

THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 32, No 1

JANUARY, 2011

THE PRESIDENT'S COLUMN:

Well here it is almost 2011. Looking back at 2010, I was thinking of all the things our Vulcan Corvaire members did. We went to a few places, Moundville State Park (hot), Helen (great weather), Pensacola (windy), Outing around Cheahea, (turned out to be a nice day even if a little cool in the morning, not much participation), Christmas party, (Great food and friendship). I probably missed something else,

Thanks to John Cleveland for doing a great job on the newsletter. Pete Woods for organizing our Cheahea outing. Also Steve Daniels for starting our (Vulcan Corvaire) facebook page. Also for our other officers for their support during the past year.

I'm looking forward to Pensacola in February. Looked for a while that I would miss it due to a scheduling conflict, but things worked out for the best.

I got another pleasant surprise today, as I've written I've been working on a 140 engine with a 3:08 rear end for my 69. well I needed a transmission rebuilt, the one from my 67 with 580,000 miles on it had a bad mainshaft, the shaft end with the double needle bearings had worn through the hardened surface and need to be rebuilt.

Continued next page



Judy Cannon's convertible all dressed up for the Alexander City Christmas parade.

Next Meeting:

Date: Friday, January 21, 2011

Time: 7:00 pm

Place: Fullness Christian Fellowship.

Bring your covered dish!!

Web Links 4 U!

Here's the link we've all been waiting for: VULCAN CORVAIRE ENTHUSIASTS are now on FACEBOOK!!

<http://www.facebook.com/pages/Vulcan-Corvaire-Enthusiasts/183141535045590?ref=ts&v=page> getting

Great job STEVE!



Wanted and For Sale...

For Sale: PRICE REDUCTION
1966 Monza Coupe, needs a clutch.
Restorable or parts car, Other parts in the deal. \$600.
Contact Richard Cleveland 256-287-2461



Contact: Roy Dutton
205-522-6354
duttonbadgeandbutton@gmail.com
Name Tag - \$5.00
Extra Bar - \$1.00
Magnet Back - \$2.00

In Montgomery –

Lots of '63 and '64 parts and two 1964 Spydres, one running and drivable, the other needs floor pan repair.

4 engines, one a complete rebuild, several transmissions, a complete '65 engine, automatic trans. and running gear. Corvair specific tools and a Corvair engine stand.

This gentleman called your editor on the phone and said he has 30+ years of Corvair parts. Both cars and the whole shebang for \$7500. A more detailed listing will be coming sometime in the next week or so.

oldcar_man@yahoo.com

Send Oil Drop submissions to:
John.C.Cleveland@ElPaso.com

Office – 205-325-7654
Cell – 205-834-3120

NOTE: PLEASE SUBMIT SUBMISSIONS NO LATER THAN THE 25TH OF THE MONTH.

December VCE Meeting Minutes

There were no minutes submitted from our December meeting/Christmas party.

THE PRESIDENT'S COLUMN CONTINUED:

Well I had borrowed the transmission from the 69 to use in the 67. I forgot that I had rebuilt the 67 transmission with a new mainshaft, so I found it under my workbench already rebuilt. So In couple of days I should have a fully functional 140 engine assembly ready to start and run. Now all I need to do is get the 69 coupe body ready for the engine.

I hope everyone had a great Christmas; and a Happy New Year to every one !!!

I hope to see everyone at the January meeing. Don't forget Our annual dues (\$20.00) are due in January. Some have already paid 2011 dues in December.

GREAT TRUTHS THAT LITTLE CHILDREN HAVE LEARNED: Never hold a Dust-Buster and a cat at the same time.
– Richard

Birthdays

Denise Cleveland – Jan. 2
Wilma Siemens – Jan. 27
Bob Siemens – Jan. 12
Russ Thuleen – Dec. 20

Anniversaries

It's too cold to get married in January

At right:
Getting all the food ready to go for the VCE 2010 Christmas Party



From the Editor:

The Christmas party was a huge success, as usual. It's hard to go wrong with good company, good food and a great time of year. I don't believe there was any business discussed except for Steve volunteering to put the Facebook site up and the railroading (read as election) of officers for 2011. I don't remember volunteering to do the newsletter again this year, but Jewel said I did, so I must have! We also drummed monies for our annual Christmas time donation. On behalf of the church I'd like to thank you all for voting to donate the money to them.

Please check out our Facebook page. Steve Daniels is our coordinator for that and he has done a good job setting it up. In the near future all the back issues of the Oil Drop that I have will be posted there for all to access. I have electronic copies of every newsletter back to Jan. 2008. If any members have earlier electronic or paper copies we can put up there, I would be happy to scan them for Steve to post. It would also be a good clearinghouse for club announcements such as changes in meeting dates, updates on members health, birth announcements for those of us still young enough to propagate the next generation of Corvair enthusiasts, and about anything else anyone has to say.

Another project that has been percolating in the back of my mind has been to get updated pictures of all the members and their cars. We can put those on our web site as well as Facebook. Our web site pictures are so old some of the members pictured don't own the cars in the pics! We can set up a meeting date so members can bring the drivable ones and I'll be contacting members with works in progress to set up a time I can come over.

Cold weather, lots of business trips and just plain laziness have put a hold on my Corvair upgrades. I have an engine compartment wiring harness to install, real rear bumper guards instead of the rubber baby bumpers (thanks Russ), some new rubber bushings for underneath, and hopefully some new door panels and the completion of my new interior. Oh for warmer weather. I'm sure glad I took the time last summer to get my heater working! Take care and get those cars out there.

REMINDER: Dues are due in January. I have parts to put on my car. If you don't want my car on jacks in your driveway some Saturday, pay your dues!

***Benefits include: one free meal a month
a chance to meet with some of the best folks you'll ever know.
a subscription to the vce newsletter (which is worth the cost of membership without anything else!)***

VCE 2010
CHRISTMAS
PARTY
The social
event of the
year.





The Cannons and Russ Thuleen at the Columbiana Christmas parade.



Tail of the Dragon.

Top left: Ed and Carol Keller

Top right: Billy Cannon

Far right: Harold and Louise Hartline



General Motors Corvair promotional post card

Better Head Ventilation

What is this picture?

This picture show some of the aluminum that came out of my 140 heads, when I enlarged the holes between the fins. When I started out I was using a 5/64 (this is a little larger then 1/16) drill bit and opening up the air passage between the fins. Well I wore out the drill bit and had to find another long bit. To make a story short all I could find anyplace in a long bit was 1/8. I bought 2 thinking that I would have to order the right size. Well I tried the 1/8 bit and it seemed to work ok. It fit between the fins ok near the outer edge, so I drilled a hole all the way through. It seemed to work ok so I reamed and drilled the first opening to 1/8 inch from 5/64. It originally was 5/64 by 1/4 inch slot. Looking at it from both sides, I saw where the mold mismatch was and enlarge the first opening to 1/8 by 1/2 inch. This should give a area over (three) times the air volume. (If you double the size of a pipe 1/2 to 1 inch the area is four times the original) I did this to all the openings and really cut out a lot of aluminum. From the picture You can see a broken drill bit and part of the exhaust packing. I found out that the first thing to do is drill a 1/8 hole all the way through and make sure the drill bit is loose in it. Why would you do that do you ask? That is so when you break off the drill bit you can move it to the larger opening and push it out. The drill bits I got were really hard and pushing them while drilling and reaming between the fins, sooner or later you will break one. I'm happy with the increased size of the openings. 140 heads already have a smaller area available for cooling and this should help a lot.



Harmonic Balancer

Included are some pictures of my harmonic balancer and what I did to make it fail safe.

I first drilled three holes about 1/16 in diameter 120 degrees apart all the way through the inner and outer part of the harmonic balancer. The size of the through hole will be determined by the size of the available taper pin.



I then drilled only the outer part to 5/16 in the same locations. I basically enlarged the outer hole. I then drove in the hole the taper pin with a hammer. I cut off the part of the taper pin protruding out of the outer part of the harmonic balancer. Now all you have to do is inspect the balancer to see if the pin is still centered on the outer hole. If it isn't you know the balancer has failed by the pin

being off sided. If it is it will run quite a while before the pin is worn off. It beats the harmonic balancer outer part from sliding off the inner part and wearing a hole in the oil filter. I did this first on a harmonic balancer that a deceased member rebuilt with new liquid rubber. I was afraid the the life of it would be short. It's been over 10 years since the rebuild and it still looks good.



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

*President: Richard Stoltzmann
205/467-6444*

*Vice President: Pete Wood
205/956-6832*

*Secretary: Russ Thuleen
205/678-7979*

*Newsletter: John Cleveland
205/834-3120*

*Treasurer: Joe Doughty
205/995-0131*

Hospitality: Harold Hartline

Arrangements: Jewel Hinkle

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



Quote from a guy who used to own a Corvair, to a co-worker who wanted to buy one: "Oh, you don't want one of those. They don't drive well when you're drunk."



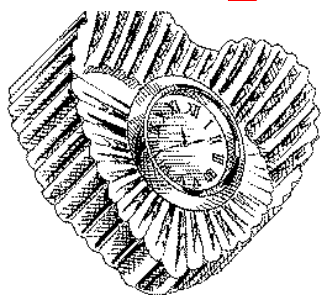
Vulcan Corvair Enthusiasts
147 Crossbrook Dr.
Chelsea, AL. 35043



THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 32, No 2

February, 2011



Happy Valentine's Day!

THE PRESIDENT'S COLUMN:

Its 2011 already! Looks like it will be a busy year. I will be missing the February meeting as I will still be in Naples, Florida. Earlier the plans were for me to be in Naples the weekend of the Pensacola meet. Glad they got changed!

At our January meeting we had plenty of good eats, consider yourself unfortunate if you missed it.

Russ Thuleen gave a tech session on disassembly and assembly of an automatic transmission.

We discussed the Pensacola meet and it looked like of the members present that we polled we would have good participation.

The information on our outing in North Carolina on April 1, 2 and 3 will be in our next newsletter in February.

THE FOUR STAGES OF LIFE:

- 1) You believe in Santa Claus
- 2) You don't believe in Santa Claus
- 3) You are Santa Claus
- 4) You look like Santa Claus.

Next Meeting:

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Time: 7:00 pm

Place: Fullness Christian Fellowship.

Bring your covered dish!!

Cruise-In Locations

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

Calendar of Events

Feb. 25 to 27 Annual Corvaire Lovers Holiday
Pensacola Beach, FL. Contact June Lindsay @ 850-994-2161 or wfcc@mediacombb.net

March 11-15 Spring Warm Up, Myrtle Beach, SC
Sponsored by Central Carolina CORSA Host hotel is Sea Mist Resort, 1200 S. Ocean Blvd., Myrtle Beach S.C., 800-200-8687. For more info contact Carol Harris @803-406-0890

April 1-3 VCE East Tennessee Mountain Drive Hotel – Mountain View Inn, 2400 Executive Dr., Cleveland, TN. 423-472-1500. 10 rooms available at \$60. Suites for \$70. Nights of April 1 and 2. Contact Pete Wood 205-956-6832 or sign up on our Face book page

April 29-30 Springfest in Helen, GA. Hotels are Helendorf, 706-878-2272, Riverfront, Best Western and Super Eight. Contact Lillian Law for more info. 229-883-4123, lawjandl@aol.com

May 14 4th Annual Panhandle Cruisers Nat'l Car Show in downtown Pensacola, FL. Pre-reg. \$25 ends May 1, \$30 for day of the show.

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December VCE Meeting Minutes

The January meeting was called to order after the usual delicious potluck dinner provided by the members. There were 13 adults and 2 children in attendance. Newsletter editor John Cleveland reported that expensed for the newsletter for 2010 totaled \$43, which he took care of in donation to the club. He stated he had mailed out 10 newsletters and will try to get those sent by email in the future.

VCE has an official Face book page now – check it out and become a fan! Russell Noble commented on the club web page and that he would make updates on it. Treasurer Joe Doughty reported that the club has \$362.00 in the account.

April 1st thru 3rd has been targeted as the date for our Spring Road Trip planned out by Pete Wood. Make sure to stay tuned for further details as the date draws near!

Discussion regarding Springfest in Helen, GA. Was held and Billy Cannon stated he will be entering the Autocross.

Possibilities for future VCE events were discussed.

- Billy Cannon would like to have one of the summer meetings in Goodwater.
- Pete Wood plans to have a car stripping party at the Thuleen place soon.

All business and events discussed - it was motioned, seconded that the meeting adjourn. Russ Thuleen held a short tech session after.



Birthdays

Louise Hartline - Feb. 23
Joyce Miller - Feb. 25

Anniversaries

Richard and Doris Cleveland - Feb. 5
Buck and Jewel Hinkle - Feb. 5

From the Editor:

You have all probably seen the CORSA newsletters by now laying out the changes the national organization is going through due to lack membership. As a member of CORSA it is hard for me, as a newer member and a newer Corvair owner, to appreciate all that a national organization does for local chapters and individual members.

My benefit is the Communiqué, which, if taken in that context as the only benefit and now being published fewer time per year, it is probably one of the most expensive magazine subscriptions in the good ol' US of A.

However, even though I don't go to the national conventions, or attend that many Corvair events, the cost of membership is bigger than a magazine, a convention or a car show. It is being a part of American history. It is being in the company of really great people who share a common interest in a unique automobile.

I imagine that almost every car club, or any club for that matter, has the same camaraderie, but what makes Corsa and the Corvair owner unique is the history of the automobile that we own and choose to support and promote.

You all know the story, or stories, that you hear every time you get your car out in the public eye. I drive my car all the time, a 'daily driver'. There is no end to the people who stop you in the parking lot and want to talk about their sister, mother, boyfriend, etc. who had one 'back in the day', or the many renditions of Ralph 'the mouth' Nader. I have even been approached at stop lights by people rolling down their windows and wanting to reminisce. They evidently don't remember that I don't have power windows!

I urge all of you to support CORSA. If you are not a member and have the means to do so, join now. They need us more than ever, and they've been here for us since day one. Without a national presence, our beloved automobile could very possibly fade away into oblivion. Our cars need that support as much or more than we do.

And remember, if my patriotic ranting doesn't inspire you to join, I have my backup plan, which is the same as the late dues plan. I'LL PULL MY CAR UP IN YOUR DRIVEWAY AND START WORKING ON IT!!
FOREVER!

Take care, drive safe, and get the Corvair OUT THERE!!!!!!!!!!!!!!!!!!!!!!

- John

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Benefits include:

- One free meal a month
- A chance to meet with some of the best folks you'll ever know.
- A subscription to the vce newsletter (which is worth the cost of membership without anything else!)

Send your check to Joe Doughty. Make it out to Vulcan Corvair Enthusiasts (VCE)

Joes address:

324 N. Lake Rd.

Birmingham, AL 35242

Or send it to the return address on this newsletter.



ON THIS DAY IN HISTORY – 1961

THE ELECTRIC TYPEWRITER WAS THE NEXT 'BIG THING'.

[HTTP://WWW.HISTORY.COM/VIDEOS/HISTORY-REWIND-ELECTRIC-TYPEWRITER-1961#HISTORY-REWIND-ELECTRIC-TYPEWRITER-1961](http://www.history.com/videos/history-rewind-electric-typewriter-1961#history-rewind-electric-typewriter-1961)

THE BERLIN WALL WAS BEING BUILT

[HTTP://WWW.HISTORY.COM/AUDIO/COMMUNISTS-BUILD-BERLIN-WALL-IN-1961#COMMUNISTS-BUILD-BERLIN-WALL-IN-1961](http://www.history.com/audio/communists-build-berlin-wall-in-1961#communists-build-berlin-wall-in-1961)

THE FIRST AMERICAN IN SPACE

[HTTP://WWW.HISTORY.COM/VIDEOS/MAY-5-1961-THE-FIRST-AMERICAN-IN-SPACE#MAY-5-1961-THE-FIRST-AMERICAN-IN-SPACE](http://www.history.com/videos/may-5-1961-the-first-american-in-space#may-5-1961-the-first-american-in-space)

THE CIVIL RIGHTS FREEDOM RIDES BEGAN IN WASHINGTON, DC

[HTTP://WWW.HISTORY.COM/TOPICS/FREEDOM-RIDES](http://www.history.com/topics/freedom-rides)

THE 1961 CORVAIR WAS INTRODUCED

[HTTP://WWW.OLDRIDE.COM/LIBRARY/1961_CHEVROLET_CORVAIR.HTML](http://www.olderide.com/library/1961_chevrolet_corvaire.html)

OLD TYPE BLACK AND WHITE NOTES CEASE TO BE LEGAL TENDER

GEORGE WEISS BECOMES PRESIDENT OF THE NEW YORK METS

THE POPPIN' FRESH PILLSBURY DOUGH BOY IS INTRODUCED

THE BEATLES FIRST APPEARANCE AT THE CAVERN CLUB

JFK SETS THE GOAL OF PUTTING A MAN ON THE MOON BEFORE THE END OF THE DECADE.

THE FIRST BLACK LIGHT IS SOLD (FAR OUT MAN)

THE DICK VAN DYKE SHOW PREMIERES ON CBS-TV

THE YANKEES BEAT THE REDS IN THE WORLD SERIES

I got this email from Larry from the church, thanking us for our Christmas donation. From talking with the pastor(s), they love having us meet here. –editor-

John,

I mentioned this to you at church yesterday – but I again wanted to thank the Covair club for their generous contribution to FCF at the end of the year.

You didn't have to do this so we know it came from the heart. We hope that all has gone well for you and that your club has a fun upcoming year.

Let me know if there are ever any issues I can help you resolve.

Larry Powell

Administrative Pastor



Zoinks! 'Scooby-Doo' van turns heads at car lot

By **BERNIE DELINSKI**
TimesDaily

KILLEN — David Green gets a lot of visitors to his car lot these days

People stop almost daily by Green's Auto Sales on U.S. 72 east of Killen. They aren't there to talk business, though. They want to ask about the "Mystery Machine."

If that name sounds familiar, it's what was given to the van featured in "Scooby-Doo, Where Are You," the classic children's cartoon featuring a gang of youths and the title dog who travel around solving mysteries.

If you remember the show, you remember that van.

And now, a replica of it is in front of Green's business.

"Just tons of people a day come by," Green said. "I'll look out here and there will be people here, taking their picture with it. They love to photograph their kids sitting in it."

Green never imagined the van getting so much attention from highway travelers when he, his wife, Britney, and friend, Kelly Patterson, painted it some six months ago.

The trio hoped it would draw interest, but from a different group: the children at the Lexington Church of God, where the Greens are youth pastors.

"The church was doing a 'Scooby-Doo'-themed kids' crusade," he explains. "I had this van, and it didn't run, and someone came up with the idea of painting it like this."

So, the Greens and Patterson printed off photos of the Mystery Machine and started painting the 1961 Corvair van. The chore took three days.

"I painted the whole thing blue with a Wagner power sprayer, and we painted the rest by hand," he said. "It took some time."

To make matters worse, it rained after the first coat was completed, so they slapped on another coat.

"We did it with house paint," Green said. "We didn't think it would last this long. It's not even exterior paint. I put on Krylon clear coat after we painted it."

The effort paid off: Once word got around about the van, some 80 youths were at the crusade. Green dressed as the cartoon's

Shaggy character and other congregation members dressed in roles of the rest of the cast.

Since that time, they have loaded the van onto a flat-bed and taken it to five other churches in the Shoals to help draw people to events hosted by those churches, Green said.

He laughs when talking about the looks the van has drawn.

"One kid was watching 'Scooby-Doo' in a van and looked up and hollered, 'Scooby-Doo!' and his mom said, 'Yes, you're watching 'Scooby-Doo', and he said, 'No, look' and pointed at the van," Green said.

He said the family stopped and checked it out.

Green's trying to decide what to do with the van.

"We had a note left on it in Lexington, saying if we wanted to sell it, please call," Green said. "One guy wanted us to paint his demolition-derby truck like that."

He believes he'll end up selling the van.

"We thought about getting it running and using it for publicity," Green said. "We're just going to sell it, though. Under that paint is a rusty old van."



David Green painted a rusty old van with a television cartoon color scheme and made it an attraction for his car lot.

AP

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TOTALLY NEW CORVAIR 95 MODELS

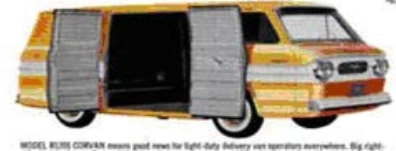
For 1961, Chevrolet has taken another giant step ahead of the industry, with these unprecedented Corvair 95 models! They're totally new from road to roof, in concept, configuration and components, and they're built to handle more payload for their size and weight than any other trucks on the road! Body and frame are "unitized," combined in a single assembly, featuring high strength, low weight, and lots of load space. The years-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 cradle the bulk of the cargo amidships, 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.



MODEL 9514 RAMPSIDE PICKUP offers unmatched ease for loading heavy objects. Rugged bridge built cargo ramp provides level, no lifting means to drop well load-space. Ramp doors and latch secure flush with body side.



MODEL 9514 LOADSIDE PICKUP features an amazing 1,500-lb. payload capacity, with deep well load floor loading volume to 80 cubic feet. Variable floor section load bed floor is optional at extra cost.



MODEL 9514 CORVAN means good news for light-duty delivery van operators everywhere. Big right-side double doors offer curb-level, walk-in access to over 120 cubic feet of protected inside load-space. With opening, rear doors are standard and left-side double doors are optional at extra cost.

SPECIFICATIONS

STANDARD EQUIPMENT
AXLES, REAR: Ratio 3.08.
BRAKES: 10-wheel, front & rear (11" x 2") lining area 107 sq. in.
CLUTCH: 8-1/2" diameter.
IDENTIFICATION: VIN: Front & rear.
ENGINE: Turbo-Air 60, 90 hp; 140-cu-in. displacement.
FUEL TANK: Capacity 19 gallons.
GVS: 1,600-lb. maximum.
SPRINGS, FRONT: Coil, capacity 1,500 lb. each.
SPRINGS, REAR: Coil, capacity 1,500 lb. each.
STEERING: Rack and pinion, ratio 20:1.
SUSPENSION, FRONT: Independent, capacity 1,500 lb.
SUSPENSION, REAR: Independent, capacity 1,500 lb.
TIRES: Fire Safety 14x4-15PS.
TRANSMISSION: Manual, 4-speed, synchro-mesh.
WINDSHIELD: Wipers: One electric engine-driven.

OPTIONAL EQUIPMENT*
BUMPERS, CHROME: Front & rear.
CUSTOM EQUIPMENT: Interior and exterior appointments, standard and custom-made features.
DOORS, BODY: Left side for Corvair model.
FLARES, LEVER, PICKUP BOX: Package only.
HEATER & DEFROSTER: Quarter operated or direct air.
HUB CAPS, CHROME.
PAINT, TWO-TONE: EXTENDING: Choice of 14 combinations.
RADIO: Manual.
SEAT: Full-width front for Corvair model.
TIRES: 14x4-15PS whitewall; 14x4-15PS blackwall or whitewall.
TRANSMISSION: Manual, synchro-mesh (includes 2/3 rear axle ratio); Powerglide.
WINDSHIELD: Wipers: 2-speed electric (includes wipers).

So you think you've got a cool truck, check this out!



Vulcan Corvair Enthusiasts
147 Crossbrook Dr.
Chelsea, AL. 35043



THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 32, No 3

MARCH 2011



THE PRESIDENT'S COLUMN:

The Prez had nothing to say this month! Go figure.

Web Links 4 U!

Check out the new VCE web site. Billy is doing a great job and would appreciate any feedback. This is our site, so input is welcome! If you have a recent, or not so recent picture of your ride, send it to Billy. If you don't, notify your newsletter editor and he'll get one for you.

<http://www.corvairstory.org/chapters/chapter352/>

Corvairstory news items from around the country and the world: <http://corvairstorycentral.com/news.asp>

News and articles on the Chevrolet Corvairstory:
http://news.surfswax.com/cars/files/Chevrolet_Corvairstory.html

A resource for Corvairstory repair manuals:
<http://www.themotorbookstore.com/>

Next Meeting:

Date: Friday, March 18, 2011

Time: 7:00 pm

Place: Fullness Christian Fellowship.

Bring your covered dish!!

Cruise-In Locations

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

Calendar of Events

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Sponsored by Central Carolina CORSA Host hotel is Sea Mist Resort, 1200 S. Ocean Blvd., Myrtle Beach S.C., 800-200-8687. For more info contact Carol Harris @803-406-0890

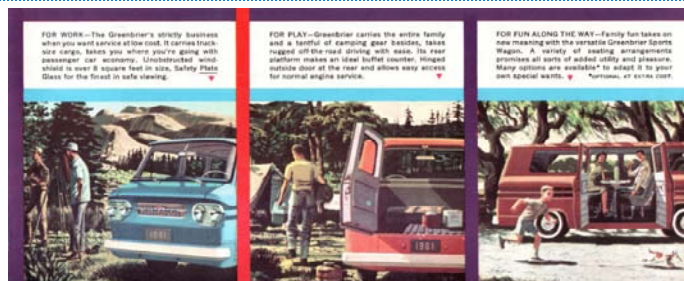
April 1-3 VCE East Tennessee Mountain Drive Hotel – Mountain View Inn, 2400 Executive Dr., Cleveland, TN. 423-472-1500. 10 rooms available at \$60. Suites for \$70. Nights of April 1 and 2. Contact Pete Wood 205-956-6832 or sign up on our Face book page

April 29-30 Springfest in Helen, GA. Hotels are Helendorf, 706-878-2272, Riverfront, Best Western and Super Eight. Contact Lillian Law for more info. 229-883-4123, lawjandl@aol.com

May 14 4th Annual Panhandle Cruisers Nat'l Car Show in downtown Pensacola, FL. Pre-reg. \$25 ends May 1, \$30 for day of the show.



1967 CHEVROLET CORVAIR in Havana, Cuba. National Auto Museum Collection, 1967.



Wanted and For Sale...

Corvair Name Tags Available



Contact: Roy Dutton

205-522-6354

duttonbadgeandbutton@gmail.com

Name Tag - \$5.00

Extra Bar - \$1.00

Magnet Back - \$2.00

Birthdays

Allison Daniels - March 19
Richard Stolzmann - March 30
Mac White - March 7

Anniversaries

Joe & Rozelle Doughty - March 19

Send Oil Drop submissions to:

John.C.Cleveland@ElPaso.com

Office - 205-325-7654

Cell - 205-834-3120

NOTE: PLEASE SUBMIT SUBMISSIONS NO LATER THAN THE 25TH OF THE MONTH.

February VCE Meeting Minutes

The VCE February meeting was held on Friday, February 18th at 7:00pm. As always the meeting was preceded by a delicious potluck supper provided by the members. President Richard Stolzmann called the meeting to order and guests / returning member Chris Rothe and his son Joshua were introduced. Treasurer Joe Doughty gave his report for the month.

As of 1/21/11: VCE bank balance \$362.47

Dues received in 2011 140.00

\$502.47

Expenditures since 1/21/11: - 0 -

Bank balance as of 2/18/11 \$502.47

Point was made this was Russell Nobles second meeting in a row! Let's try for a third! The group discussed the Spring road trip planned by Pete Wood. The trip is planned for April and through the Cherokee National Forest. For more information see your February Oil Drop.

Russell Noble brought up the subject of the VCE website. It needs to be updated and placed on a new server - as a link to the CORSA site. Billy Cannon volunteered to handle the transition and update the site as needed.

The last weekend in March is planned for a 'TEAR DOWN PARTY' at Russ Thuleen's place. The vehicle planned for tear down is Pete's coupe. Bring tools and have fun with the group as we strip the car bare!

Russell Noble moved to adjourn - the motion was seconded and the group moved into the Media Room for a trip down memory lane to view a slide show of early VCE events.

- Respectively submitted, Russ Thuleen -



Corvair Four-wheel independent suspension. More powerful 6-cylinder engine. Ball-Race steering. Monostrut Body by Fisher with Magic-Mirror acrylic lacquer finish. Air-cooled aluminum rear engine needs no water or antifreeze, saves on maintenance. Forced-air heater-defroster. Easy-care items: self-adjusting Safety-Master brakes, long-life exhaust system. High-Level ventilation. Up-front luggage space, single-key locking system, electric windshield wipers.



From the Editor:

It looks like the ground hog was right this year, at least at my house. The weather is starting to warm up, the trees are beginning to bud and blossom and my allergies are kicking up into full gear. Spring is right around the corner.

The convertible is still spending most of its time in the parking garage at work while I'm off in Mississippi or Georgia working. I'm now on a first name basis with Avis and at least four motels in each state. In Meridian, MS I even have my own room at the Holiday Inn! It's a sure sign I'm travelling too much. Just another month and things will settle down, which will be just in time for the cruise season.

If any of you know of cruise ins around your area, let me know and we'll get it in the newsletter. I hope to start the cruise in information next month.

Our VCE Spring cruise is approaching fast; be sure to make your reservation at the motel or plan to sleep in your car. See page 1 for information.

A couple of weeks ago I got the privilege to help Joe Doughty replace some of the brake lines on his car. We pulled the gas tank to get to the crossover line up front, then got the rest of the front ones done pretty quickly. Gas tanks are just as big a pain in the earlies as they are in the lates. Joe has a really nice car and I hope he can get it back on the road. It might be a good tech session to go over to Joe's and 'mob' the car some Saturday to get a lot of the interior stuff complete. I'll try to remember to bring it up at our next meeting.

Take care, drive safe and GET THAT CORVAIR OUT THERE!!!!!!!!!!!!!!!!!!!!

- John -

REMINDER: Dues were due in January

Benefits include:

- One free meal a month
- A chance to meet with some of the best folks you'll ever know.
- A subscription to the vce newsletter (which is worth the cost of membership without anything else!)

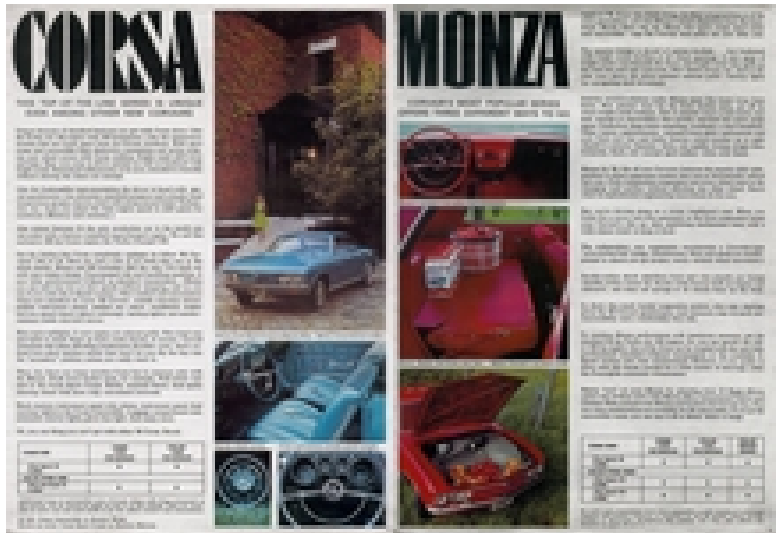
Send your check to Joe Doughty. Make it out to Vulcan Corvairst Enthusiasts (VCE)

Joes address:

324 N. Lake Rd.

Birmingham, AL 35242

Or send it to the return address on this newsletter.



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: Richard Stoltzmann
205/467-6444*

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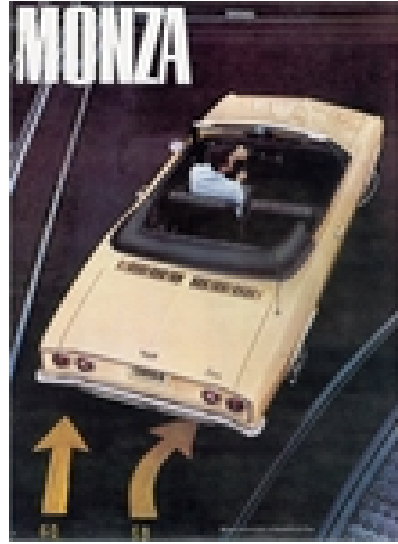
*Newsletter: John Cleveland
205/834-3120*

*Treasurer: Joe Doughty
205/995-0131*

Hospitality: Harold Hartline

Arrangements: Jewel Hinkle

Web: <http://www.corvair.org/chapters/chapter352/>



1966 Monza Converible



Vulcan Corvair Enthusiasts
147 Crossbrook Dr.
Chelsea, AL. 35043



THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 32, No 4

APRIL 2011



Next Meeting:

Date: Friday, April 15, 2011

Time: 7:00 pm

Place: Fullness Christian Fellowship.

Bring your covered dish!!

THE PRESIDENT'S COLUMN:

Well it looks like I sent the presidents column to the wrong email address last month. I'll try to better this month.

Pensacola turnout was really great. Lots of cars, and lots of rampsides, 1 airplane in progress, and one VW bus with a 140 engine assembly in it.

I went to Port Richey, Florida the Monday before, so drove up to Pensacola from there. Drove around 1100 miles total. Had no trouble until I was 100 miles from Pensacola, stopped at a rest area, cranked it up and started to leave, and it quit. Vapor lock, it took 1 hour before it would crank. At our last meeting we had a total of 9 bodies, lightest turn out in quite a while. We still had a good variety of food.

I hope to see everyone at our next road event, our East Tennessee Mountain Drive starting at Cleveland Tennessee.

SUMMARY OF LIFE Don't wear polka-dot underwear under white shorts (Richard)

Calendar of Events

April 29-30 Springfest in Helen, GA. Hotels are Helendorf, 706-878-2272, Riverfront, Best Western and Super Eight. Contact Lillian Law for more info. 229-883-4123, lawjandl@aol.com

May 14 4th Annual Panhandle Cruisers Nat'l Car Show in downtown Pensacola, FL. Pre-reg. \$25 ends May 1, \$30 for day of the show.

July 26-30 CORSA Nat'l Convention, Denver, CO. www.corvair.org

Web Links 4 U!

The Truthaboutcars web site is pretty interesting reading, not just about Vairs, but any car you've ever heard of.

<http://www.thetruthaboutcars.com/2007/04/in-defense-of-the-chevrolet-corvair/>

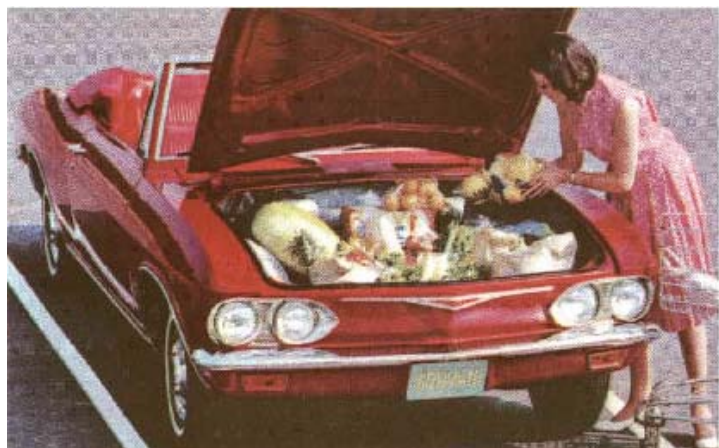
<http://www.thetruthaboutcars.com/2010/04/stunning-corvair-concepts-by-pininfarina-bertone-and-gm/>

The Old Car Manual project is a great place to see sales brochures and other information about the classics.

<http://www.oldcarmanualproject.com/>

Here's a narrated video from the convention at Cedar Rapids,

<http://www.youtube.com/watch?v=ocfNuDkq0ig>



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Corvair Name Tags Available



Contact: Roy Dutton

205-522-6354

duttonbadgeandbutton@gmail.com

Name Tag - \$5.00

Extra Bar - \$1.00

Magnet Back - \$2.00

Birthdays

Sarah Smith - April 6

Doris Cleveland - April 8

Billy Cannon - April 21

Anniversaries

March VCE Meeting Minutes

The March meeting found many members absent, but the meeting forged ahead with 7 members and 1 child present. We started the evening with a small potluck supper provided by those in attendance

The meeting was called to order and Richard called for any business. There was no Treasurer's Report and discussions covered Springfest in Helen in April, Phil Hartline plans to bring his convertible again this year with NEW doors on it!

Richard lost control of the meeting several times and we discussed many things of no real Corvair importance, but Richard would bring us back together! Steve told some VERY bad jokes to keep the humor going in Russ Thuleen's absence. The arrival of Pete brought our number in attendance up to 8 adults and we discussed briefly the Tennessee drive planned for the first weekend of April.

A member called for an early adjournment - it was seconded and unanimously agreed.

- Respectively submitted by Leslie -



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Office - 205-325-7654

Cell - 205-834-3120

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From the Editor:

OK, I had a tough choice to make last week. Was I going to sit down after work and do the newsletter and miss the great weather, or was I GOING TO WORK ON MY CAR! GUESS WHAT, THE NEWSLETTER LOST!!!!!!!!!!

One of my chrome door trim pieces disappeared the week before our Tennessee drive, so the door edge needed sanded down, primed and painted. Rotated the tires, took my rear bumper off, then put it back on (don't ask), put new bushings on my shifter stabilizer rod, and other mundane Corvair related tasks. It's been so long since I worked on, or drove my car, I couldn't resist.

We had a great time up in Tennessee. Everyone be sure to thank Pete for planning a great trip. It was cold and windy, to be sure, but it was beautiful in the mountains and driving those roads in the Monza was a blast. I was wore out by the time we got back to the motel. Pete, thanks for a great time.

We have excellent articles and pictures from Pensacola (Richard) and Indianapolis (Russ and Billy) in this month's issue, so I hope you enjoy.

Take care, drive safe and GET THAT CORVAIR OUT THERE!!!!!!!!!!!!!!!!!!

- John -



Cruise-In Locations

Most of these run from April through October, starting around 5 pm.

1st Friday

Gadsden, AL. Broad Street, downtown

1st Saturday

Alabaster, AL. DQ in Walmart shopping center

Hanceville, AL. 6-9pm; August; Across from Wallace State.

Hoover, AL. 9am to noon; Krispy Kreme

Odenville, AL. Piggly Wiggly

1st Sunday

Decatur, AL. Sonic on 6th Avenue

2nd Saturday

Argo, AL. Clearbranch Church

Clanton, AL. 6-9pm, Downtown; call 205-755-3164

Hueytown, AL. Walmart

Moody, AL. Bernetti's Ice Cream Parlor 231 Moody Pkwy.

Pelham, AL. 4-7pm, Pelham Town Center (Publix & Johnny Ray's); Tank Farm exit.

Pell City, AL. Jacks, near Hwy 78 and 231

McCalla, AL. Target parking lot in Colonial Promenade shopping center.

3rd Saturday

Argo, AL. Drive In Theater, call 205-467-3434 for times.

Hoover, AL. 6-9pm Krispy Kreme

Pinson, AL. North Park Church on Deerfoot Prkwy

4th Saturday

Sylacauga, AL. Home Depot parking lot

Fultondale, AL. Target, exit 267

Gadsden, AL. Ryan's Family Steakhouse, call 256-492-2950



Notes from Indianapolis – Russ Thuleen

March 17 through the 19 found Billy Cannon and I in Indianapolis, Indiana for the Corvair Performance Group Gathering. The Gathering is a 3 day mixture of Tech sessions, tours and good old Corvair story telling!

We arrived Thursday and were greeted by Rick Norris, a top Corvair racer and about 20 of us went to dinner. Friday was a full day of tours including the Indy Raceway & Museum. There we saw a display of almost all of the winning cars dating back to the early 1900's, then we took a trip around the track in a small bus. The afternoon was a trip to the Schumaker Top Fuel Drag Racing Shop - this place is awesome! They make their own aluminum block & heads for their cars. The intake valve openings were about 3" wide and they made a Corvair head look like a go-kart motor.

Friday the tech sessions were held at Freelance Imaging - a digital & vinyl graphics company owned by Corvair members. Several vendors were there and lunch was furnished.

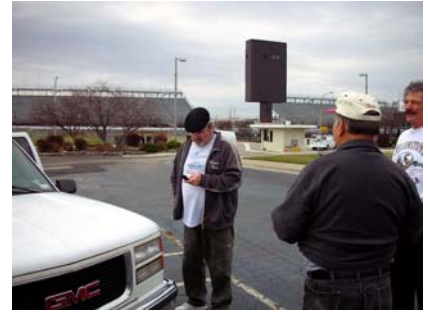
A great weekend and a worthwhile trip for those interested in Corvair performance.



2011 Performance Corvair Group (PCG) Meeting – Billy Cannon

March 19

On Thursday March 17 Russ Thuleen and I traveled to Indianapolis, Indiana for the annual meeting of the PCG workshop. The weather was great and the trip enjoyable with good company. We were actually the second to arrive after Rick Norris, Bob Coffin, and Darren Sehnke to the host hotel Country Inn & Suites. Thursday was meet and greet of our Corvair family and friends and nonstop chatter about our favorite car which lasted up into the late night, way past my bed time!



Friday was a scheduled tour of a race shop but, a group of us went to the Indy track museum first. When you first walk into the building and you lay eyes on the vast array of all Indy winners from 1911 and the yellow boat tailed Marmon Wasp in which Ray Harroun won the first Indy 500 to the 2010 winner Dario Franchitti in a Dallara-Honda. The history, technology, progress and collection of memorabilia is more than worth a trip to see. It should be on your bucket list. Also we took the tram ride around the track so I can say I made a lap at Indy!

After our impromptu tour at Indy we went on the scheduled tour of Tony Schumacher's race shop. I'm still trying to process what we experienced there. Don Schumacher Racing has a stable of 6 top drag race teams and the facility is beyond mere words. It is a top drawer operation with a huge building and all the latest CNC machines to make anything they need. Out in the front entrance there is a wall of trophies and a funny car on display. If you ever get the chance to go through one of these shops do it!

Saturday, our group assembled at Freelance Imaging on Gasoline Alley. I never knew there was an actual street with that name. The Freelance is owned by Reece Sego who also is a Corvair guy. It's a great place for us. Everywhere you look around there you see another shop dedicated to the sport. It's a really cool place.

We had a very good turn out and the weather was sunny and warm but windy. The display cars were Rick Loving's red early vert with the 140 engine and the rescued GT3 car from Florida. I am really glad it was saved by Corvair folks Mel Francis and Rich Reiders. Hopefully we'll see it on a track soon. Mel mentioned the "Olympics" this summer. Here's hoping!

As per usual we had a host of speakers and a lot of good info was dispensed. The vendors had a lot of good stock and go fast goodies. I saw more than a few items I wanted but, resisted the temptation...darn!

It was another great time and as always getting reacquainted with old friends and making new ones in the extended Corvair family which for me is what it's all about.

Thanks to all who made it happen!



Pensacola Corvair Lover's Holiday - 2011 – Pics by Richard Stoltzmann

Story by J. Cleveland.

Attending this year's event in Pensacola that I know of were Harold and Louise Hartline, Ed and Carol Keller, Richard Stoltzmann and Russ Thuleen. There may have been more (or less), but that's all I heard about. Judging by the pictures Richard sent it looks like the weather was great.

Russ Thuleen gave a tech session on power glide transmissions.



Russ and Harold



Richard's Convertible (I think)



Harold's Rampside



Russ' Rampside



Russ' adoring fans!



Corvair Convertible, the coolest car ever made!

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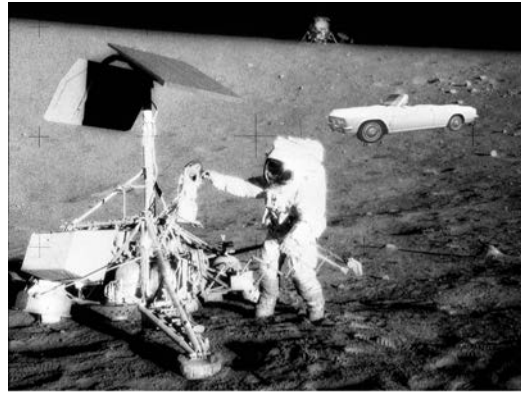
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205/834-3120*

*Treasurer: Joe Doughty
205/995-0131*

Hospitality: Harold Hartline

Arrangements: Jewel Hinkle

Web: <http://www.corvair.org/chapters/chapter352/>



There was a Monza on the moon!

Vulcan Corvair Enthusiasts
147 Crossbrook Dr.
Chelsea, AL. 35043



THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 32, No 5



May 2011

THE PRESIDENT'S COLUMN:

Well the North Tennessee drive has come and gone. John Cleveland was the only one who drove a Corvair. It was a great day for a drive through the mountains, although a little windy and cool. We stopped to look at the place where the white water kayaking for the 1998 Olympics was held. They opened the dam during this time so there was adequate water flow. They also narrowed the river there to concentrate the water more.

As far as Helen goes, we were short on Vulcan representation, but the ones that did attend had a good time. The weather was absolutely gorgeous!!

Billy Cannon drove in the autocross and indicated that he would be back next year. His son Shawn had his sons and they got a ride through the parking lot autocross area and they were grinning ear to ear when they finished.

Russ Thuleen got 1st place with his rampside in peoples choice. Russ also conducted his famous Powerglide rebuild seminar.

Harold Hartline as usual did an outstanding job of cooking the hams for the banquet.

I with two other people judged the cars in concourse. We judged engine and luggage compartment. I enjoyed it and learned a lot.

Hope to see everyone at the May meeting.

GREAT TRUTHS THAT LITTLE CHILDREN HAVE LEARNED: Never ask your 3-year old brother to hold a tomato.

Next Meeting:

Date: Friday, May 20, 2011

Time: 7:00 pm

Place: Fullness Christian Fellowship.

Bring your covered dish!!

Calendar of Events

May 14 4th Annual Panhandle Cruisers Nat'l Car Show in downtown Pensacola, FL. Pre-reg. \$25 ends May 1, \$30 for day of the show.

May 13,14 Virginia Vair Fair in Chesapeake, VA. Marriott Chesapeake, 725 Woodlake Dr., \$99 per night – 757-523-1500; ask for the Corvair Fair rate.
www.corvair.org/chapters/tidewater/vairfair.html

July 26-30 CORSA Nat'l Convention, Denver, CO.
www.corvair.org

Web Links 4 U!

Here's some Corvair club sites
Vulcan Corvair Enthusiasts
<http://www.corvair.org/chapters/cha>
[pter 352/](http://www.corvair.org/chapters/cha)

Our neighbors to the east, Corvair Atlanta
<http://www.corvair.org/chapters/cha>
[pter303](http://www.corvair.org/chapters/cha)

Corvairs of New Mexico
<http://www.corvair.org/chapters/cha>
[pter871](http://www.corvair.org/chapters/cha)

San Diego Corvair
<http://sdcorvair.com/>

Vegas Vairs
<http://www.corvair.org/chapters/cha>
[pter891](http://www.corvair.org/chapters/cha)

Wanted and For Sale...

Wanted: Rear outlet air grill for a '66 Monza.
Contact John @ 205-834-3120.

Birthdays

Sherri Daniels - May 22
Jerry Smith - May 30
Floyd Snider - May 25
Jessica Thuleen - May 20

Anniversaries

No May Anniversaries

April VCE Meeting Minutes

The April meeting was cancelled because of severe weather in the area.

Let's get together again on May 20!



Send Oil Drop submissions to:

John.C.Cleveland@ElPaso.com

Office - 205-325-7654

Cell - 205-834-3120

NOTE: PLEASE SUBMIT SUBMISSIONS NO LATER THAN THE 25TH OF THE MONTH.

From the Editor:

Last month I was commenting about not driving my car for a while. Well, I've made up for it this month by racking up almost 1,500 miles on the Monza. The first trip was our club mountain drive, which was an absolute blast. See the pics throughout the newsletter. The second trip was a work trip over to Meridian, MS, then down to the Hattiesburg, MS area. A whole week of driving with the top down and the company buying the gas! This was also the first Friday round of storms. The tornado watches chased me all the way home. Got home just in time to get the car under the patio before it broke loose. My last excursion was also a work trip over to the SW side of Atlanta yesterday. I couldn't get a rental car; the insurance companies have them rented for tornado related business, so the Monza was called into action.

Speaking of the tornadoes, we as a club have a lot to be thankful for. Looks like minimal damage to any club members property. Keep all the affected people in your prayers.

I got back from Atlanta on Friday after all the damage in Alabama. My car was safely parked in the parking garage at work. The wife and I picked it up, then headed to Costco to buy relief supplies. She had heard on the radio that Academy Sports over on Hwy 150 was accepting donations. Costco was a site to see, dozens of pickup trucks, some with trailers, hauling out pallets of water, canned goods, clothing, generators, you name it. We picked up a Corvair full of supplies and headed for Academy Sports. It was a continuous line from Costco to Academy. Talk about awesome response! At the pickup spot in the parking lot people were unloading their supplies, then pulling out their wallets and writing checks. There is still a need for relief supplies, on the web you can go to <http://alabamapossible.org/2011/04/tornado-relief-how-you-can-help/> for a list of relief agencies.

Take care, drive safe and GET THAT CORVAIR OUT THERE!!!!!!!!!!!!!!!!!!!!!!

- John -

Tornado Relief Contacts:

American Red Cross: 1-800-Red-Cross

Salvation Army - 1-800-Sal-Army

United Way of W. AL - <http://www.uwwa.org/> or 205-345-6640

United Way of Central AL - <http://www.uwca.org/> or 205-251-5131

Governor's Relief Fund - <http://www.servealabama.gov/2010/default.aspx>



Cruise-In Locations

Most of these run from April through October, starting around 5 pm.

1st Friday

Gadsden, AL. Broad Street, downtown

1st Saturday

Alabaster, AL. DQ in Walmart shopping center

Hanceville, AL. 6-9pm; August; Across from Wallace State.

Hoover, AL. 9am to noon; Krispy Kreme

Odenville, AL. Piggly Wiggly

1st Sunday

Decatur, AL. Sonic on 6th Avenue

2nd Saturday

Argo, AL. Clearbranch Church

Clanton, AL. 6-9pm, Downtown; call 205-755-3164

Hueytown, AL. Walmart

Moody, AL. Bernetti's Ice Cream Parlor 231 Moody Pkwy.

Pelham, AL. 4-7pm, Pelham Town Center (Publix & Johnny Ray's); Tank Farm exit.

Pell City, AL. Jacks, near Hwy 78 and 231

McCalla, AL. Target parking lot in Colonial Promenade shopping center.

3rd Saturday

Argo, AL. Drive In Theater, call 205-467-3434 for times.

Hoover, AL. 6-9pm Krispy Kreme

Pinson, AL. North Park Church on Deerfoot Prkwy

4th Saturday

Sylacauga, AL. Home Depot parking lot

Fultondale, AL. Target, exit 267

Gadsden, AL. Ryan's Family Steakhouse, call 256-492-2950

Club Spring Drive – Cherohala Skyway



View out the back

First stop, Ocoee
Whitewater Center



A lively crew.
Behind the camera,
Sandy

One Corvair in
the whole lot!



Great mountain views



Russ and Pete



Steve, Sherri and
Leslie

VCE Spring Drive – Cherohala Skyway

The first weekend of April turned out to be chilly with a brisk wind, but that didn't stop 13 hardy souls from heading to the mountains for a weekend of relaxation and beautiful views. Our thanks go out to Pete for doing all the legwork to make this an enjoyable event.

One Corvair and a half dozen water pumpers took the trip from Cleveland, TN on a loop drive in to N. Carolina and back.

The morning drive was broken up by stops along the way including the Ocoee Whitewater Center, where kayaking events for the 1996 Olympics were held. Pete had other stops along the way for snacks, stretching the legs, etc. By noon we were in Robbinsville for a great BBQ lunch, then the afternoon was spent driving the Cherohala Skyway on the return to the motel in Cleveland. There were several stops on the return trip to admire the spectacular views and to see if we could stand the chilly winds in the mountains!

The hardy souls who came along were Richard and Sandy Stolzmann, Russ and daughter Leslie Thuleen, Pete and mother Gena Wood, Steve, Sherri and Patrick Daniels, Ben and Elaina (Pete's guests) and John and Denise Cleveland.

Pete, thanks again for a wonderful time.

Springfest 2011 in Helen, GA, April 29-30



The Helen Corvair Event put on this year by Corvair Atlanta, Heart of Georgia, and Queen City Corvair clubs was one of the best, the weather co-operated, really turned out nice, and made for a beautiful weekend. Some folks canceled out due to the Tornado damage. An Autocross Event was held for the 1st time in the Car Show lot. Shawn and I worked long and hard to have our racecar ready for the event, but we just ran out of time, had to change to plan "B" and used my '65 Monza daily driver as our entry. We were certainly competitive, racing in the top performance class with Raymond Paul who bested Tony Ellison for Fast Time of the Day and Class Win. The Swap Meet was feeling the effects of the economy. The People's Choice Car Show as usual had many fine cars, including Russ Thuleen's Rampside that took 1st in FC. My Autocross/Specialty Modified '65 Monza won 3rd in that class. But the best of the whole weekend was having my family with me, helping in the pits, my grandsons helping the officials with the autocross event (they also received a special award) and of course the VCE club members that were there to support me. It is always a blessing to be able to hang out with some of my favorite Corvair Friends, as well as meeting and making new ones. This was only our 2nd Springfest at Helen but I can guarantee that it will take a lot to make the future events more pleasurable than this one.

Billy and Judi Cannon
Special thanks to Shawn,
Becky, Austin & Dallas



Autocross makes you
hungry!

Pics, top to bottom:

Billy at the Autocross

Cannon's '65 Monza engine compartment

The Monza clean and ready to show!

More pics from Helen



Russ Thuleen's
Rampside



Richard Stolzmann's
Spyder



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Hospitality: Harold Hartline

Arrangements: Jewel Hinkle

Web: <http://www.corvair.org/chapters/chapter352/>



Billy Cannon – Autocross Extraordinaire

Vulcan Corvair Enthusiasts
147 Crossbrook Dr.
Chelsea, AL. 35043



THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 32, No 6

June 2011

THE PRESIDENT'S COLUMN:

Not much to report on this month. Last month's meeting, April, was cancelled because of bad weather and this month, May, I missed the meeting because of my Grandson's graduation.

Bob Siemens house was damaged by a tornado the day before Helen. Bob and Wilma are OK, but had no power or water as of three weeks later. Talked to Russ Thuleen today; he said they got power and water the 25th, or this last Wednesday. Lots of Bob's Corvairs were damaged or totaled.

Hope to see everyone at the next meeting the 17th of June. – Richard

Quote from Will Rogers: "Never squat wearing spurs."

Local Cruise-Ins

June 4, 2011

10am to 2pm

Community Awareness

CrossPointe Baptist Campus, 1009 Walker Avenue, Fultondale, Alabama

Classic Car Show - \$25 judging entry (I believe it states free entry for no judging rides)

Note: only 1981 and earlier

50/50 and door prizes; silent auction, food available
food & cash donations to benefit Fultondale area Food Bank distributed by Fultondale First Baptist Church

Info: ffbconline.org or 205-849-0184 or 205-910-1320 or email psimoore@bellsouth.net

June 11, 2011

8am to 2pm

East Alabama Shrine Club's 8th Annual Cannon Ball Fun Run at Janney Furnace Civil War Park, Ohatchee, AL to benefit Shrine Charities

Info: Ronald Self 256-362-9346 or Wayne Hill 256-820-3191

June 17 - 19, 2011

Noccalula Run 28 Rod Run & Swap Meet at Noccalula Falls Park, Gadsden, AL

Info: Steve Fleming 256-492-2950 or Randy Clanton 256-458-2006

Next Meeting:

Date: Friday, June 17, 2011

Time: 7:00 pm

Place: Fullness Christian Fellowship.

Bring your covered dish!!

Calendar of Events

May 14 4th Annual Panhandle Cruisers Nat'l Car Show in downtown Pensacola, FL. Pre-reg. \$25 ends May 1, \$30 for day of the show.

May 13,14 Virginia Vair Fair in Chesapeake, VA. Marriott Chesapeake, 725 Woodlake Dr., \$99 per night – 757-523-1500; ask for the Corvaire Fair rate.
www.corvaire.org/chapters/tidewater/vairfair.html

July 26-30 CORSA Nat'l Convention, Denver, CO.
www.corvaire.org

Web Links 4 U!

Corvaire Driver's Education – Good video for your young Corvaire driver to watch.

<http://www.youtube.com/watch?v=IXnefXSieb8&feature=related>

Ralph Nader – Unsafe at Any Speed – Here's a study of Nader's book as it relates to auto safety in general and Corvairs in particular.

<http://www.youtube.com/watch?v=IF-8a6B8Ljk&feature=related>

Michael Landon's '63 Spyder commercial:

<http://www.youtube.com/watch?v=Gv31gg5nh3I>

Wanted and For Sale...

Wanted: Rear outlet air grill for a '66 Monza.
Contact John @ 205-834-3120.

Birthdays

Sandy Stolzmann - Jun 4

Anniversaries

Mr. & Mrs. Jeff McCrary - June 13

May VCE Meeting Minutes

The May meeting was held as usual on the third Friday of the month at Fullness Christian Fellowship.

The meeting was preceded with a delicious potluck supper provided by the members.

VP Pete Woods called the meeting to order. Not many members were present so the meeting was short and to the point. Members who needed help with damage from the April 27th tornadoes was discussed.

A short tech session was held and the meeting was adjourned.



From the Editor:

From my last month's article, I have a retraction to make. While we as a club have a lot to be thankful for, there were some members that were adversely affected by last month's storms. Buck and Jewel Hinkle and Bob and Wilma Siemens both suffered a fair amount of property damage. Their houses survived with minor damage, but there were a lot of trees down, especially at the Siemens. To top it off, the Hinkle's house was burgled!

After a futile search for 13 inch tires, I bit the bullet and purchased some 14 inch wheels. Hope to have them cleaned up and on the car by the end of June, hopefully with tires. I checked out most of the tire places within 50 miles of Hoover and came up with nothing. Hoyt mentioned at our May meeting that he found two at a Firestone place in Chelsea. When I checked the Firestone place I last bought tires at I was told they looked at other stores, but evidently not that one.

The other two projects I have been working on have been upholstery and a new steering box, column and wheel. Russ and I completed the steering ordeal a couple of weeks ago. Look for a tech article soon.

The upholstery is coming along slow. I have the rear armrest panels and sun visors left to do, and I have to build a frame for the Sebring rear seat back. Right now I have it wired to the original seat springs, which I compressed and wired down so it would fit. I tried painting the sun visors with vinyl paint. They look really good, but don't match my 'saddle' interior colors at all!

Please read the letter about the SEMA Action Network. They are an advocacy group by and for car enthusiasts that monitors legislation that could hinder or eliminate the classic car hobby. I read something about them in another Corvair newsletter and emailed them for permission to reprint. I got an email back, plus a phone call. This seems to be a very 'on the ball' organization that is looking out for our interests. Take care, drive safe and GET THAT CORVAIR OUT THERE!!!!!!!!!!!!!!

- John -

Tornado Relief Contacts:

American Red Cross: 1-800-Red-Cross

Salvation Army - 1-800-Sal-Army

United Way of W. AL - <http://www.uwwa.org/> or 205-345-6640

United Way of Central AL - <http://www.uwca.org/> or 205-251-5131

Governor's Relief Fund - <http://www.servealabama.gov/2010/default.aspx>



Cruise-In Locations

Most of these run from April through October, starting around 5 pm.

1st Friday

Gadsden, AL. Broad Street, downtown

1st Saturday

Alabaster, AL. DQ in Walmart shopping center

Hanceville, AL. 6-9pm; August; Across from Wallace State.

Hoover, AL. 9am to noon; Krispy Kreme

Odenville, AL. Piggly Wiggly

1st Sunday

Decatur, AL. Sonic on 6th Avenue

2nd Saturday

Argo, AL. Clearbranch Church

Clanton, AL. 6-9pm, Downtown; call 205-755-3164

Hueytown, AL. Walmart

Moody, AL. Bernetti's Ice Cream Parlor 231 Moody Pkway.

Pelham, AL. 4-7pm, Pelham Town Center (Publix & Johnny Ray's); Tank Farm exit.

Pell City, AL. Jacks, near Hwy 78 and 231

McCalla, AL. Target parking lot in Colonial Promenade shopping center.

3rd Saturday

Argo, AL. Drive In Theater, call 205-467-3434 for times.

Hoover, AL. 6-9pm Krispy Kreme

Pinson, AL. North Park Church on Deerfoot Prkwy

4th Saturday

Sylacauga, AL. Home Depot parking lot

Fultondale, AL. Target, exit 267

Gadsden, AL. Ryan's Family Steakhouse, call 256-492-2950

Judi's Convertible by Billy Cannon

Many of you know that we have been working on Judi's '67 Monza Convertible. I gave the car to Judi on our anniversary back in October. It was in white primer with 'ratty' black interior and top.

I had asked Judi to make her paint and top preferences since the car was basically a "blank canvas". She quickly chose a dark purple with white top and interior. Some of you fellow VCE members had suggested that she go with the factory evening orchid with the white top. She was adamant about sticking with her original request so we continued on as planned.

During the process of getting the car ready for paint, I took a closer look at the body trim tag and deciphered the GM codes. Believe it or not the original, from the factory, body color was Royal Plum and the top was white with black interior. So it was in the cards that her car was going to be purple anyway.

As of this writing the car is in the paint shop and should be finished right after Memorial Day. The interior from Clark's was received yesterday morning and the white convertible top came in a box with the original purchase of the car. We are going over to Anniston Custom Carpets this afternoon to choose the carpet.

Now all that is left to do is put the car back together, and she will be ready to hit the rest of this summer's car shows and cruise-ins. Here is a couple of 'before' pictures:



Look for the 'after' pictures in next month's Oil Drop or see the real thing at next month's meeting.

Billy and Judi Cannon

Send Oil Drop submissions to:

John.C.Cleveland@ElPaso.com

Office – 205-325-7654

Cell – 205-834-3120

NOTE: PLEASE SUBMIT SUBMISSIONS NO LATER THAN THE 25TH OF THE MONTH.



**SEMA Action Network Maintains Record of
Achievement**
*Legislative Partnership has Yielded Unprecedented
Successes*

Gridlock and bitter partisan politics continue to persist in Washington, D.C. and in the state capitols around the country, making positive legislative action difficult. Fortunately, the SEMA Action Network (SAN) has been breaking through the gridlock and promoting legislative solutions for the automotive hobby since 1997.

The SAN is a partnership between enthusiasts, vehicle clubs and members of the specialty automotive parts industry in the United States and Canada who have joined forces to promote hobby-friendly legislation and oppose unfair laws. With over 45,000 members, 3 million contacts and an ability to reach 30 million enthusiasts through print and press, the SAN is the premier organization defending the rights of the vehicle hobby. Best of all, joining the SAN is FREE and carries no obligations.

When it comes to taking the action needed to protect the automotive hobby, only the SAN has the experience, the resources, and the dedicated network of enthusiasts to stop unreasonable bills in their tracks and keep the hobby free from overly restrictive government regulation. No other organization brings such a comprehensive set of tools and resources to bear on this mission:

- A professional government affairs staff in Washington, D.C. that works in all 50 states and at the federal level.
- A full-time research staff that monitors every bill introduced in every state.
- Tailored action alerts sent to enthusiasts with bill information, speaking points, and legislator contact information.
- The SEMA SAN website which features tracked legislation, action alerts, guidance on letter writing, lobbying elected officials, land use policies, warranty denial and a means by which you can identify your legislators.
- The award winning monthly legislative newsletter – *Driving Force*.
- Pro-hobby model legislation crafted by SEMA SAN staff.
- The State Automotive Enthusiast Leadership Caucus – a collection of 456 state legislators with a common goal to support the motor vehicle hobby.
- The Congressional Motorsports Caucus – nearly 100 U.S. Representatives and Senators who have aligned to pay tribute to America's ever growing love affair with the car and motorsports.

The SAN is an organization dedicated to providing the tools and information necessary for hobbyists to protect their passion. To raise awareness of important issues affecting the hobby around the country, the SAN sponsors the Hot Rod Power Tour bus, travels to car shows and events, raises awareness through automotive media, operates a Facebook group and a Twitter page, and distributes issue brochures to car clubs and businesses. The SAN further supports car clubs by advertising their shows and charitable events in *Driving Force*.

In its 14-year history, the effect of the SAN on shaping government policy has been enormous. The SAN has successfully:

- Enacted street rod and custom vehicle (including kit cars and replicas) registration and titling laws in 21 states.
- Protected classic vehicles waiting to be restored on private property from confiscation.
- Safeguarded legal off-road nitrous oxide use with SAN model legislation
- Defended enthusiast's right to use aftermarket exhaust systems.
- Junked state level "Cash for Clunkers" legislation.
- Enacted legislation to lower taxes and fees for hobbyist vehicles.
- Advocated to ensure public lands remain open to responsible off-road recreation.

The current economic and legislative environment is emboldening governments to become more aggressive with their anti-auto hobby legislation. States are seeking new avenues for generating revenue and new ways of dictating what you can and cannot do with your vehicles. The message government is sending is clear - the hobby needs the SEMA Action Network now more than ever. Enlist now in this fellowship of auto enthusiasts, join the SAN at www.SEMASAN.com

Steering Box and column replacement:

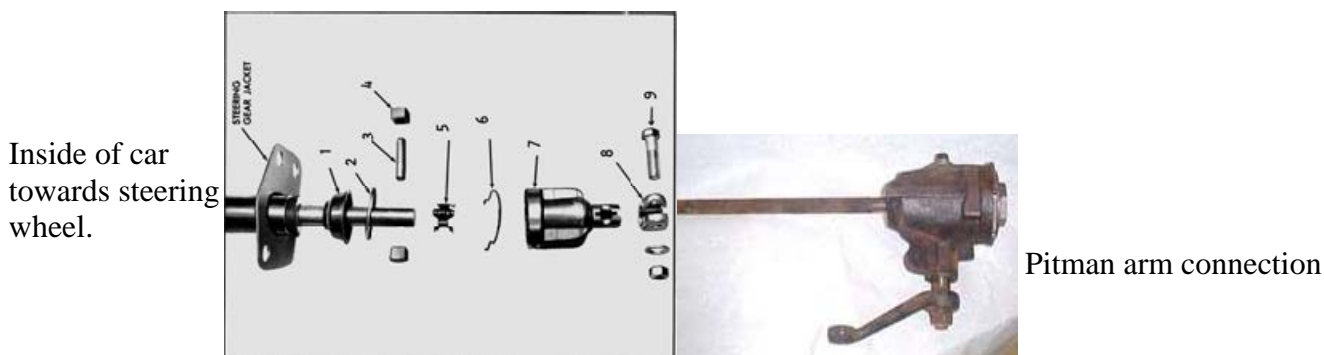
John Cleveland

I wanted to replace the telescoping column in my '66 Monza because of its hodgepodge of parts from different year cars. It had an early steering wheel with the telescoping column and late model steering box. While this procedure isn't according to the shop manual, this is how we did it.

The first issue was wading through the myriad changes made to steering between '64 and '66, column differences between telescoping and standard, steering box shaft lengths, number of splines, etc. to come up with the correct combination for my '66.

I purchased a good used steering box a couple years ago and after cleaning it up and replacing the pitman arm shaft seal it was ready to install on the car. Russ had a standard column and wheel that was correct for my car, so arrangements were made and we got together to 'whip this out'; little knowing that it would almost 'whip us out' before it was over!

The pictures below show how a late model steering system is set up. The steering box is on the right and the column at the floor is shown on the left at the flange.



Verify the front wheels are positioned straight ahead. Remove the nut and washer from the pitman arm shaft and remove the pitman arm from the shaft.

The shop manual says to drill a 1 3/8" hole through the fender well behind the driver's side wheel to access the clamp bolt and nut (8 and 9 in the picture). Once the clamp is loose and the 3 bolts holding the box to the frame are removed, the steering box shaft can be removed from the coupler housing (7) and the box removed from the car. YEAH RIGHT, the splines on that shaft have been clamped in that housing since I was 10 years old! They ain't coming out. We removed the spring clip (6) and separated the box from the column at that point. Be careful about parts 4 & 5 in the picture. They are 'loose' parts and might fall out. Inside the car we disconnected the wiring harness, loosened the steering column clamp under the dash and 3 bolts and screw that hold the column to the floor. After some maneuvering of the mating bracket under the car, the column came out.

The installation of the new column and steering box went in the reverse order. Instead of trying to make up the steering box shaft to coupler housing, we opted to clamp the housing to the shaft and make the connection inside the coupler housing.

First we centered the new steering box shaft by counting the full number of turns and dividing by two. The mark on the steering column was put at top dead center. The steering box was bolted to the frame and after putting some grease on the bearing blocks (4) to help hold them in place, the steering column was carefully maneuvered through the floor and into the housing. The spring clip (6) was put in place and the pitman arm was reattached to the steering box shaft. The column was bolted to the floor and clamped under the dash and the electrical connection was made. After a test drive the steering wheel was adjusted one notch on its spline to center it and away I went!

I would recommend purchasing the following parts:

New grade 8 bolts for the steering box (3/8 16X2 7/8) 3" length grade 8 are readily available

Rubber Seal for Coupler Housing if yours is cracked or missing. (#1 in the picture).

Clamp, bolt, nut and washer (#8 & 9 in the picture)

Also get a BIG CAN of WD-40 or your favorite penetrant.

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: Richard Stoltzmann
205/467-6444*

*Vice President: Pete Wood
205/956-6832*

*Secretary: Russ Thuleen
205/678-7979*

*Newsletter: John Cleveland
205/834-3120*

*Treasurer: Joe Doughty
205/995-0131*

Hospitality: Harold Hartline

Arrangements: Jewel Hinkle

Web: <http://www.corvair.org/chapters/chapter352/>

Vulcan Corvair Enthusiasts
147 Crossbrook Dr.
Chelsea, AL. 35043



THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 32, No 7

July 2011



THE PRESIDENT'S COLUMN:

Well, I made the June meeting, it looked like I would be picking up 180 bales of hay, but I got rained out, so was glad to make the meeting. It looks like a lot of other members made it also. After a few meetings with low turnout we had I believe 27 adults and 2 children. There was a great selection of eats. I'm sorry you missed it John! Someone has to pay social security taxes.

At the formal and not so formal meeting, Pete woods mentioned that he would like to put together a one day touring event this fall, and asked members to think up places they would like to go for a one day outing. so everyone bring your suggestions to the next meeting.

After the meeting I gave a tech talk; and show and tell on drilling out and tapping the 65 yokes to accept 5/16 by 24 bolts. The casting are identical, except the 66 and later are a little heavier, but the 65 yokes still are strong and large enough to accept the larger holes and bolts.

DID THEY REALLY SAY THAT: From a company memo!!

"E-mail is not to be used to pass on information or data. It should be used only for company business." Richard:

Web Links 4 U! - Corvair Commercials

Don't show this one to young children, they'll never look at the Easter bunny the same again!

<http://www.youtube.com/watch?v=AbDyHa3dcLs>

Jimmy Dean's 1960 ad

<http://www.youtube.com/watch?v=w1TgGZBs028>

1961 Corvair 95 ad

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

1961 Corvair line ad

http://www.youtube.com/watch?v=Y-zC_PGDOOk

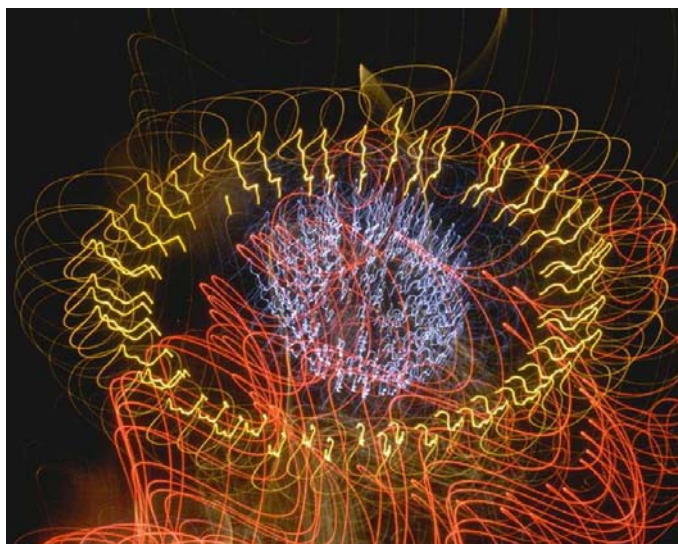
Next Meeting:

Date: Friday, June 17, 2011

Time: 7:00 pm

Place: Fullness Christian Fellowship.

Bring your covered dish!!



Wanted and For Sale...

Wanted: Rear outlet air grill for a '66 Monza.
Contact John @ 205-834-3120.

Birthdays

Ed Keller - July 2
Leslie Steckler - July 6
Russell Noble - July 17
John Cleveland - July 26

Anniversaries

John & Denise Cleveland - July 29

Cruise-In Locations

Most of these run from April through October, starting around 5 pm.

1st Friday

Gadsden, AL. Broad Street, downtown

1st Saturday

Alabaster, AL. DQ in Walmart shopping center

Hanceville, AL. 6-9pm; August; Across from Wallace State.

Hoover, AL. 9am to noon; Krispy Kreme

Odenville, AL. Piggly Wiggly

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Hueytown, AL. Walmart

Moody, AL. Bernetti's Ice Cream Parlor 231 Moody Pkway.

Pelham, AL. 4-7pm, Pelham Town Center (Publix & Johnny Ray's); Tank Farm exit.

Pell City, AL. Jacks, near Hwy 78 and 231

McCalla, AL. Target parking lot in Colonial Promenade shopping center.

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Fultondale, AL. Target, exit 267

Gadsden, AL. Ryan's Family Steakhouse, call 256-492-2950

Send Oil Drop submissions to:

John.C.Cleveland@ElPaso.com

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NOTE: PLEASE SUBMIT SUBMISSIONS NO LATER THAN THE 25TH OF THE MONTH.

THE BIRTH OF VCE

VULCAN CORVAIRS is a "convention-AL" group! Of all the Corvair clubs organized in this country, the Vulcan Corvair Enthusiasts of Birmingham AL, probably formed under the most unusual circumstances.

In 1974, the founder, Lee Miller, had an idea of having fellow Corvair Society of America (CORSA) members down to take a parade lap around the Alabama International Speedway (now Talladega) just before the running of the WINSTON 500 NASCAR Race.

Not knowing exactly how to go about doing this, Lee wrote Dave Newell (Historian of CORSA) to seek some advice. Dave's reply was that in order to get members down to B'ham, a convention would be the best bet. To put on this event, one of two things had to be done. Either ask various clubs in the area to help put on the activity, or form a club in Birmingham.

Several clubs were contacted and the response was the same: "Sounds like a great idea and we will surely attend, but we just don't have the time or manpower to put on the event ourselves."

Lee, not being one to quit easily, put an ad in the newspaper concerning the formation of a local chapter of CORSA. Twenty six members and 11 months later, a new club was putting on what many say was one of the best conventions ever to be held for Corvair enthusiasts. And the funny thing about all this is the fact that VCE was in fact formed just to put this successful event into reality.

(Excerpts from original article written by Dean Koch for the September 1978 communiqué.)

Wouldn't it be grand to have the 2015 convention here in Birmingham for the 40th anniversary of the forming of our club?



Why the 1965 Greenbrier?

By; Billy Cannon (Much of the content here is from an original article in the January 1982 Communiqué written by Bill Borland, Valley CORSA)

Vulcan Corvair Enthusiasts club members have recently been working to clear the April 27th devastation on Bob and Wilma Siemens's property. Among many of the damaged Corvairs is a very rare 1965 Greenbrier which we pulled from under the aluminum shed where it was stored. The major damage is to the cab area, windshield, and buckled roof. But nothing that our resident 'supercorvairman', Russ Thuleen, is afraid to tackle. When he starts on this project I hope that he will remember my name when he starts looking for volunteers.

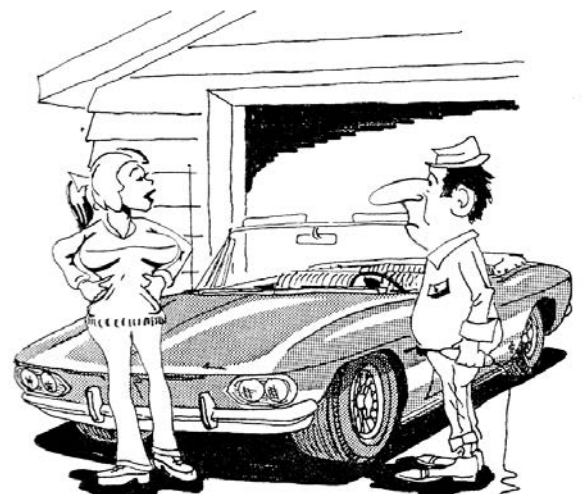


Quite a few people do not realize that a Greenbrier was made in 1965. My first thought was that Chevy had a lot of 1964 bodies left and wanted to use them up. Actually, the real reason for the 1965 Greenbrier was that Chevrolet was coming out with a new 'sports wagon' to compete with the Ford Falcon wagon. They were able to get the Chevy Van in production in time for the 1965 model run, but not their sports wagon at that time; so, to fill the gap until the sports wagon was available, Chevy continued the Greenbrier into the 1965 model run until December of '64. At which time the Chevrolet Sports wagon became available. Total production of 1965 Greenbriers was 1,528.



Although the '65 Greenbrier was only a fill-in until the sports model became available, it still had a lot of features that were not available on the '64; among them were: a new ignition switch similar to the ones used in the '65 cars (except it didn't have an accessory position), a new turn signal switch (the same as used on the '65 cars), an alternator, new arm rests, a new horn ring, new body side emblems (these were placed in the area where the white stripe is), and the early model car 100-mph speedo was used.

The 1965 Greenbrier could be ordered with doors on the left (drivers) side, a deluxe interior, a gas heater, and any of the options previously offered. The 1965 Greenbrier owner's operating instructions were included in the 1965 passenger car manual.



"I don't care if it does do a great job . . . you're not using the electric tooth brush on your old wire wheels!"

Bolton	Art & Vickie	2056 Shebia Drive	Hoover	AL	35226		arlfurcator@bellsouth.net
Cannon	Billy & Judi		Goodwater	AL	35072	256-839-1672	gtchieff@gmail.com
Cannon	Shawn		Goodwater	AL	35072		
Cleveland	John & Denise	2511 Grand Point Cir	Hoover	AL	35226	205-834-3120	cj.cleveland@charter.net
Daniels	Steve & Sherri	4919 Meadow Brook Way	Birmingham	AL	35242	205-995-9474	sddaniel@bellsouth.net
Doughty	Joe & Rozelle	324 N. Lake Rd	Birmingham	AL	35242	205-995-0131	jandridoughty@bellsouth.net
Dixon	Roy & Connie	959 Scott Cemetery Rd.	Carbon Hill	AL	35549	205-522-6354	c.t.oncallers2@bellsouth.net
Hartline	Phil & Carol	905 Echo Trail	Warrior	AL	35180	205-590-0141	philancicarroll@att.net
Hartline	Harold & Louise	564 County Rd. 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	mdmmer1@bellsouth.net
Keller	Ed & Carol	2461 Jannebo Rd	Birmingham	AL	35216	205-823-5424	Ed-ekps119@bellsouth.net
							Carol-doublesonly@bellsouth.net
Marr	Hoyt	390 Oaks Lane	Alpine	AL	35014	256-268-0789	marincm32@yahoo.com
Miller	Joyce	601 Avondale Rd	Montgomery	AL	36109	334-272-7085	retiredcouple@juno.com
Miller	Linda	224 Carol Villa Dr.	Montgomery	AL	36109		jimkoko@gmail.com
Noble	Russell & Debbie	3416 Danner Circle	Birmingham	AL	35243	205-822-6092	rnoble@southnetco.com
Popinski	Joe & Carol	212 Maple Trace	Hoover	AL	35244	205-987-1780	jpopinski3@aol.com
Roth	Chris						
Siemens	Bob & Wilma	1725 Buck Island Dr	Guntersville	AL	35976	256-582-2175	rsiemens@charter.net
Snider	Floyd T.	4960 Big Oak Dr.	Southside	AL	35907	256-442-1149	
Steckler	Leslie	147 Crossbrook Dr.	Chelsea	AL	35043	205-678-2191	varlun@aol.com
Stolzmann	Richard & Sandy	376 Burgess Dr.	Springville	AL	35146	205-467-6444	rickeyrich43@hotmail.com
Sweet	William & Virginia	2040 Glen Eagle Ln	Birmingham	AL	35242	205-980-2894	wsweet11@att.net
Thuleen	Russ	147 Crossbrook Dr.	Chelsea	AL	35043	205-678-7979	rampsideruss@aol.com
Wirkos	Dick & Barbara	3112 Clayburne Rd	Dott. ar.	AL	36303	334-792-8528	Bwitkos@centurytel.net
Wood	Pete	5735 Belmont Dr.	Irondale	AL	35210	205-956-6832	pete455@graffini.net

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Arrangements: Jewel Hinkle

Web: <http://www.corvair.org/chapters/chapter352/>

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THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 32, No 8

August 2011



THE PRESIDENT'S COLUMN:

Although we had low attendance at the July meeting, the eats were terrific. We had some Corvair goodies that Russ brought to the meeting that member Floyd Snyder gave to Russ to distribute. I ran off with some r44ff sparkplugs and a steering wheel puller, a 67 & 69 Chevrolet chassis repair manual, and a Chilton repair manual for a 60-69 Corvair. We discussed a picnic for August and the info would be in our next newsletter.

I gave a show and tell on putting a nylon bushing on the inner part on a strut rod with a grease fitting installed. I also brought in 3 exhaust valves and valve guides showing how both had worn on a 150,000 mile engine. Both the guide and valve stem were worn badly.

I also brought in some valves from an engine with 450,000 miles and the valve stems were not worn. I don't know the history of the 150,000 mile engine, so don't know if the oil was changed regularly or what type of oil was used. The valves from the 450,000 mile engine came out of my 1967 that I bought new.

Did They Really Say That?

"Doing it right is no excuse for not meeting the schedule. No one will believe you solved this problem in one day! We've been working on it for months. Now, go act busy for a few weeks and I'll let you know when it's time to tell them."

Web Links 4 U! - Corvair Commercials

The links I put in last month's newsletter didn't work, and I can't figure out why.

Use the following link to YouTube and type Vintage Corvair ads in the search box.

Corvairs were advertised by such stars as Michael Landon and Jimmy Dean and Chevrolet had a lot of prime time advertising.

http://www.youtube.com/results?search_query=vINTAGE+CORVAIR+ADS&aq=f

Next Meeting:

Date: Friday, August 19, 2011

Time: 7:00 pm

Place: Fullness Christian Fellowship.

Bring your covered dish!!



Birthdays

Patrick Daniels - August 3

Anniversaries

Harold & Louise Hartline - Aug. 1

Cruise-In Locations (Updated 7-20-11)

Most of these run from April through October, starting around 5 pm.

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2nd Saturday

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Hueytown, AL. Walmart

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Pell City, AL. Jacks, near Hwy 78 and 231

McCalla, AL. Target parking lot in Colonial Promenade shopping center.

Opelika, AL. Home Depot Tiger Town

3rd Saturday

Argo, AL. Drive In Theater, call 205-467-3434 for times.

Dothan, AL. Southside Sonic Drive In.

Hoover, AL. 6-9pm Krispy Kreme

Munford, AL. Big Daddy's BBQ, Hwy 21

Pelham, AL. 5-8pm, Pelham Town Center (Publix & Johnny Ray's); Tank Farm exit.

Pinson, AL. North Park Church on Deerfoot Prkwy

4th Friday

Talladega, AL. 5:30-8:30 pm. McDonald's 110 Haynes St.

4th Saturday

Gardendale, AL. 5-9 pm Ashley Furniture parking lot. Exit 165

Sylacauga, AL. Home Depot parking lot

Fultondale, AL. Target, exit 267

Gadsden, AL. Ryan's Family Steakhouse, call 256-492-2950

July VCE Meeting Minutes

The Vulcan Corvair Enthusiasts met for the month of July on the 15th. The meeting was preceded by the usual potluck dinner provided by the attending members, of which there were only 10 present. Treasurer Joe Doughty reported the club has an available balance of \$452 in the account.

The Chattanooga, TN club has a picnic planned for August 14th and VCE members are invited to attend! Call John for more information or look for the information in this edition of the Oil Drop.

Members discussed the possibility of a day trip in October which would be separate from our weekend trip to Warner-Robbins for the fair and parade. Further details will be discussed at the next meeting. Keep your ears open for more information!

Early members were the topic of discussion, just prior to a tech session on valves by Richard. John moved to adjourn.



Wanted and For Sale...

For Sale: Set of 4 - 13 inch wire wheel covers, chrome plated steel; excellent condition. These are aftermarket, made by Norris Industries. They have a gold Chevy Bowtie emblem in the centers. With or without 4 - 13 inch 5 lug wheels. \$200.00.

For more pics, contact John at 205-834-3120 or John.C.Cleveland@ElPaso.com



Send Oil Drop submissions to:

John.C.Cleveland@ElPaso.com

Office - 205-325-7654

Cell - 205-834-3120

NOTE: PLEASE SENT SUBMISSIONS NO LATER THAN THE 25TH OF THE MONTH.

From the Editor:

Convertible Update: I got the reconditioned 14 x 7 inch wheels on the car a couple of weeks ago and they really look sharp. I put 195 70/R14 Michelins on, which gave me almost identical O.D. to stock and allows me to use my original 13 inch tire and wheel for the spare. The size is readily available in low, mid and high price ranges, but don't expect to get raised white letters or white walls in a 14. I have seen no affect on the speedometer when comparing it to my GPS and I feel the car handles much better. I am experimenting with front/rear tire pressures to see where the sweet spot is. The center caps and lug nuts came from Summit Racing.

The upholstery project is almost complete. I put everything in except the driver side door panel last Saturday. When I took that panel off I discovered several of the plastic retainers the clips snap into were missing. After a futile afternoon search around town I ordered some on the internet. They should be here this week.

The next project is a new clutch cable and clutch rod adjusting nut. This is the fine thread nut that attaches to the cable and pins in to the cross shaft on a late model. If you have a manual transmission I would highly recommend checking the condition of the pin on the nut. Mine was worn over half in two!

Also I hope to get wiring run and sensors installed for new oil pressure, temp and voltage gauges while I'm under there. The last thing I have to do is a new engine compartment wiring harness and instrument cluster w/tach installation, then I'm out of the parts I bought last winter.

Since we have a website and facebook page up and running, we should get pictures of ourselves and our cars on both sites. Many of the younger generation don't know what a Corvair is, let alone looks like. I have also found that surfing to other club's web sites and looking at other cars often times can clue me in on how or where a piece fits or what some interior part is supposed to look like. You can also get some good ideas on how certain modification look on a car before you decide it that is something you want to do.

Please send me a couple of pics of you with your car by the end of July. Use a digital camera, not a cell phone, and turn the date stamp feature off. I'll get the pics to Billy and Steve for posting. It will make our presence on the web much more appealing.

Take care, drive safe and GET THAT CORVAIR OUT THERE!!!!!!!!!!!!!!!!!!!!

- John -



Corvair: Cool enough to take the heat

Late Model Backup Switch Repair

Richard Stolzmann

I had a couple of switches where I repaired the broken off connecting posts with a new circuit board. While testing the newly repaired switch I found out it would work in one transmission and not in another. I checked it out by depressing the plunger (#8) until the two posts had continuity between them. This was the switch that would not work in one transmission. By depressing plunger (#8) it stopped after about 1/8 inch of travel and I had continuity between the two posts. I depressed it further (a little harder) until I had 1/4 inch of travel. After this the switch would not work in any transmission. Disassembling the switch I found out that the brass washer (#3) was bound up in the plunger (#8). After cleaning the plunger shaft to remove the varnish buildup, the brass washer with the insulating washer (#4) was free again on the shaft. I found out that when you depress the plunger, spring (#6) pushes the brass washer to make contact with the two posts. If the plunger depressed further the shaft continues to move and the washer slides back on the shaft to keep over travel damage from happening. It's the job of spring (#6) to absorb the over travel and then to push the washer (#3) back out to the end of the shaft when the plunger is released. If the brass washer with the insulating washer is too tight on the shaft it will stay retracted and the switch will not work again. Cleaning the shaft of (#8) with lacquer thinner fixed two of the three switches that had this problem. On one switch I had to use a numbered drill and ream out the insulating washer on #3 to fix it.



Late model backup switch w/o circuit board and posts.

is

Index to parts in switch:

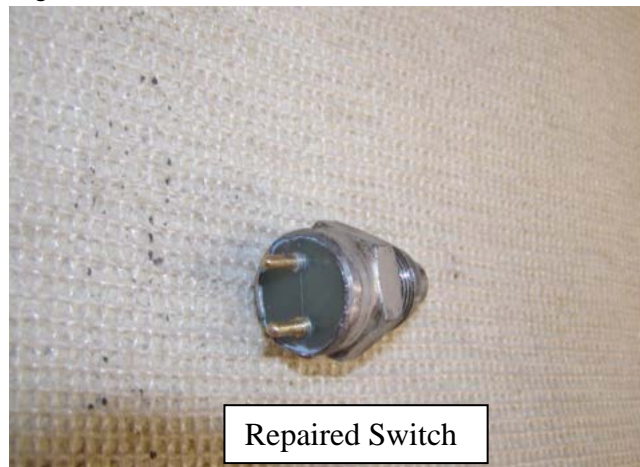
- (#1) metal washer riveted on end of #8
- (#2) new insulating washer to replace #4 damaged
- (#3) brass washer that makes contact between the two posts, with insulating washer with shoulder on it as shown in picture with no numbers. This slides back on plunger when there is plunger over travel
- (#4) insulating washer
- (#5) this holds the switch together with about 6 swags inside the switch housing. I have to grind out about 4 to remove this holding washer. After I take a sharp blunt punch and stake it back in
- (#6) pushes on brass washer to move it when plunger #8 is depressed
- (#7) pushes the plunger #8 back out.
- (#9) one of the switches had this metal spacer around the circuit board that held the two posts?
- (#10) switch housing.



Tools made to open the switch housing to accept the new circuit board and the one to close it back up after.



New board to hold the posts cut from old piece of circuit board.



Repaired Switch

Reconditioning Aluminum Wheels

John Cleveland

My recent purchase of a set of wheels off the internet yielded a set of saveable but very dirty and corroded aluminum wheels. The task at hand was to get them in shape to put on my car before the cord wore through on a couple of my old 13 inchers.

The first step in reconditioning any set of wheels is to get them thoroughly clean, front and back. EasyOff oven cleaner works well for the initial cleaning and will also take off most of the corrosion. Spray it on and let it soak for about a half hour then use a Teflon safe scouring pad to scrub with. Rinse with water and repeat if needed. Mine took two cleanings. There are also several places you can buy aluminum cleaner or cleaning kits.

That was the fun part, now comes the elbow grease part.

The object of sanding through successive grits is to make the surface of the wheel uniform. You are basically sanding out the deep pits and scratches to get a uniform 'scratch' pattern on the entire surface. Each finer grit sands out the previous pads 'scratches' and makes a new 'scratch' surface finer and less deep. The final polishing with a paste will eliminate the fine 'scratches' left by the final sanding and result in a smooth, shiny surface.

Because of the irregular surface of my wheels and the fact that only the centers, spokes and rims would need polishing I chose to do my polishing by hand. A rotary tool or small drill with various pads would work well on a smoother surfaced wheel.

To start look at the wheels and find the worst part of the worst one. This will be used to test what grit sandpaper to start with. I started with a 220 grit painters sanding pad but you might need to go to a more aggressive grit if the pits and scratches are really deep. I dry sanded, but some people recommend wet sanding. The pads work really well on wheels that have a lot of uneven areas as they conform to the surface better than paper. Remember that aluminum is soft, so don't use a lot of muscle with the heavier grits, just enough to get a uniform 'scratch' surface.

Work the whole wheel over with the heaviest grit and then clean the wheel thoroughly to remove all the grit from the surface. Failure to clean the wheel between sandings will result in the heavy grit residue left over mixing with the lighter grit of the next step and will not result in the smoothest surface possible with the new grit. Doing this by hand is tedious and hard. You want to get the best results with as little work as possible.

Work through finer and finer grits until you are satisfied with the look of the wheel. I went from 220 to 400, then to 800 and ended up using 1500. My final sanding was done with 0000 steel wool.

The final step is to use a polishing compound to remove the final sanding's 'scratch' pattern. When looking at the wheels after sanding with the steel wool, they looked good to me, but after applying the polishing compound they looked even better!

The first polishing compound I used was from my Dremel kit. It is a hard compound and I used a piece of cotton T shirt to apply it. Rub the compound on the surface as you would sandpaper until you get the luster and shine you want, then wipe off and clean the wheel. I then used a lighter polishing compound called NevR-Dull which is a non scratch wadding impregnated with a polishing solution. Again, wipe off and clean the wheel. NevR-Dull also works well on all the chromed interior pieces in your car. I have used it on door handles, rear ash trays, headlight and wiper switches, etc.

I painted the valleys between the spokes with high temp black semi-gloss using a small brush. This was quicker than masking and spray painting, which I tried on the first wheel. Immediately after painting I used a cotton cloth wrapped around my index finger and rubbed the polished areas around the valleys with a consistent pressure to remove any paint on the polished areas and to give a uniform paint line between the valleys and the polished areas.

In all it took almost 60 hours to get these wheels in shape. It was a lot of work, but I now have a set of wheels on my Corvair that are distinctive and look really nice.



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

*President: Richard Stoltzmann
205/467-6444*

*Vice President: Pete Wood
205/956-6832*

*Secretary: Russ Thuleen
205/678-7979*

*Newsletter: John Cleveland
205/834-3120*

*Treasurer: Joe Doughty
205/995-0131*

Hospitality: Harold Hartline

Arrangements: Jewel Hinkle

Web: <http://www.corvair.org/chapters/chapter352/>



Four late models showed up at our July meeting!

**Vulcan Corvair Enthusiasts
147 Crossbrook Dr.
Chelsea, AL. 35043**



THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 32, No 9

September 2011



THE PRESIDENT'S COLUMN:

We had our meeting for August 19th with 16 people attending. The food was terrific and well enjoyed. The weather was really nice for driving a convertible and John Cleveland and I both drove ours. Can't wait for Russ to finish his.

We discussed the coming Warner Robins event coming in October. Not much going on in the coming month of September.

On a personal note, I got the engine, a 110hp PG for the 4dr with AC, with a 3:27 rear end ratio running. Had a problem with valve train noise even after I adjusted the valves. Then I noticed it was the three exhaust valves clicking slightly. They were the three that I had replaced the valve guides and had installed new valves as the stems on the old ones were worn also. I decided to run the engine on the stand and after 2 hours the valves quieted down. I guess the exhaust valves were a little tight.

DID THEY REALLY SAY THAT?

"What I need is a list of specific unknown problems we will encounter."

Web Links 4 U! - Corvair Club sites

Northern Vermont: Interesting site with some good links and information.
<http://clubs.hemmings.com/clubsites/nvce/index.cfm>

Tucson, AZ: Colorful site with some good links.
http://www.corvairs.org/tca_home.htm

CorvairHouston: Good listing of links, information and tech tips.
<http://corvairhouston.com/>

The best site of all:
<http://www.corvair.org/chapters/chapter352/>

Next Meeting:

Date: Friday, September 16, 2011

Time: 7:00 pm

Place: Fullness Christian Fellowship.

Bring your covered dish!!



Birthdays

Judi Cannon - Sept. 9
Buck Hinkle - Sept. 11

Anniversaries

Ed and Carol Keller - Sept. 27

Cruise-In Locations (Updated 7-20-11)

Most of these run from April through October, starting around 5 pm.

1st Friday

Gadsden, AL. Broad Street, downtown, 7:00 pm

1st Saturday

Alabaster, AL. DQ in Walmart shopping center

Hanceville, AL. 6-9pm; August; Across from Wallace State.

Hoover, AL. 9am to noon; Krispy Kreme

Odenville, AL. Piggly Wiggly

2nd Friday

Pelham, AL. What-a-burger

2nd Saturday

Clanton, AL. 6-10pm, Downtown; call 205-755-3164

Hueytown, AL. Walmart

Moody, AL. Bernetti's Ice Cream Parlor 231 Moody Pkway.

Pell City, AL. Jacks, near Hwy 78 and 231

McCalla, AL. Target parking lot in Colonial Promenade shopping center.

Opelika, AL. Home Depot Tiger Town

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Fultondale, AL. Target, exit 267

Gadsden, AL. Ryan's Family Steakhouse, call 256-492-2950

July VCE Meeting Minutes

The August VCE meeting was preceded as usual by the delicious potluck supper provided by the club members. The meeting was called to order by our President Richard Stolzman. V.P. Pete Wood brought his laptop computer to share pictures of past events he had recently loaded.

Oil Drop Editor John Cleveland requested pictures of all members with their vehicles. Email them to him ASAP!

A report was given on Jewel Hinkle, who was hit by a car recently. A report was also given on the recent happenings with the Russell Noble family. Russell's sister-in-law passed away, his wife suffered a heart attack and Russell himself was recently diagnosed with Prostate cancer. Our thoughts and prayers go out to the family.

Member Chris Rothe and his son recently attended the Corvair convention in Denver this summer and pictures have now been posted on the VCE Face book page. Check it out!

Pete brought up the idea of a day road trip soon and possible destinations are being considered. If you have an idea for a short one day road trip we might enjoy - give Pete a call.



Send Oil Drop submissions to:

John.C.Cleveland@EIPaso.com

Office - 205-325-7654

Cell - 205-834-3120

NOTE: PLEASE SEND SUBMISSIONS NO LATER THAN THE 25TH OF THE MONTH.

From the Editor:

Not much happening on the home front this month. Health issues have knocked the wind out of my sails for a while, but things are looking up.

Cleaned up the convertible and took it to the cruise in at Alabaster the first Saturday in August. It was hot, but there was a good turnout. I had the only 'Vair there and had a lot of lookers.

I also took it over to Meridian, MS for work. I stopped to fill up with gas before coming home and noticed a police cruiser coming in the station and looking me over. Finished filling up and went inside to get a cold drink. By the time I got back out, the two officers were parked behind me and out looking the car over. We had a good visit about the car and the work I've done on it. They were impressed with the rear engine design and even took a couple of pictures.

The two jobs I did on my car this month was to install a tach in the empty space where the clock goes. Billy Cannon provided me with an instrument cluster with the proper cutout so the tach would fit correctly. I used the cutout with my tach and parts and will return Billy's parts to him. This was a good chance to clean everything up and to use some contact cleaner on the headlight switch. Now my interior lights actually dim instead of just going off/on when I turn the knob! The other job was to install oil pressure, temp and voltage gages under the dash.

A big milestone this month has been my odometer rolling over to all zeroes. I thought when it was 000000 that the new car smell would come back. No such luck.

Be sure to keep the Hinkles and Nobles in your prayers. Last I heard, Jewel is healing up fine and Debbie Noble is doing much better. Russell is weighing his options about his cancer and leaning toward surgery.

For those of you who haven't sent in pictures of your cars, please send them in. We don't care if it's in boxes or spread out over the garage. Get as much of it in the picture as you can! Thanks for helping us with this project. It will go a long way to making our web site more personal and showing potential club members who we Corvair Enthusiasts are.

Take care, drive safe and GET THAT CORVAIR OUT THERE!!!!!!!!!!!!!!

- John -



CORVAIR TORSIONAL DAMPERS - REVISITED

By **Bob Helt**

(Reprinted from the "Vegas Vairs Vision" Newsletter)

After considerable study and research I have come to some new conclusions that I would like to share with you regarding our stock Corvaair torsional dampers.

As you know, the piston power strokes tend to slightly twist the crankshaft, which then untwists afterwards. This sets up a vibration in the crankshaft which can build up to a damaging force when these pulses occur at the crankshaft's natural resonant frequency.

To avoid crankshaft damage from these vibrations, Chevrolet included a vibration damper on most of the 164 cid engines. They called this damper a Harmonic Balancer which we now call by its correct functional name of Torsional Damper. But whatever you might call it, its job is the same.....to protect the crankshaft.

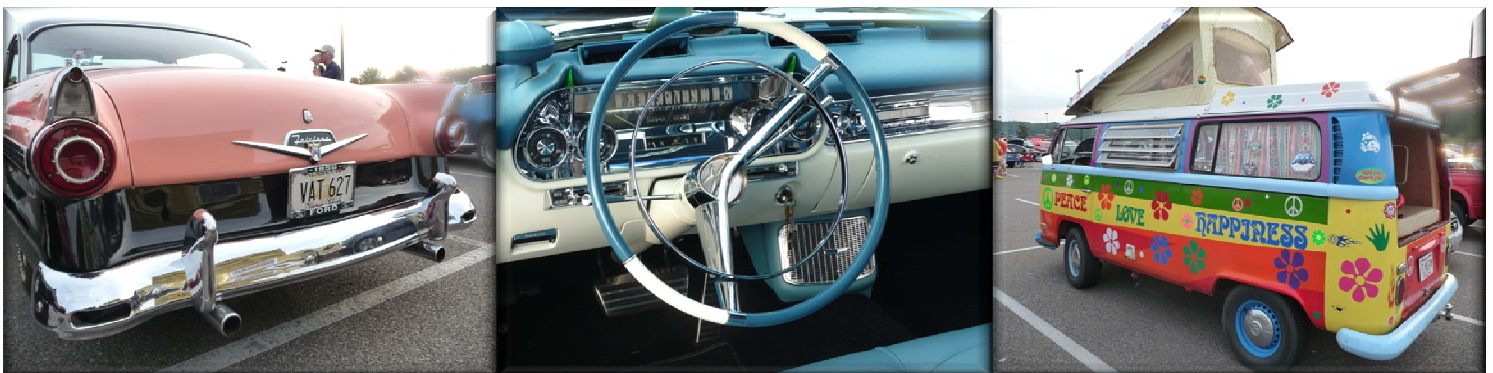
In rebuilding these dampers, I have found that almost all of them have hard or inflexible rubber in the section separating the two cast iron pieces. So it is apparent that this factory rubber doesn't last long in use. It deteriorates rapidly from heat and exposure. And as it deteriorates, it hardens, losing its flexibility and thus **REDUCING ITS DAMPENING ABILITY**. Since the design of the stock damper specifies that it be tuned to the crankshaft vibration frequency, this hardening of the rubber shifts the tuning upward to a higher frequency that will not sufficiently dampen the crankshaft. Dale Engineering who has rebuilt over 6000 dampers has found the tuned frequency has shifted upwards as much as 26% (from 222 Hz to around 280 Hz) in dampers that still seem to be useable with a still flexible rubber section.

This means that stock dampers that still appear to have good flexible rubber and be otherwise stock appearing may not provide sufficient crankshaft protection. Stated simply, you can't tell a good damper by its appearance or any simple test.

Vendor-rebuilt dampers now use a more durable synthetic rubber that doesn't deteriorate like the stock dampers did. But the lifetime stability of these rubbers is not known and may possibly be subject, to some extent, to the same kind of hardening and tuning shift of the stock dampers. In addition it is possible that some vendors may be using better rubber material than others. Thus, the hardening and tuning shift problem may not have been totally solved. Unfortunately, there is little technical knowledge or in-use experience to guide us on these vendor supplied rebuilds. Dale does warrant his dampers for their lifetime, but their extended lifetime dampening abilities seem to remain unknown.

Since crankshaft breakage is the result of many undamped vibrations over the crank's lifetime, it's hard to know the actual cause. But I have come to the conclusion that these broken crankshafts are mainly due to the continued use of an aging damper that appears good but that has shifted its dampening frequency and thus lost its damping capability over time.

Because of our inability to evaluate the damping capability of any given damper, the only solution is to replace any damper periodically with a vendor rebuilt one. The replacement cycle is subject to opinion but annually would seem to be appropriate for racing and daily use vehicles in warmer climates, and every five years for all others. If you are still using a stock damper, we recommend that it be replaced immediately. It doesn't have to separate to cease working.



The Preventive Maintenance Series

by Mike Dawson

(Reprinted from the June Heart of America Vaircor newsletter)

This is the first in a series of articles that will possibly help in diagnosing common (and uncommon) problems that can occur during Corvair operation. Most of you will recognize one or more that have already caused head scratching.

1. Powerglide transmission torque converters will leak down over time in a car that is not driven, overfilling the pan. Fluid will usually leak out of the shifter cable seal or a separation in the cable casing and leave a large puddle. Driving the car will cure the leak until the next time the car sits idle. Visual inspection will usually help you determine what is leaking. Change the O-ring and/or seal up the cable with an epoxy compound after cleaning and using sandpaper.
2. A mysterious dead battery on early model cars can be caused by the wire reinforced heater hose touching the stud and battery cable on the back of the starter solenoid. This can occur on late models, but less likely due to clearances.
3. Late model dashboards are plastic with a single ground strap to a screw under the dash on the left side of the column. Loss of that ground causes erratic gauge operation and strange light combinations.
4. A light howling noise when the engine is cold is usually the fan bearing. Grease it early with the tool that most clubs have available – or buy one from a vendor. (Editors note: Fan bearing greasing tool is shown on page tools-4 in the Clarks catalog and is available from our club's tool crib.)
5. Plugged up crankcase vent tubes on any Corvair will cause oil to come out of the dipstick tube or any weak gaskets. It also will spit oil into the air cleaners and can cause pinging. Clean both the upper and lower tubes with a frayed speedometer cable. Gas in the oil will cause the same symptoms, check for leaking carburetor needle and seats, failed choke pull offs or an internally leaking fuel pump which could be missing the boss that prevents gas from going into the crankcase.
6. A rusty fuse block can cause the ends of fuses to get hot and melt the filament during normal current draw. When you check them, use an ohm meter if there is any question. Also fuses made in China will melt at the caps instead of the middle and appear to be good. Again – use an ohm meter.
7. Flooding conditions (black smoke, rough running) at a cold start up can be a failed choke pull off. This also will dilute the oil with gas.
8. A ruptured vacuum modulator on Powerglides will cause a low reading on the dipstick when it is full. A failed modulator will also cause white smoke and pinging as it gets worse. To check: pull the lower hose connection and check for fluid. Also, check the level with the engine running and then shut off the engine and see if the fluid level comes up substantially in the tube.
9. A totally dead electrical system on an early model can be the 10 gage wire in the multi connector at the left front side of the engine compartment. Corrosion in the connector causes an instant total electrical failure. The cure is to solder in a bypass wire; the connector was only placed there for assembly purposes.
10. To lengthen the life of a late model speedometer cable, do not bolt the support bracket to the fender. Instead, use a wire tie to suspend it from the brake line. Too short a radius will break the casing and let water in.



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*The 'new car' smell doesn't come back
at 000000!*

Vulcan Corvair Enthusiasts
147 Crossbrook Dr.
Chelsea, AL. 35043



THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 32, No 10

October 2011



THE PRESIDENT'S COLUMN:

Well we had a good meeting on September 16th lots of good food and fellowship. We discussed the Warner Robins upcoming event and found out that Russ was working diligently to get his convertible, I believe a 66, ship shape and ready to go. Harold Hartline and I went down to Russ's place to help him install his top. We didn't finish so Harold went back the next day. Billy Cannon is also working to get Judy's car ready to go. So far he has had a few problems, carburetors and wiring issues.

I gave a tech session on using Harbor Freights 32 led flashlight as a replacement for the tail light bulb and back up light bulb. Well to make a long story short, the flashlight will work great for the backup lights, using a 10 ohm resistor to bring down the voltage. As far as the tail and stop light not so good. The leds looked really bright until they were compared to a regular 1157 bulb in a painted and grounded bulb socket. It seems the color spectrum of the white leds do not lend themselves to be filter through a red lens so good.

JOB INTERVIEW GAFFES:

INTERRUPTED TO PHONE HIS THERAPIST FOR ADVICE ON ANSWERING SPECIFIC INTERVIEW QUESTIONS;

Web Links 4 U!

I-65 Construction links:

<http://www.progress65.com/progress65-Jefferson.htm>

Corvair specifications (all years):

<http://www.carnut.com/specs/gen/vair60.html>

1962 Corvair brochure:

<http://www.oldcarmanualproject.com/brochures/Chev/1962/Corvair/index.htm>

A picture review of the Corvair:

<http://oldcarandtruckpictures.com/Corvair/>

Next Meeting:

Date: Friday, October 21, 2011

Time: 7:00 pm

Place: Fullness Christian Fellowship.

ATTENTION: There are still issues with the I-65 construction. The I-459 to I-65 North ramp is now closed (I-459 Exit 15) and the I-65 to Hwy 31 off ramp is also closed (I-65 Exit 252).

If you are coming in on I-459 South, use Exit 13B. Turn right on Hwy 31 and go back towards I-65. When approaching the I-65 underpass, get in the left lane for the left turn on to Columbiana just past the underpass.

If you are coming north on I-65, get on I-459 South as described above, or go to Exit 255 and turn right on Lakeshore Pkwy. Turn right at the first light, Columbiana. Go approx. 2.1 miles, the church will be on the right.

Holiday kind of driving at Corvair's lowest price

For easy-to-drive economy, the 500 Club Coupe comes with the lowest price of all Corvairs. It has all the basic Chevy Corvair advantages. But this is no stripped-down skeleton. Rich new colors and luxurious new patterns decorate 500 Club Coupe interiors for 1962. There are new comfort conveniences, too. Notably, front door armrests, dual sun shades and cigarette lighter—all of them standard equipment. And there's a new automatic choke (yours in every Chevy Corvair) for balanced fuel mixture at all temperatures.

Corvair 500 Club Coupe

Shown below: Corvair 500 Club Coupe in Rainbow Maroon.



Cruise-In Locations (Updated 7-20-11)

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Odenville, AL. Piggly Wiggly

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2nd Saturday

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Gadsden, AL. Ryan's Family Steakhouse, call 256-492-2950

September VCE Meeting Minutes

The September VCE meeting was called to order by President Richard Stolzman with 15 adults and 1 child in attendance. The evening was started with the usual delicious potluck supper provided by club members. Just as all were seated, in walked Bob and Wilma Seimens. It was great to see them, after a lengthy absence.

Harold Hartline held a quick tech session about ING SW and A/C valves. With input from Richard about his LED tail and back up lights.

Discussion was held on charging full membership dues to receive the Oil Drop. It was motioned to charge everyone the \$20 membership fee, if they get the newsletter through snail mail or email.

UPCOMING EVENTS - Talledega Open is the first weekend in November for TEST & TUNE. Call Bill Cannon for more info.

The Lineville show will be held the first Sunday in November. There is anticipated to be over 900 cars of all makes and models there this year.

There was a motion to adjourn.



Upcoming Events!

Oct. 15 Ohatchee Fest 2011 Open Car Show

8:00 am to 1:00 pm, Janney Furnace park in Ohatchee, AL. Registration \$15.00.

Oct. 15 Bugs N Brats Car Show and BBQ

Starts at 10:00 am. Sponsored by AirKooled Kustoms 180 Pauline Dr. Hazel Green, AL. 35750 Free.

<http://airkooledkustoms.com/brats.html>

Nov. 4-6 Corvair Affair – St. Augustine, FL. Central

FL. Corvairs, Fri. nite dinner, valve cover racing, vendors. Sat. car display, vendors & hospitality. Sat. afternoon autocross @ First Coast Tech. Institute. Sun. morning rally followed by awards brunch. Comfort Inn & Suites, 877-940-9501, \$79/nite. Sarah Beltrami, 12 Pine Trail, Ormond Beach, FL. 32174, 386-256-0399

sarahvair@cfl.rr.com

Nov. 6 24th Annual Clay Cty Car Show

9 am to 4 pm, Lineville Recreation Park on Hwy 9, Lineville, AL. Contact: Bob Steele 256-396-2058

<http://claycochamber.com/24th-annual-alcarzar-car-show-lineville-alabama>

From the Editor:

OK, so you've taken the Vair to the grocery store. You come out with your groceries to find a woman standing behind your car talking on her cell phone and casting furtive glances back towards the store. You don't see any sign of a parking lot collision, but there is still that uneasy feeling that something might be terribly wrong.

As you approach, the woman says to her phone, "I think this is the guy that owns the car, let me find out and I'll call you back." Then she hangs up and asks if you are the owner of the Corvair.

I say yes and she asks if it is a '66 Monza. Impressed that a girl would know this, I say yes again. She doesn't seem to be a grocery store parking lot axe murderer, and there is no damage to the car, so things are looking up.

She then tells me that she shot video of the car with her phone and sent it to her dad, then called him to see if he was on line and could watch it. Her dad was now in a nursing home and wanted to talk to me about my car, would I mind? I didn't have any perishables in my groceries, so I said sure, I'd visit with him a little. When he answered, he related a short history about his '66. He had bought a new yellow '66 Monza convertible the year his daughter was born. He had the car quite a few years and both she and her younger sister had driven it to high school. He had sold the car when it became too difficult to find someone to work on it. We visited about 10 minutes, him looking at the video on line and me answering questions about where I got it, what I'd done with it, the usual questions car guys ask each other.

I gave her back the phone and she thanked me for talking with her dad, and thanked me for bringing my car to the store so she could see it. It had brought back a lot of memories for them both. I never got his or her name; I never think to ask that when talking about a Corvair. The people are just Corvair nuts like me, and that's good enough.

Take care, drive safe and GET THAT CORVAIR OUT THERE!!!!!!!!!!!!!!!!!!!!

- John -

Birthdays

Jewel Hinkle - Oct. 1

Shawn Cannon - Oct. 10

Rozelle Doughty - Oct. 10

Debbie Noble - Oct. 14

Steve Daniels - Oct. 24

Harold Hartline - Oct. 27

Anniversaries

Steve & Sherri Daniels - Oct. 18

Richard & Sandy Stolzmann - Oct. 20

Billy & Judi Cannon - Oct. 30

Send Oil Drop submissions to:

John.C.Cleveland@ElPaso.com

Office - 205-325-7654

Cell - 205-834-3120

**NOTE: PLEASE SEND SUBMISSIONS NO
LATER THAN THE 25TH OF THE MONTH.**



The Preventive Maintenance Series

by Mike Dawson

(Reprinted from the July Heart of America Vaircor newsletter)

1. An over full reading on the fuel gage can be caused by a loose or broken ground wire on the outside of the sending unit. It can also be the connector behind the center defroster duct on a late model or in the sending unit itself on any vehicle.
2. Check the outside diameter of your generator/alternator pulley. It must be exactly 3 inches. Anything more or less will cause your belt to operate at the wrong angles; pulleys get changed during rebuilding. Also, remember that the belt should be 56" by 3/8" to match the original. (3V560 from Gates). The actual belt length of a GM belt was 55 3/4". Check your fan hub installation by putting a straightedge on top of the fan pulley and measuring down to the top of the head next to the carburetor – it should be exactly 6".
3. A brake pedal that gives the sensation of slowly going to the floor at a stop is a bad master cylinder internal seal (unless you have a leak somewhere). Change it soon - they will fail. If you bench bleed a replacement, you can bolt it on, pump it a couple of times and you are done.
4. Valve lifter noise: starting up a cold Corvair engine and quickly shutting it off will almost guarantee lifter noise after the second or third time. Lifter noise cold that goes away hot is not an adjustment problem. Lifter noise that only shows up when the engine is hot probably requires adjustment. A lifter that is adjusted too tight will hold a valve open when cold but work properly when hot. A bad exhaust guide will make an almost metallic noise that imitates a lifter and can change as you adjust the valve.
5. Pull the rear lower seat on late models and check the accelerator pivot welded bolt. Many have rusted badly from water in the depression.
6. Don't use car covers outside in Missouri and Kansas humidity – terminal mildew and rusted brake lines will be the result.
7. Blowing automatic transmission fluid out of the vent after high speed on the highway is probably caused by high temperature and cheap fluid (as well as internal clearances). Install a drain plug in the torque converter and replace all of the fluid with synthetic. It has a higher boiling point and may cure the problem.
8. A battery will only have 30% of its cranking power at zero degrees. Take a battery inside overnight and notice the wonderful difference. Check cranking with a voltmeter, the reading should always be above 9.6 (Corvairs should be over 10). Engines crank slow in extreme weather because of the battery, not the oil (unless it is dirty).
9. Only use the brand of winter gas treatment that contains isopropyl alcohol. Read the label. The yellow bottle of HEET is worthless, use the red (Iso-HEET) product. It costs more but you get what you pay for. (See photo below.)
10. Do not use starting fluid, the accompanying knocking noise is trying to break your top piston rings and loosen the intake seats. Spray carburetor cleaner is a better choice.

More next month!

Russ Thuleen's convertible top installation. Starring Russ, Harold and Richard!



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*Vice President: Pete Wood
205/956-6832*

*Secretary: Russ Thuleen
205/678-7979*

*Newsletter: John Cleveland
205/834-3120*

*Treasurer: Joe Doughty
205/995-0131*

Hospitality: Harold Hartline

Arrangements: Jewel Hinkle

Web: <http://www.corvair.org/chapters/chapter352/>



Look what's new for '62!

Vulcan Corvair Enthusiasts
147 Crossbrook Dr.
Chelsea, AL. 35043



THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 32, No 11



November 2011



THE PRESIDENT'S COLUMN:

At our monthly meeting October 15th we had 17 people in attendance, and as usual the food was outstanding!

We discussed the upcoming Lineville car show on November 6th and a few persons including yours truly was planning on attending. As I understand there is usually in excess of 800 cars.

As a few members were planning on installing air conditioning in their Corvairs; I went online and found a barrier hose crimper tool at a good price and three other members went in on the purchasing of it so the price was really reasonable. It will be nice to make up the hoses right on the spot and not have to take it to an air conditioning place to crimp the hoses on the fittings.

I also did a tech session on converting a regular A6 compressor bracket to a sanden type bracket. There hopefully will be a separate tech session in this news letter on this subject.

COMPUTER ILLITERACY

Compaq is considering changing the command "Press Any Key" to "Press Return Key" because of the flood of calls asking where the "Any key is."

Web Links 4 U!

<http://www.corvair.org/>

Corsa has done an outstanding job on their web site. If you haven't been there lately, check it out!

<http://www.edselmotors.com/daretocorva.html>

Links to Corvair pictures, club sites, Corvair songs, etc.

<http://autoxer.skiblack.com/>

Corvair autocross news and information from Bryan Blackwell

Next Meeting:

Date: Friday, November 18, 2011

Time: 7:00 pm

Place: Fullness Christian Fellowship.

ATTENTION: All ramps from I-65 to Hwy 31 in Hoover are open. Construction has moved to the I-65 southbound lanes. You can get on/off I-459 from I-65.

<http://www.progress65.com/progress65-Jefferson.htm>



Upcoming Events!

Nov. 4-6 Corvair Affair – St. Augustine, FL.
Central FL. Corvairs, Fri. nite dinner, valve cover racing, vendors. Sat. car display, vendors & hospitality. Sat. afternoon autocross @ First Coast Tech. Institute. Sun. morning rally followed by awards brunch. Comfort Inn & Suites, 877-940-9501, \$79/nite. Sarah Beltrami, 12 Pine Trail, Ormond Beach, FL. 32174, 386-256-0399 sarahvair@cfl.rr.com

Nov. 6 24th Annual Clay Cty Car Show
9 am to 4 pm, Lineville Recreation Park on Hwy 9,
Lineville, AL. Contact: Bob Steele 256-396-2058
<http://claycochamber.com/24th-annual-alcarzar-car-show-lineville-alabama>

Nov. 26 16th Annual Hunter Appreciation Day Festival Antique Car Show and Parade
Pine Apple, AL – Moore Academy (South of Montgomery, east of Greenville, AL. 9:00 am to 4:00 pm.

Jan 13-15 Winter Retreat in Pigeon Forge, TN.
Hosted by E. TN. Corvair Club
Timberwood Lodge, 4025 Parkway, Pigeon Forge, TN 865-453-0625 and mention the Corvair event.



October VCE Meeting Minutes

The October VCE meeting was held on Friday the 21st at the Fullness Christian Fellowship. Our delicious potluck supper preceded the meeting as usual. There were 17 people in attendance. Rozelle Doughty joined us after several months of being ill - it was wonderful to see her up and about looking good! President Rich called the meeting to order and called for Business.

Old Business

Billy Cannon discussed Talladega week. The group then talked about attending the huge car show in Lineville on November 6th. Several members stated they planned to attend. Billy then changed the topic to the Bylaw from CORSA. They are now up on our website.

New Business

Russ opened a discussion about the club banner. Ours is several years old and needs an uplift. He had gotten information about a company used by one of the Georgia Corvair clubs and motioned VCE purchase a new banner. The motion was seconded by Billy Cannon. The vote was set to the membership and it was passed unanimously to buy one.

Treasurer's Report

Joe Doughty reported that the club now has a balance of \$392 and change in the club account.

The motion was made to adjourn the meeting - it was seconded and passed. After which, Richard held a short tech session.



Richard at Warner Robins

From the Editor:

Here we go again! Sliding into the holiday season, with Halloween tonight and Thanksgiving and Christmas not too far away! The phone calls have started to the kids about what the grandkids might need (and might not) for Christmas and Denise and I are actually going to have a Thanksgiving dinner this year with our youngest son and his family. We've been 'honeymooning' since moving to Alabama, with no family close by, so this will be a treat.

I hope all who have a drivable Corvair will go to the show at Lineville. A good showing of Corvairs is good for the club and will let people know there is a low cost alternative to owning a classic car. I'll be out recuperating from some surgery so won't be able to attend.

I put the '66 in its first judged show on Oct. 15th. It was a small show up east of Cullman in Arab, AL. There were about 40 cars there with a Camaro club from Huntsville taking all the awards. They had every model year Camaro for the first 8 years and you could tell they took Camaro restoration very seriously. The cars were gorgeous!

Start thinking about the Christmas party. I've told the church we still want the third Friday in December, the 16th, for our meeting. Also, this is the time for new officers and VCE Wants You!

Take care, drive safe and GET THAT CORVAIR OUT THERE!!!!!!!!!!!!!!

- John -

Birthdays

Joe Doughty - Nov. 20

Roy Dutton - Nov. 28

Anniversaries

Russell & Debbie Noble - Nov. 29

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REAR ENGINE RESPONSIVENESS—Corvair's rear engine design produces remarkably precise handling and steering qualities. Engine in the rear lightens the load over front wheels for touch-and-turn steering control. Either of Corvair's aluminum engines—the standard 80-hp Turbo-Air 145 (84 hp in Monza with Powerglide*) or 102-hp Turbo-Air 145*—can be teamed with 3-Speed Synchro-Mesh, 4-Speed Synchro-Mesh* or Corvair Powerglide* for the performance level you like. New increased braking area makes for safer, smoother stops, long brake-lining life.

REAR ENGINE RIDE AND TRACTION—There's virtually no sway, bounce or swerve with Chevy Corvair's rear engine design and fully independent suspension system. A big coil spring at each wheel soaks up road shock, levels the ride. For the ultimate in traction—even under the severest driving conditions—there's the optional Positraction* rear axle. New for 1962, Positraction puts power at the rear-wheel with the best grip.



TECH SESSION (converting the A6 compressor bracket to accommodate the Sanden type compressor)

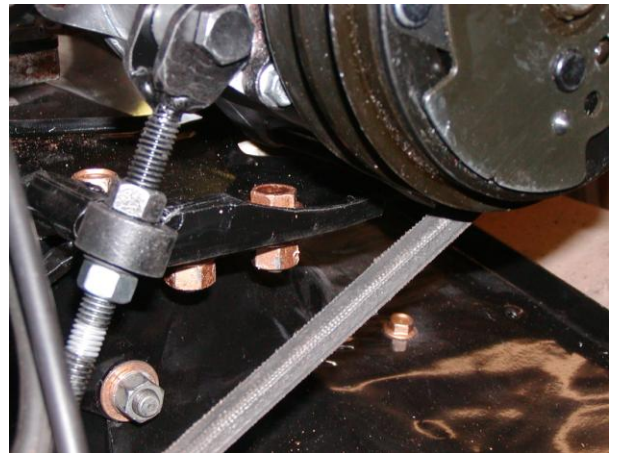
They say a picture is worth a thousand words, so I will let the pictures tell the story and use as few words as possible.



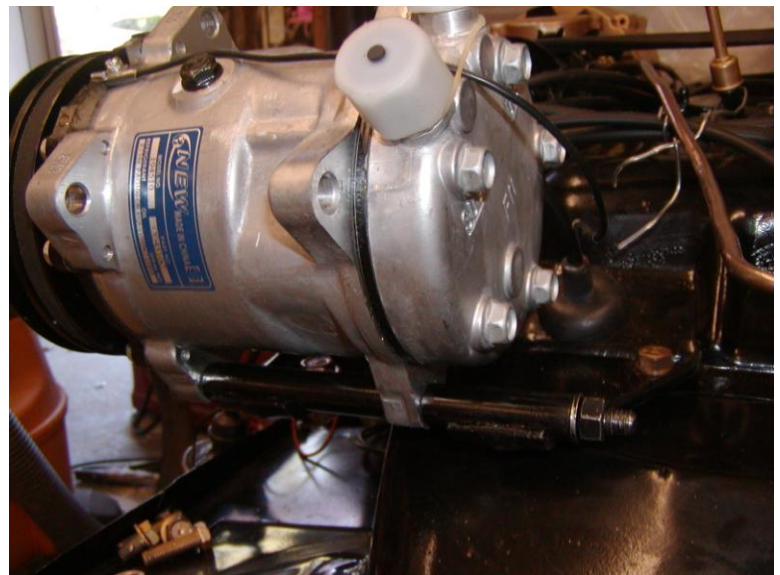
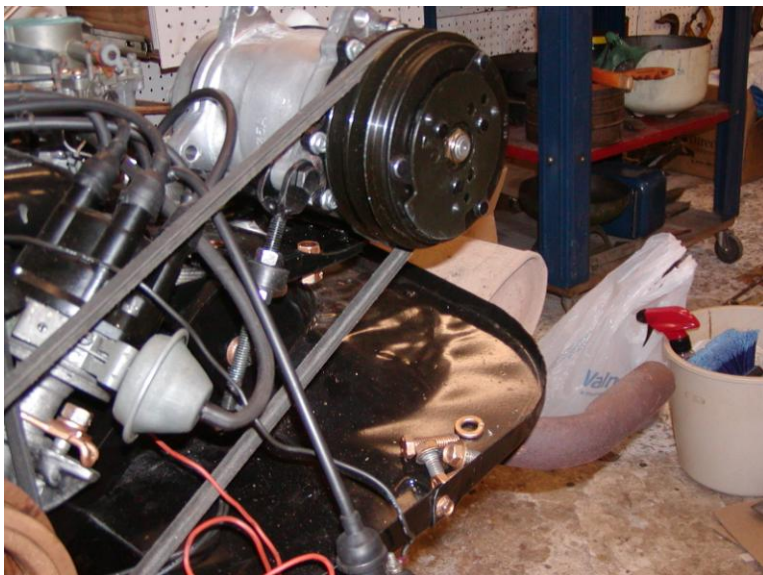
Taking the original bracket we cut out a section of pipe to accommodate the ear on the Sanden compressor.



Next we cut off the ear with the slot in it that adjusts the compressor belt tension.



The third and final modification is to weld a short piece of pipe or tube to the bracket to accommodate the bolt with a spacer welded on it to adjust belt tension. The rest of the adjustment bolt and ears is shown in the pictures.



The Preventive Maintenance Series

by Mike Dawson

(Reprinted from the September Heart of America Vaircor newsletter)

Continued from last month, ten more things that can happen:

1. Early model cars have the blower motor resistor pack located in the right side defroster duct behind the glove box. On low or medium speed the coils are red hot and will ignite loose foam from the rear heater box causing smoke. There is no easy cure. Switch to the high speed (resistors not used) or remove the heater box and reline the insulation.
2. Always tighten your wheel lug nuts with the tool you would use if changing a tire on the road. Tire stores now over tighten nuts to avoid the chance of a lawsuit. When I got my last set of new tires I could barely get them loose with a cross bar wrench – I could never have used the Corvair tire tool. Lightly grease the contact end of the lug nut (not the threads, just clean them). Note: If torque wrench is available set to factory recommended 65 ft. lb.
3. Be sure your negative battery cable is grounded firmly to the engine and that you have at least a 10 gage wire grounded to the body. If the engine ground is loose or nonexistent, the starter draw will burn clutch cables, shifter cables, parking cables and heater hoses as it attempts to reach cranking amperage. If the body ground is bad, the charging system can be erratic.
4. A rolling or whining noise that does not change from acceleration to deceleration is probably a wheel bearing. If it does change, it is probably a loose differential pinion shaft or a worn out ring and pinion. A loose shaft is the most common, particularly on a Powerglide.
5. A small but pervasive oil leak from the “pit” area at the back of the engine that appears to be a mystery may be either the oil pump dummy shaft area or oil coming up one or more of the four studs that run through the rear cover. The rear housing gasket design may leak internally and run down the studs. Use a two part epoxy on the dummy shaft after cleaning and sanding and use sealer under and around the four nuts and the skid pan as a temporary fix.
6. An accelerator pedal that gets stiff is usually caused by a rusted pivot that has pinched the two plastic bushings and caused the shaft to bind. Remove the pedal assembly from the floor, carefully remove the bushings, dress up the shaft and bushing areas and lubricate. The two bushings are available if you need them. Be sure to index the pedal to the shaft before removal.
7. A cheap and fairly easy way to make your car almost impossible to steal by hot wiring the ignition is to add an 18 gage black wire to the negative side of the coil and route it to the left underside of the dash (or wherever suites you). Mount a single throw switch and connect it to ground. If you have a tachometer, simply splice in to the wire at the front and add the switch to ground.
8. Poor idle, loss of take off power and pinging can be dirt in a carburetor idle and transition circuit. With the engine running, block off one carburetor while quickly accelerating the engine. This creates a very high vacuum and usually will suck the dirt on through. Also remove the idle screw and blow through that hole as well as the larger of the two small holes in the top of the venturi cluster.
9. Carburetor diagnosis can be aided by using a can of Gumout carburetor cleaner. Gently spray a mist over each carburetor while the engine is running – the problem side will cause the engine to speed up, the good side will keep the rpm the same or lower it.
10. The shop manual tune up guide discusses putting a small amount of lubricant under the rotor; this lubes the advance shafts. If this has been ignored over the past 40 years, it will cause rough running, pinging and hesitation. Check the play in the shafts simply by removing the rotor and try moving the outer shaft (with the lobes) back and forth across the inner shaft. There should be almost no movement.

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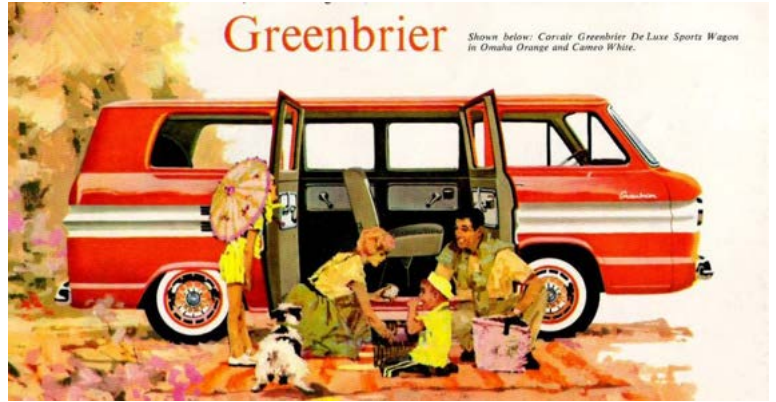
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'62 Greenbrier

Vulcan Corvair Enthusiasts
147 Crossbrook Dr.
Chelsea, AL. 35043



THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 32, No 12



DECEMBER 2011



THE PRESIDENT'S COLUMN:

At our regular November meeting on the 18th, we had 19 or so persons in attendance. the food as usual was outstanding.

We discussed our upcoming Christmas party and voted to have it on our regular meeting night the 16th of December at 7PM. A list was sent around and the women signed up for the various items of food needed. The men had it easy as they were assigned to bring drinks!

I'm sorry to say I missed the Lineville car show, the crud took me down. And then I got over it and I caught a 2nd crud, with severe complications. I had to take a full 10 days of antibiotics, and your should of seen the whole 1/2 page of complications that could result from taking the antibiotics, so far the side effects were mild. I caught it in time and didn't have to have a hospital stay!!!

ATTENTION: The 459 west bound to 65 north exit has problems, three lanes of traffic have to merge into one and at 6 o'clock it is really slow. I suggest staying on 459 West and getting off at 31 and go north to Columbiana.

DID THEY REALLY SAY THAT? ("Teamwork is a lot of people doing what I say.")

Web Links 4 U!

Thanks Richard for the links!

<http://www.gmheritagecenter.com>

Nice site with lots of links to GM information, especially in the Archive section.

<http://www.automobile-catalog.com>

You gotta see this site. Information on every vehicle ever made since 1945. Plan to spend some time here.

<http://editorial.autos.msn.com/blogs/autosblogpost.aspx?post=62e4d9a0-963a-4caa-9ea7-a4264f3688fa>

I'm an anti Mustang guy, but an interesting article about a new repro body shell for a '65 Mustang convertible.

Next Meeting:

Date: Friday, December 16, 2011

Time: 7:00 pm

Place: Fullness Christian Fellowship.

ATTENTION: All ramps from I-65 to Hwy 31 in Hoover are open. Construction has moved to the I-65 southbound lanes. I-459 West to I-65 North is still messed up. Stay on 459 West to Exit 13B (Hiway 31) and get off there. Go north to Columbiana.

<http://www.progress65.com/progress65-Jefferson.htm>



Upcoming Events!

Dec. 17 Chelsea Christmas parade

Contact Russ Thuleen for details. He's out of town until our meeting on Dec. 16. Just plan to go and get the details at our next meeting!

Jan 12-14 Winter Retreat in Pigeon Forge, TN.

Hosted by E. TN. Corvair Club
Timberwood Lodge, 4025 Parkway, Pigeon Forge, TN 865-453-0625 and mention the Corvair event.

Feb. 24-25 Corvair Lover's Holiday

Pensacola, FL. Days Inn Pensacola Beachfront
16 Via De Luna, Pensacola Beach, FL. 850-934-3300
Mention Corvair for special rates.
Friday - Hospitality dinner, door prizes, 50/50, Valve Cover races, Ladies Get Together. Contact June Lindsay @ wfcc@mediacombb.net or 850-994-2161

April 20-21 Springfest, Helen Ga.

Friday autocross and swap meet.
Fri. nite hospitality party, 50/50, valve cover races.
Sat. Concours, people's choice.
Sat. nite awards banquet, tech sessions
Motels: Helendorf Inn 706-878-2271
Best Western 706-878-2111
Super 8 706-878-2191 For all reservations ask for Corvair club rates, before March 20.

November VCE Meeting Minutes

The November VCE meeting was held at Fullness Christian Church on Friday, November 18th. Nineteen people were in attendance. Richard Stolzmann bought the club an AC tool and brought to the meeting to show it off.

Russell Noble was present and received his rare lawn chair loaned to the club months back! The meeting was called to order after the usual delicious potluck supper.

Russell Noble gave a report on his health, stating, "I feel fine. The operation went well and I am recovering." His wife, Debbie is also recovering and doing well. Joe Doughty gave a report on Rozelle. She had a biopsy and reports came back benign. She is doing well, but now has been down with sciatic nerve problems.

John Cleveland gave a report on our new members, who will be joining us at our Christmas party next month. We are looking forward to this event and the women took care of the menu planning. The party will be held at the church on our usual meeting day and time. It was decided each family would donate \$10 per person and the money would be donated to a charity to be determined by the membership.

Ed Keller reported he has a friend who has old Alabama license plates. If interested in obtaining one for your Corvair, see Ed for more details. Hoyt reported on 195-80-13 tires.

It was noted that Harold Hartline's mother was not doing well and was now in the hospital.

A motion was made and seconded to adjourn the meeting.

SECRETARY'S NOTE: Since the minutes of this meeting were written; Harold Hartline's mother has passed and her funeral was held on Friday, November 25 in Hueytown. God rest her soul and please remember the family in your prayers.

corvair

Remember when your cup holder sat next to you and wore a poodle skirt?



From the Editor:

THE GREAT GAS GAUGE ADVENTURE or How to spend money needlessly because of a bad ground. Just a heads up if you are contemplating fixing that pesky gas gauge. My gauge has been erratic since I bought the car. I've did the resistance checks at the sender and all was well. If the readings are good, then go to the dash and make the same checks there. That's right; you get to pull the dash. If you need help, I'm getting pretty good at it. Refer to the tech guide for the resistance readings for full and empty.

And here's where I screwed up; I didn't check the ground strap from the dash modules to the ground screw where it connects to the bottom of the dash.

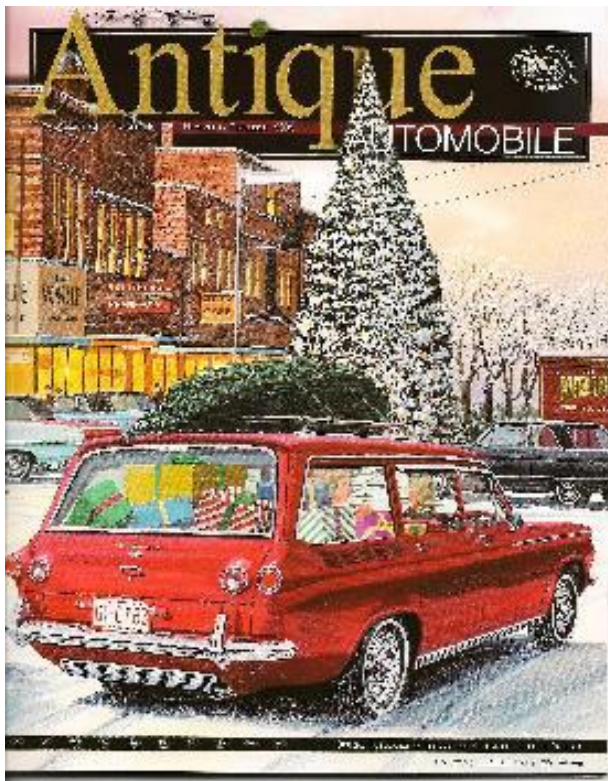
I had the dash out this summer to mount a tach in the center dash hole. When I put everything together, the instruments were screwy, so I pulled the dash again to make sure that strap was installed correctly. It wasn't, I fixed it and reinstalled the dash.

My gas gauge worked somewhat for a couple of months, then went haywire again. I did the checks again, everything looked good, so I bought a new sender, installed it and things were still screwy.

LESSON LEARNED: Even though the screw was tight in the bottom of the dash, it is supposed to capture the ground strap and clamp it to the metal. The hole in my strap was larger than the screw, so it was making an intermittent ground. All the checks passed, so I figured it was the sender. Now I'm trying to figure out how to get a 1 inch grade 8 bolt through there to really hold that sucker down!

Take care, drive safe and GET THAT CORVAIR OUT THERE!!!!!!!!!!!!!!

- John -



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NOTE: PLEASE SEND SUBMISSIONS NO LATER THAN THE 25TH OF THE MONTH.

Birthdays

Carol Keller – Dec. 18

Russ Thuleen – Dec. 20

Anniversaries

Bob and Wilma Siemens – Dec. 17

Will people ever line the street to look at what you drove?



**VULCAN CORVAIR ENTHUSIASTS
CHRISTMAS PARTY MENU
DECEMBER 16, 2011**

**If you are not on the list and want to bring something, call Carol Keller at 205-823-5424
Just looking at what's on the list, I would just suggest you come hungry! (editor)**

Meats

Turkey
Ham

Billy Cannon
Harold Hartline

Vegetables

Dressing & Gravy
Sweet Potatoes
Green Beans
Cranberry
Potato Salad
Deviled Eggs
Condiments

Carol K.
Sherri D.
Denise C.
Wilma S.
Wilma S.
Wilma S.
Leslie T.



Desserts

Peppermint Cake
Lemon Squares
Pecan Pie
Banana Pudding
Sweet Potato Pie
Surprise

Leslie T.
Sherri D.
Roselle D.
Hoyt M.
Jewell H.
Chris Rothe

Drinks

All Men

Bread

Rolls
Stolzman

Richard



Other December meeting items:

- Officer Elections (you know deep down you want to be the newsletter editor!)
- 2012 Dues - \$20
- Instead of a gift exchange, the club members donate \$10 each to go to a charity. If you know of a good charity, bring it up at the meeting and we'll vote.

(Reprinted from the Nov. Corvair Minnesota Leaky Seal)

BLOCKED OFF FUEL PUMP

Sometimes a person wants to add an electric fuel pump and leave the stock (looking) pump in place. Here's a pretty easy way to do that.

Remove your existing pump from the engine and unscrew all five bolts. Wash the entire mess till its clean and sparkling so it will look good when this is over. Get some thin sheet metal – two 3" discs cut to match the size of the rubber gaskets in your dismantled Fuel Pump. Drill out the push rod and discard it and the little things that came with it.

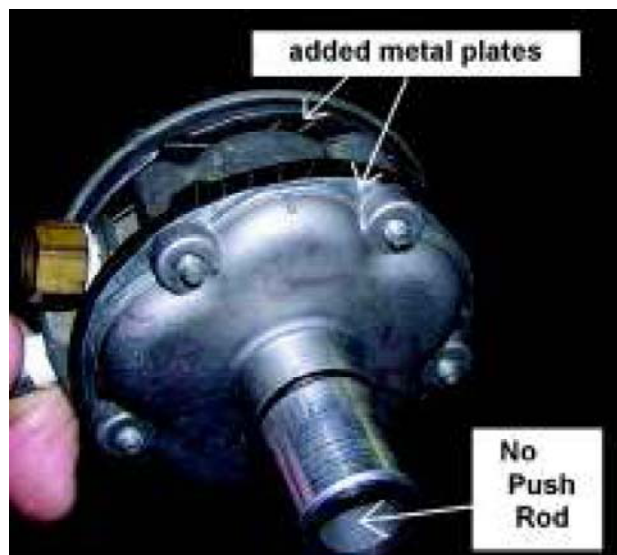
Throw away the top spring too. Now all you have is the base piece – the check valve section – and the 1/4" thick top valve piece -- and three rubber discs.

In the check valve section there is the inlet and the outlet threaded holes, with a wall between them -- drill a couple holes through that wall for the electric gas to pass. Now is the hard part.

Place one of the rubber gaskets on the metal discs and copy the placement of the bolt holes. Drill out the holes. The reason I say this is the hard part is that these holes are not evenly spaced around the Fuel Pump and when you flip the discs over, or whatever, you have lost your way with their orientation. Try to be careful.

In the center of one of the metal plates you drill a 3/8" hole to fit over the base section's tube. During assembly this is the first piece that goes on the new "Dummy Pump". Then goes the rubber with the center hole in it – then the check valve section -- seems as if all is going well so far! You only have two rubbers, a disc, the top valve piece and the original cover (with no spring) left to go. Now, one of the remaining rubbers goes on top of the check valve section and then the other metal disc. The top valve piece goes next to the upper metal disc with no gasket. Put the last rubber gasket on top just under the cover..... add the cover and screw together. You now have a leak proof Dummy Fuel Pump, made from your very own OLD Fuel Pump.

Fran



Oil change instructions for women:

- 1.) Oil Change...\$30.00
- 2.) Coffee.....\$1.00
- 3.) Total.....\$31.00

The Cost of an Oil Change Men VS Woman

Oil change instructions for men:

- 1.) Wait until Saturday, Drive to auto parts store and buy a case of oil, filter, kitty litter, hand cleaner and a scented tree and use debit card.....\$50.00
- 2.) Stop by package store and buy a case of beer.\$20.00
- 3.) Open a beer and drink it.
- 4.) Jack car up. Spend 30 minutes looking for jack stands.
- 5.) Find jack stands under kid's pedal car.
- 6.) In frustration, open another beer and drink it.
- 7.) Place drain pan under engine.
- 8.) Look for 9/16 box end wrench.
- 9.) Give up and use crescent wrench.
- 10.) Unscrew drain plug.
- 11.) Drop drain plug in pan of hot oil: splash hot oil on you in process.
- 12.) Crawl out from under car to wipe hot oil off of face and arms. Throw kitty litter on spilled oil.
- 13.) Have another beer while watching oil drain.
- 14.) Spend 30 minutes looking for oil filter wrench.
- 15.) Give up; crawl under car and hammer a screwdriver through oil filter and twist off.
- 16.) Crawl out from under car with dripping oil filter splashing oil everywhere from holes. Cleverly hide old oil filter among trash in trash can to avoid environmental penalties. Drink another beer.
- 17.) Install new oil filter making sure to apply a thin coat of oil to gasket surface.
- 18.) Dump first quart of fresh oil into engine.
- 19.) Remember drain plug from step 11..
- 20.) Hurry to find drain plug in drain pan.

- 21.) Drink beer.
- 22.) Discover that first quart of fresh oil is now on the floor. Throw kitty litter on oil spill.
- 23.) Get drain plug back in with only a minor spill..
- 24.) Crawl under car getting kitty litter into eyes. Wipe eyes with oily rag used to clean drain plug. Slip with crescent wrench tightening drain plug and bang knuckles on frame removing any excess skin between knuckles and frame.
- 25.) Begin cussing fit.
- 26.) Throw crescent wrench.
- 27.) Cuss for additional 5 minutes because wrench hit bowling trophy.
- 28.) Time for another beer.
- 29.) Clean up hands and bandage as required to stop blood flow.
- 30.) Time for another beer.
- 31.) Dump in five fresh quarts of oil
- 32.) Time for another beer.
- 33.) Lower car from jack stands.
- 34.) Move car back to apply more kitty litter to fresh oil spilled during any missed steps.
- 35.) Time for another beer.
- 36.) Test drive the car.

Summary spent for oil change for men:

- | | |
|-------------------------------|----------|
| Parts..... | \$50. |
| DUI..... | \$2500. |
| Impound fee..... | \$75. |
| Bail..... | \$1500. |
| Beer..... | \$20. |
| Total cost of oil change..... | \$4,145. |

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: Richard Stoltzmann
205/467-6444*

*Vice President: Pete Wood
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*Secretary: Russ Thuleen
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*Newsletter: John Cleveland
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*Treasurer: Joe Doughty
205/995-0131*

Hospitality: Harold Hartline

Arrangements: Jewel Hinkle

Web: <http://www.corvair.org/chapters/chapter352/>



For there is born to you this day in the city of David a Savior, who is Christ the Lord. And this will be a sign to you: You will find a Babe wrapped in swaddling clothes, lying in a manger. (Luke 2:11)

**Vulcan Corvair Enthusiasts
147 Crossbrook Dr.
Chelsea, AL. 35043**

