also reflects the unit design principle, combining engine, transmission and rear axle gearing in one package, tucked between the rear wheels. Further, Corvair 95 proportions create the bulk of the cargo loadship, retaining near-perfect weight distribution whether empty or fully loaded. And coil springs cushion the ride at all four wheels, with fully independent suspension, front and rear, for handling no conventional chassis can match.

SPECIFICATIONS

STANDARD EQUIPMENT*
AXLE, REAR: Ratio 3.08
BRAKES: Hydraulic, front & rear 11" x 2" lining over 107 sq. in.
CLUSTER: 0-70 Mile/hr.
DIRECTIONAL: STEERING: Front & rear
ENGINE: Turbo-Air 150, 90 hp, 141-cu-in displacement
FUEL TANK: Capacity 19 gallons
GVW: 4,000 lb. maximum
SPRINGS, FRONT: Coil, capacity 2,000 lb. each
SPRINGS, REAR: Coil, capacity 2,000 lb. each
STEERING: Rack gear, ratio 20:1
SUSPENSION, FRONT: Independent, capacity 2,000 lb.
SUSPENSION, REAR: Independent, capacity 2,000 lb.
TURNS: Four wheel, 100-degree
TRANSMISSION: Manual synchromesh
WINDSHIELD WIPERS: Dual wipers, engine-driven

OPTIONAL EQUIPMENT*
BUMPER, CHROME: Front & rear
CUSTOM EQUIPMENT: Interior and exterior accessories, standard and custom-made bumpers
DOORS, REAR: Left side for Corvair models
FLOOR, LEVER, PICKUP BOX: Pickup only
GLASS & INSULATION: Custom optional at extra cost
HUB CAPS, CHROME
PAINT, TWO-TONE EXTENSION: Choice of 16 combinations
RADIO: Manual
SEAT: Pad with floor for Corvair models
TURNS, TRAILER: 4-wheel, 2-shaft, 2-shaft, 2-shaft or 2-shaft
TRANSMISSION: Manual synchromesh (optional 2.27 rear axle ratio, 100-degree)

WINDSHIELD WIPERS: 2-speed wipers (optional wipers)



MODEL REAR LEADSIDE PICKUP features an amazing 130-cu-in. ground capacity with 40-in. wheel track that handles up to 95 cubic feet. Variable three-section rear bed floor is optional at extra cost.

MODEL REAR RAMPSIDE PICKUP offers specialized uses for loading heavy objects. Rugged bridge-built cargo ramp provides level, no-sloping access to deep-well load space. Heavy doors and latches securely lock with body pin.



MODEL REAR CORVAN offers great views for light-duty delivery van operators everywhere. Big right-side double doors offer easy load, with an option to open 15 inches for a standard double load space. Wide-opening rear doors are standard and left-side double doors are optional at extra cost.

Support Your National Corvair Organization

Many Corvair events, such as the National Convention, now require CORSA membership. Don't let your membership lapse. And don't let others support your Corvair interests.

CORSA is not only a group of Corvair owners, it underwrites many of our events by providing information, ideas and insurance

Go to Corvair.org for information, or see a fellow member for a Communiqué and/or a discount sign up form.



TECH TIPS

Richard Stolzmann brought this to my attention and I did some follow up on the internet. The article came from Machinist's Workshop magazine in an article by Lloyd Bender. Mr. Bender tested penetrants for break out torque on rusted metal.

He arranged a subjective test of popular penetrants with the following criteria: A 5/8" diameter rod of cold finished low carbon steel was lathe drilled, cut into 1/2" lengths and sequentially numbered. Each piece was reamed to 1/4". All pieces, along with commercially ground 1/4 X 1" dowel pins were ultrasonically cleaned in methanol to remove contaminants. A dowel was inserted into each piece using finger pressure and were exposed to a 12 hour cycle of immersion in a 3% solution of table salt (10 minutes) followed by air drying at 105 deg. F. (50 minutes). The samples were divided into groups. One fluid ounce of penetrating oil was used to immerse each group for a period of 12 hours. A compressometer was used to determine the load required to move the dowel pin on each sample. The test was conducted by numerical sequence without the name of the penetrant used. Here are the results:

Penetrating oil	Average load	Price per Fl. Ounce
None	516 pounds	
WD-40	238 pounds	\$0.25
PB Blaster	214 pounds	\$0.35
Liquid Wrench	127 pounds	\$0.21
Kana Kroil	106 pounds	\$0.75
ATF/Acetone Mix	53 pounds	\$0.10

Prices quoted are based on the cost by the author for the minimum amount needed.

The ATF-Acetone mix was a "home brew" mix of 50 - 50 automatic transmission fluid and acetone. Note the "home brew" was better than any commercial product in this one particular test.

My thanks to Mr. Bender and Machinist's Workshop magazine.

Rear Tail Light Sockets – Condensed from Jan. 2009 Heart of America Corvair Owners Association

Late model rear tail light sockets and early model front turn signal/parking light sockets share a common problem, they fall apart when removed repeatedly or they rust around the hole and lose their ground. Replace them with Echlin LS6469 or O'Reilly 0852 (Calterm). They do not have the plastic outer portion that comes apart on the originals and have six metal tabs to ground instead of two. An all metal socket with a separate ground is available in case you have a bad early model trunk area.

Early model rear sockets can produce strange lighting effects due to bad grounds. The entire socket assembly must have a good ground to the body where it clamps from the back. The inner socket can lose its ground where it is crimped to the outer housing. The best approach is to replace the entire assembly. The repro should be weatherproofed from the back side after installation and should have a good gasket installed under the lens to keep water out of the inner socket. A fix for an original socket with a loose bulb is to try extending the two contacts on the end of the bulb with a small drop of solder.

Testing – With the car lights on, use a test light to test the separate parts of the socket for good grounds.

If you install an 1156 bulb in an 1157 socket or cross the wiring, you activate the tail light circuit when you put on the brakes, or activate the brake light circuit when you turn on the lights. Check for the correct bulb. When replacing a socket, mark the wires or make notes, so if you get distracted you don't rely on memory!

Cold Starting, Except Turbo, 1962-1969 Corvair carburetors should be adjusted so that the car will start as per the Owners Guide instructions. When the car is cold, you should depress the accelerator about one half to allow the choke valves to shut and pull the fast idle linkage into position. Then turn the key to start and the engine should run on a fast idle until warmed up. The two choke pull-off assemblies are actuated by engine vacuum as soon as the car starts and they will pull the chokes open a prescribed amount; an important step in the process otherwise the engine would soon flood. If you have a failed pull-off, flooding will occur. The engine should run on a fast idle when cold and come down from the fast idle in stages as the choke coils warm up and open the choke valves further.

Tuning and trouble-shooting the choke system would include checking the rods that come through the heads; they should spring up and down freely and should be adjusted so that when the choke valve is shut, the rod end is unscrewed a couple of turns from free entry. Make sure the rods do not bind going up and down because that is a common problem. Check the choke pull-off by holding in on the metal arm, put your finger over the vacuum line nipple and let go of the arm. It should not move out. Replace if defective, otherwise flooding and poor cold running will result. Check the choke pull-off adjustment, it should open the closed choke valve about 3/16" – check with a drill bit. The fast idle is adjusted by bending two different tabs on the linkage – check the shop manual for the method. For cold starting in extremely cold conditions, you will need to make sure that your accelerator pumps are working at their max – look down the carburetor throats, quickly flip the cross shaft and you should see two squirts of gas enter the vent area. This is easier to see with the engine off. If everything works correctly, every time you pump the accelerator these two squirts of gas will enrich the mixture headed to the cylinders. Liquid gas will not ignite in the cylinders, it must be vaporized so pumping the pedal to help starting should only be done while cranking. Otherwise you risk flooding, which is simply liquid gas that has fouled the plugs.

Hot Starting Except Turbo Push the accelerator down half way without pumping, hold it, and turn the key. In the early years, hot restarting became a problem and Chevrolet Division issued Technical Service Bulletin (TSB) 885, May1, 1963 to address the issue. If you have a 60-63 with a hot start delay, the TSB recommended drilling a 1/8" hole in the side of the carburetors to vent the vapors that collect above the throttle valve when the engine is off. Looking at the side of the carburetor with the idle mixture screw, measure 3/8" left of the screw and 3/8" above the flange area where the hold down nut rests. This should only be done after making sure all the other carburetor adjustments are correct. This includes float level, jetting, idle mixture etc. I have applied this to two of my early models and it does work. On request I can email you a picture from the TSB showing the hole location. In 1964 the hot restart issue was corrected with the addition of a "vapor vent" on the base of the carburetor. It should be closed with the accelerator depressed and will open only when the accelerator returns to idle after warm up. When you turn the engine off, the vent is open and helps eliminate fuel vapor build up. The key to the valves' success is correct adjustment, which is difficult. Any change in the idle speed screws will change the vent opening: less idle speed screw means more valve opening, more idle speed screw means little or no valve opening. The trick is to use a mirror and check the adjustment only after all other engine idle adjustments have been made and the chokes are open. If you take the time to do it correctly, you will find a significant improvement in hot restarting. Again, this is assuming that all of the other carburetor and tuning items are correct.

I'd like to start putting birthdays and anniversaries in the newsletter beginning next month. Please contact me with your information by phone or email. Also, for 2010 I'd like to do some profiles on members and their cars. More about that later. Editor



Here's a neat video of a 1960 Corvair TV spot.
<http://www.youtube.com/watch?v=PTP7mK6nShM>



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These ten cars, just as you see them . . . and 48 others. A grand total of 56 different GM models with price tags under \$2700* . . . Opel Kadetts, Corvairs, Chevy IIs, Chevrolets, Chevrolet, Pontiac Tempests, Oldsmobile F-80's, Buick Specials.

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And you thought your Corvair was expensive:
 The cost of raising a medium-size dog to the age of eleven: \$16,400.

Denise and I wish all of you a Blessed Christmas.

For to us a child is born, to us a son is given, and the government will be on his shoulders. And he will be called Wonderful Counselor, Mighty God, Everlasting Father, Prince of Peace.
 Isaiah 9:6



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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Information about the 2009 VCE Christmas party is inside! Don't miss out on the social event of the season!



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