



THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 34, No 10

# October 2013

## Prez Sez:

Well time to write the prez says column. The first thing is that we lost a life long member this September 18th. After a long illness Jewell Harris Hinkle went to join the Lord. We will miss her. One thing to note, she planned her own funeral and the minister had orders to keep it short. That was our Jewell, her personality as we knew her, it was her to the end.

We had a good turn out for our meeting on September 20th. The eats were fantastic. Even though some members did not stay for the meeting, after attending Jewells funeral.

Under old business; Russel Noble is going ahead with plans to find someone to print our 40th year anniversary shirts. Most members requested that they should be Polo shirts with pocket. The estimated cost will be around \$20.00.

Coming up is Vairs at the Fair on October 4 & 5th. By show of hands VCE will be well represented this year.

Included is another picture of my 4 door automatic with air project car. Here is a picture of the front suspension being removed.

Also included is a picture of Billy Cannon's Corvaair powered Dune buggy.

## Next Meeting:

Friday, October 18th,  
Fullness Christian Fellowship, 7:00 PM

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## REFLECTIONS FROM THE SEAT OF AN OLD TRACTOR

**Forgive your enemies; it messes up their heads.**



## Upcoming Events!

### **Weekly Cruise In Schedule.**

#### 1st Saturday

Alex City Arby's in front of WalMart Hwy 280 : Rod Siggers 256-794-3846, John Hammock 334-703-5437

Sports Car Cruise-In, Hamburger Heaven Hwy 280 Birmingham Info: Alan Thacker (205) 663-9299

Hoover Krispy Kreme on Hwy 31.

Alabaster Wal-Mart Shopping Center, 4-9 pm

#### 2nd Saturday

Springville OneEighty Campus (next to Burtons) 5770 U.S. Hwy 11. Contact Sam Latino at (205) 789-0017

Heflin Papa's Pizza Info. Jakie 256-463-2836.

Clanton 2nd Avenue and 6th Street

#### 3rd Saturday

Gadsden Sonic Hwy 278

Hueytown Winn Dixie Shopping Center

Pickle Patch on Hwy 280, in Sylacauga

#### 4th Saturday

Fultondale Colonial Mall (Target Parking Lot)

5-9 pm Info: Anita Rogers 205-841-8311

Rainbow City Charlie & Casey's Pit & Grill

3225 Rainbow Dr. Info: Steve (256) 492-2950

Talladega, Old Train Depot

Info: Ed Walker 256-493-5318

### **October 4-5 Vairs at The Fair in Perry Ga..**

“24th Annual Dixie Corvair Classic, Vairs at the Fair”, in Warner-Robins, Georgia. The host club is The Heart of Georgia Corvair Club. Registration will be on Friday, October 4th from 12 Noon until 7pm and the cost to register will be \$12 per person. There will also be a “Swap Meet” from Noon until 7pm. The Hospitality room will be open to all Corvair folks from 6:30pm—8:30pm on Friday night. There will also be a Raffle and 50/50 drawing.!

### **October 11-12 2013 Vairs in the Valley**

Beautiful Maggie Valley, NC. Friday rally, celebration dinner, people's choice car show and more. The show is also held just down the street from the Wheels through Time motorcycle museum if any of you have been watching "What's in the Barn?" on the Velocity Channel. Registration is available online. Hope to see a bunch of you there.

[[ncmountaincorvairs.com](http://ncmountaincorvairs.com)]

## VCE Vairs at the Fair 2004

Reprint from Oct. 2004 Oil Drop



The Peach and the Lemon



Typical fair scene.

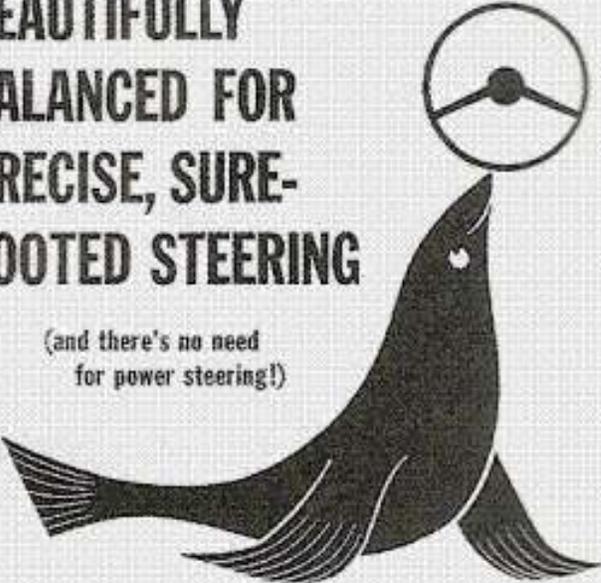
HURRYING YOUR WAY!

# Corvair

NEW COMPACT CAR BY CHEVROLET

BEAUTIFULLY  
BALANCED FOR  
PRECISE, SURE-  
FOOTED STEERING

(and there's no need  
for power steering!)



COMING FRIDAY, OCT. 2

See it at your local authorized Chevrolet dealer's

## September Meeting Minutes

The September meeting of the VCE was not a happy one for the members. Earlier that day we said our final good-byes to Jewel Hinkle. The family memorial and funeral services were held at Ride-Out's at Elmwood cemetery in Homewood. The graveside service was to be held in Hamilton, Alabama.

The meeting was held at the usual time and place with President Richard calling the meeting to order after a wonderful potluck meal provided by the members. Treasurer Joe Doughty gave the Financial report - the club has a total of \$438.12 in the bank.

Russell Noble discussed t-shirts for the membership and will follow-up with those interested via email at a later date.

Russ & Leslie volunteered to purchase a gift card for Jewel's niece Myra in lieu of flowers. Myra helped Buck take care of Jewel in the past few months and was a big part of Jewel's life.

John and Denise will pass out CD's they have put together of past VCE newsletters soon. They have taken lots of time to archive the past newsletters and download them onto CD's for everyone.

Russ reported on the following subjects:

1. New performance book for Corvairs
2. CORSA members in Alabama not in VCE, set up a committee to call them
3. Lineville show is set for 11/3/13
4. Information and cards regarding a good sandblaster

The meeting was adjourned.

**DS-561 1961 CORVAIR DUALS**

Say Steel or Glass

**COMPLETE KIT**

**YOU PAY EXPRESS YOUR PRICE 19.95**

**1960 CORVAIR DUAL EXHAUST GLAS-PAC OR STEEL-PAC COMPLETE KIT**

**FOR LADIES TOO**

**DUALS, GO FASTER, FARTHER, SMOOTHER**

Eliminates (Crossover Pipe). Easily installed. Kit includes matched mufflers (Choice of Glass or Steel Packed), with welded on brackets, two clamps, two gaskets, easy instructions.

The advertisement features two illustrations of dual exhaust systems. The left illustration shows a 1961 Corvair dual exhaust kit with two vertical mufflers and a crossover pipe. The right illustration shows a 1960 Corvair dual exhaust kit with two vertical mufflers and a crossover pipe. The text is arranged around these illustrations, providing product details and pricing.

*In Loving Memory of*  
**Jewell Harris Hinkle**

Date of Birth: October 1, 1926    Date of Death: September 18, 2013



Jewell and her 'Buddy' at the 2005 Georgia State Fair.



Stolzman Pool Party, July 2006.



Jewell at the 2008 Christmas Party. She always managed to find time to 'strong arm' (suggest) to people the offices they should hold for the coming year.



2012 Christmas Party

Russell Noble's caption in the August 2008 issue of the Oil Drop was, 'She loves Corvairs so much it makes her giddy!'



*Corvair*

## VCE 40th Anniversary Commerative Shirts

VCE members and Friends,

The 40th is approaching and I am working on setting up some commemorative apparel. I was thinking car carpets, duffle bags, flags, and purses. But, I think shirts will have to do. Since, the permutations are endless, and we can't afford to do that, please indicate interest in the following: 1. White polo with VCE graphic on BACK with a front breast pocket: S, M, L, XL, XXL, XXXL 2. White T-shirt with VCE graphic on FRONT: Ditto on sizes. This is for a preliminary count to get pricing. I will check on other options such as 'VCE logo' on the pocket, etc. FOR NOW, just let me know number of shirts and sizes. I would assume \$20 for T's and \$25 for polo's, but I have absolutely NO basis for that assumption, PLUS I may have to back off on the number of colors to get a decent price. REPEAT: Just checking on interest for pricing (totally depends on number of shirts).

# Vulcan *Corvair* Enthusiasts



## 40th Anniversary 1974-2014

Join us on [Facebook](#)

# Bug, Buggy and a little Buggy?

John Cleveland, Russ Thuleen and I went over to Georgia to pick up the latest project. A 65 Sport Sedan with factory air and PG. While preparing the car and trailer for transport back to Alabama, John and I found the bug pictured and of course, Russ had to see if it would fit in his mouth.



## How many Corvairs can you find?

O C O R V A I R C O R V A I R  
 N A F Z A 1 V 9 F T E C A G R  
 B C L A M 4 5 7 U P I O Y N I  
 E Z I T C O 3 R U N R R D I A  
 L 4 H O O D B O 7 S B S E R V  
 T D A S R O C O P S N A D E R  
 Z O I L V O O Y C P E C I E O  
 M O N Z A W D 9 O O E O S T C  
 A R T B I E A T R R R R P S R  
 N S P A R K U G V T G V M K I  
 U F A N C A V A O Y R A A T U R  
 A E D C O L E S R N E N R I V  
 L N 1 8 O T B E I E A A T U R  
 H E L P L 1 I P N S S I U Q O  
 R A L L E Y 1 V G S E V R O C

Find all the Corvair related words in this puzzle by circling the right combination of letters or #'s. The words may be written horizontally, diagonally, frontward or backward. Letters and/or numbers may be used more than once. The letter "O" and the number zero are both designated the same. GOOD LUCK!

(Copied from December 1976 CORSA Communique)



## Puzzle Key

Corsa	Spyder	Coupe	Spark	Rampside
Turbo	Wagon	Grease	Monza	180
Ralley	Sportyness	Lakewood		140
Fan Belt	Quick steering	500		110
Run	Viton	700	95	Air Cool
O ring	900	Auto	Hood	Ed Cole
Corvan	Manual	Oil	Nader	4 door
Greenbriar	Gas		Corvair	(6)

Send Oil Drop submissions to:

[GTOChief@gmail.com](mailto:GTOChief@gmail.com)

Office: 256-839-1905

Cell: 256-404-5998

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



## TECH TIP(s)



### This from Al Birks:

I thought the members might be interested in this e-mail by one of my (past) club members from Virginia, Richard L. Widman. He has had some interesting experience, some of which our club members might also have observed. He is commenting to another member, who has had problems in getting his '60 Vair running.

"I've never been a fan of mechanical fuel pumps, as those are what I used to change regularly on my Studebakers back in the 50's, and read too many Corvair complaints about the mechanical pumps. So I put in the Airtex electric at the tank. But since you've replaced yours, hopefully with a good one, lets hope that functions well.

Carburetor settings are tricky with duals. I learned that back in 66 when I tuned my Bugeye Sprite. At that time I had not heard of the balancers o figured out how to make them, and did it with a hose to my ear. My hearing was better and I think I did well since it got 54 mpg when I finished (I used to drive it from Silver Spring to Long Island and back on \$2.00 in gas). So always start with balancing the carbs. From memory (It's been about 3 years or so since I touched it), after making sure there was no play in the crossover (I made nylon bushings to eliminate that), You make sure both cabs are reacting at the same time, by bending the throttle rods until they are both touching and the movement is synchronized. At this point you can turn the screws to fine tune this to synch them completely. I originally used my ear, but maybe my hearing isn't what it was 45 years ago, since the little sync tool I made showed I was way off. That tool was a 15 minute project with bottles and hoses I had lying around. Actually you've got a great club there and I'm sure someone has a sync tool. It would probably be a cool idea to use it at a club meeting and re-check every member's car. Synching is probably the single most important step.

Remember that the idle mixture screws only affect idle. So you only need to set them (both same distances to start) for a smooth idle once warmed up and choke off, collar open)

And check the cooling fan collar. It should open completely when the engine is hot and close completely when cold (there is a distance in the manual). It will over heat if not opening all the way, and the little nut is easy to turn.

This becomes a good time to set the timing (assuming you have set the points). I put in a pertronix, so once set, it is basically forever. I recently bought a new timing gun, but haven't used it. I've set timing by ear since 1968 when I was traveling daily through the mountains and had to set it to the best point for the actual altitude, that could vary from 4000 ft to 16,000 feet several times in a day. You want it as advanced as possible without pinging, and with smooth idling. When I first set up my Corvair I had it running nicely at the office at 6300 ft above sea level, but it pinged at home at 5700 ft, so I had to set it back a touch for home. When I brought it here to Santa Cruz, I set it back further (after marking the previous point for when I take it back to Tarija). In the DC area you can safely set it to the book with a timing light and have most of the available power.

The fast idle is the last thing you set. Once it is running and idle mixtures set, and choke set (clean that out if you haven't), you turn that in to where it will run fast enough at idle when cold so as to not die. I'm sure there is an rpm, but I'm old school.

On oil leaks, a good pressure washer is the best start. Then I'd let it sit and see if it leaks and from where. Once it is running the possibilities increase and the wind brings all oil to the back in that little catchall. I have had a perfectly dry garage for at least a year now, but even with all the new gaskets I used originally, I had leaks. From what I read, the frequent culprits are oil cooler seals and push rod tubes. I had no problems with these.

My problems were in 4 places.

-- An oil pump cover bolt that sheared (not enough to leave the open hole, but enough to not put pressure on the plate. The oil migrated to the little catch-all. Had to drop the rear, pull the remaining part of the bolt, and put in a new one.

-- Valve covers. If you still have the original 60's, scrap them. Get a set of the stronger ones that use only 4 bolts and the spreaders. Make sure they are straight. After experiments with all the recommendations (dry, silicon, contact cement, etc.) I made my gaskets (can't buy them off the shelf here) out of 5 mm cork/rubber instead of the standard 3 mm, and installed them with gasket shellac on both sides of both surfaces, using bolts that are 1/4" longer than stock. I put all bolts in with the local version thread lock, and not too hard.

-- Oil pan. My oil pan looked like a piece of shriveled bacon. I straightened it and flattened the area around the holes, added the 5 mm gaskets, gasket shellac, and longer bolts. Making sure to put the gasket shellac closely around the bolt holes. I put all bolts in with the local version thread lock, and not too hard.

-- the oil seal on the shifter entrance to the transmission. Although my transmission was rebuilt in Kansas, it had been on the shelf for an unknown number of years. I pulled out the little seal, took it next door to the bearing store. He measured it and sold me a new one for a couple of bucks.

There is a lot more experience in the club, and I might have missed a couple of points. Other than solving the leaks, for the 3 years or so I've been driving it all I've done is fabricate the gas sender and replace the gauge with several donors until I found a NOS gauge at California Corvairs. With that I'm set. Last night the Governor dropped by our club meeting and fell in love with my car, so I guess it still steals the show."

## Classifieds

### For Sale

James (Ron) Quinn has asked me to sell his 63 Corvair Greenbriar. Van has been upgraded to a late model 140hp with a Power/glide. Has all the seats in poor to fair condition, body is in good condition with surface rust only. 14" Camaro wheels. Rolling condition. May run as is?? Have more Pic's.

The Van has been sitting for several years but was running when parked. It was parked due to the Torque converter acting up. When cold it hesitates to shift up. After it warms up, shifts normal. May also need primary carbs rebuilt. Asking \$1,900 Call Al Hildebrand for more details....(770) 974-3283



Richard Stolzman has the following items **FOR SALE:**

Four 13 inch hubcaps \$15.00 a piece or all 4 for \$50.00. Also a trailer that will carry approximately 100 bales of hay. It comes with a spare tire. \$350.00

### FOR SALE

#### 1965 CORSA 140hp:



Black Interior with fair carpet, new headliner, new door panels with matching rear cards. Stock rear seat in great condition not hard or cracking. Front seats are aftermarket fabric seats with black and grey charcoal inserts..Corsa dash re worked with new wrinkle finish, clock does not work. Radio is a Sony CD player with front input jack for an mp3 player. Speakers are Alpine 6 x 9 in the rear window.

Chassis— is in good mechanical condition. Previous owner did some Autocrossing with this car and every suspension joint is either Nylon or Delrin. Front has been converted to Disk brakes and it has a dual Master Cylinder. (DOT 5 Silicone Fluid) Rear end has a Corvette sway bar and it

fits perfectly. All springs are stock... not cut down or modified in any way. Front end has Aftermarket Quick Steering arms and the shifter has a Quick Shift adaptor.

Engine / Drivetrain— Correct 65 transaxle is in the car. Drives and shifts nicely. Engine is not the proper Coded RB block. It is however a late model 140 engine. David Clemens internally inspected the engine and the rod bearings looked perfect. The heads were extensively rebuilt with a complete new valve job and had the chambers cut to raise the compression to 10 to 1. It has a bolted and balanced flywheel with a new clutch disc. No oil Leaks .. Dual exhaust is welded together and looks and sounds good. Engine has 4 individual K&N air filters and has a CRANE Ignitor electronic ignition system with electric fuel pump. Floor pans have all been replaced with new units from Clarks Corvair parts. I don't know how bad they were but the previous owner cut out the old and replaced them. Everything mechanically is good. It was recently driven 1700 miles roundtrip to the Convention in Kalamazoo Michigan. Tires are worn, it will need them soon.

\$7500 OBO Call Billy Cannon 256-839-1905 e-mail gtochief@gmail.com



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 Stolzmann 205/467-6444 Vice President: Pete Wood 205/956-6832 Secretary: Russ Thuleen 205/678-7979 Newsletter Editor: Billy Cannon 256/839-1905 Treasurer: Joe Doughty 205/995-0131

Hospitality: Harold Hartline Arrangements: Judi Cannon