



THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 34, No 4



THE PRESIDENT'S COLUMN:

Well Helen time is almost here again. I'm looking forward to the event on the weekend of April 19th - 21st.

Even though a few members were out of town and absent from our March meeting, we still had a good turnout and better yet good eats and a good meeting.

Included in this newsletter are a couple of pictures from a project John Cleveland is working on. He brought them to the meeting for all to see. It is evident that he is an expert in other areas other than Corvaire repair and restorations.

Don't forget that club dues of \$20.00 are due! Please catch up as soon as you can.

REFLECTIONS FROM THE SEAT OF AN OLD TRACTOR

"Good judgment comes from experience and a lotta that comes from bad judgment."

From the Editor:

I was not afforded the privilege of meeting the late VCE member Norman Rodgers. From what I have heard from other fellow Corvaire lovers, and seeing the collection he left behind, I wish that I could have met him. I was pleased to read that Norm's Ramp-side is now a member of the Queen City Corvaire Club and owned by Dick and Dee Charest. I know Norm would be proud to see it back on the road.



Next Meeting:

Will be held during the festivities at Springfest. Time, date and location will be announced.



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Upcoming Events!

The Weekend Cruise End Season Begins this month.

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

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

April 6-7 Spring Autofair at Charlotte, NC

Hosted by Queen City Corvair Club

Giant flea market, manufacturer displays, auction, individual make and group car shows, and surprises. Car display open to all Corvairs and Corvair-powered vehicles, not just show cars. People's choice trophies. Tickets and parking passes provided, dash plaques for all entries.

5555 Concord Parkway South
Concord, NC 28027

April 19-20 Springfest, Helen Ga.

Hosted by Corvair Atlanta, Heart of Georgia Corvairs, Queen City Corvair Club

Hospitality party, concourse, people's choice, valve cover races, autocross, swap meet, banquet, and more.
Motels: Helendorf River Inn, 706/878-2271 \$138; Best Western, 706/878-2111, \$64, suites \$84 breakfast included; Super 8, 706/878 2191, \$55; Country Inn and Suites, 800/456-4000; other lodging helengeorgialodging.com.

May 3-5 Virginia Vair Fair, Leesburg, Va

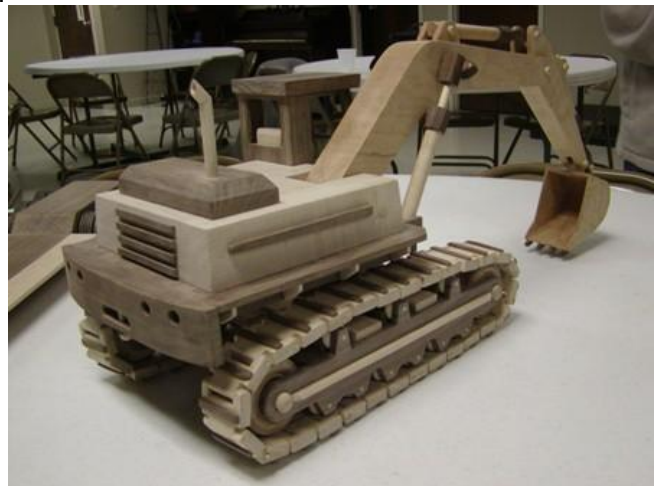
Hosted by Northern Virginia Corvair Club

More info at <http://www.vairfair.com/>



John's Toys

During the March meeting John Cleveland displayed some of his recent woodworking projects.



February Meeting Minutes

Twenty one adults and youngsters turned out for the March dinner and meeting of the VCE. After dinner the meeting was called to order by President Richard Stolzmann.

Old business: John Cleveland gave a report on his efforts to electronically archive all the past issues of the club newsletter. There are only twelve missing issues from 1981 to present. He thanked Richard Stolzmann, Russell Noble, Bob Siemens and Buck Hinkle for letting him use their newsletter libraries. John is still looking for anyone with issues from June 1974 through the end of 1980 to complete the project.

John also reported on the club by-laws. All officers have reviewed them except for Pete Wood. Now that we have Pete's correct email address a copy will be sent to him for approval, then submitted to the membership.

New business: There was a show of hands of who was going to Helen in April and it was announced that the April meeting would be held there. Time and place to be determined.

Richard mentioned the possibility of a club trip to the Dismals in May. No action was taken at this time.

Pete reported on his efforts to organize an overnight club trip. Due to his busy schedule no progress had been made. He will continue to work on it.

New members present were Doc and Karen Wasson (see Docs article on the right) from Calera, AL, Russ and Billy recently helped get their Lilith ('64 coupe) running.

Also present was Ann Steadman, a long time VCE member. She is looking for someone to work on one of her Corvairs. She will get some help.

There was a motion to adjourn, which was passed.



Buck Hinkle's Spyder

Members Rides by: Doc Wasson

Hello, I would like to introduce myself, my name is Doc Wasson. I was born in Scotland and was in the Navy for many years. I am married to a wonderful woman named Karen (you will probably hear me refer to as "Sparky")

and we have been together for many years. When I am not painting or model building, I am working on my '64 Corvair coupe "Lilith"! I saw my first Corvair when I was a kid; my next door neighbor had a



'64 Spyder convertible. I am a 2nd Corvair owner, my 1st was a '63 auto 110hp named "Mercy" that I purchased in Leeds, AL., but, after removing the paint to the metal, saw that the body damage was too extensive. I purchased Lilith in Gainesville, GA. and I am the 3rd owner. This Corvair was built one week before I was born. The 1st owner purchased her new from Wellborn Chevrolet in Honea Path, SC. On 11/16/63 to take his new bride on their honeymoon! I hope to have Lilith on the road soon.



I am proud to be in the club, from our first meeting I have felt welcomed and that I have known you for many years. Hope to see y'all again real soon.

Send Oil Drop submissions to:

GTOChief@gmail.com

Office: 256-839-1905

Cell: 256-404-5998

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

Web Links 4 U!

<http://www.indycarfactory.com>

The Dallara IndyCar Factory is a joint venture between the IndyCar Experience and Dallara Automobili. It is located just 1/3 of a mile southwest of the historic Indianapolis Motor Speedway - home of the Indianapolis 500.

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Blast From The Past:

The story of "Rescue #921" (a reprint from the San Diego Corvair website)

On Jan 29, 1992, a group of individuals called the OF's (known by some as the "Old Fellows") from the San Diego Corvair Club (SDCC) met for breakfast as they always did on Tuesday mornings at the Country Comfort Restaurant in Spring Valley, CA. This was an activity that was started sometime ago by some of the SDCC members whereby some of the old timers would get together and talk about Corvairs and how the SDCC could improve itself with various types of activities for the members of the SDCC. Those present were: Harold Hilton (deceased), Ray Moore (deceased), Larry Scrivener, Marsh



Hesler, Will DeMastes, Clarence Halvorson, John Evans, Mickey Chiara and Jim Stansbury (who was president of the SDCC at the time). The subject of activities came up and they felt that they had to have an activity that would bind the club together and let the younger members learn about the Corvairs. There were quite a few young Club members at that time. They discussed getting a convertible and restoring it for the 1994 Great Western Fan Belt Toss & Swap Meet, which is held in Palm Springs every year in November. Someone at the meeting threw out the subject of using a specially converted Corvair Van for road trips that would have parts, tools and information to help anyone with a Corvair that was having trouble on our Club trips. That idea sounded good and imaginations starting going wild and the birth of Resq921 (which had not been named yet) was born. There were three vans donated: a blue one from Larry's Corvairs in Gardena, Ca; a black and white one from Marsh Hesler and an orange one (donor unknown). The Van from Larry's Corvairs was selected as the one to restore and outfit with various tools and parts. The Van from Larry's was parked in the back lot of his establishment in Gardena, CA and was use for shelter for a homeless man. Larry indicated that he had other vehicles the man could be moved into. On April 7th, 1992 the OF's headed for Larry's Corvair Parts, trailer in tow, to pick up the 1964 Corvair van. Those in attendance moved the homeless man to another vehicle and the Van was loaded and transported back to San Diego, CA.

The van was taken to Larry Scrivener's house in El Cajon, CA, and put on jack stands to start the renovation process. A name had to be decided on for the van and after much discussion, the van was named "Rescue 921". The "921" in the name was used because the SDCC is Chapter 921 of CORSA (Corvair Society of America) of Lemont, IL. By May 1992, most of the bodywork and preparation for paint was completed. During this same period, the interior was gutted and the under carriage was stripped of various parts to be overhauled. In addition, an engine was rebuilt to replace the original engine that was in the van. The Van was moved to Jim Stansbury's house in Chula Vista, CA, until such time it could be taken to the paint shop. The van was taken to "All American Paint & Body Inc in San Diego, CA the end of Jun 92. It was decided to paint the Van white with blue trim at the bottom and red and blue pin stripping. The Van looked superb. After getting the van back from the paint shop, all of the exterior items that were removed for restoration had to be re-installed. That was completed in Sep 92 and the next chore was to install the interior that had been impeccably restored to like new condition. The interior cabinets were make by Trent White and donated to the club. By Oct 92, the interior of the van was complete. In Nov 1992, Rescue 921 was ready for the road. A successful road test was completed and Rescue 921 went into service. There were so many people to thank for their efforts, money and sweat that the only way to show our appreciation was to get the Van on the road and show it off. Rescue 921 was first shown at the 1994 Great Western Fan Belt Toss & Swap Meet in Palm Springs, CA. Strange as it may seem, the first car that was rescued by Resq921 was a Corvette no less. At least it was a General Motors Vehicle. The names of all the businesses, members, and persons that donated parts and money are on a placard located inside the Resq921. The Van carries a variety of parts, new and used, and a variety of tools. The van is used at all functions of the SDCC and other functions such as local area conventions and other local club activities. The van has rescued many disabled Corvairs that have broken down in one way or another. Rescue 921 is admired wherever it goes by all car enthusiasts and even the public. The OF's are to be applauded for completing such a task, knowing that the van would be a "one-of-kind". The OF's still meet on Tuesday morning to have breakfast and then go to work on a Corvair that needs some loving care. They still do the required maintenance on Resq921 and repair any problems that may be necessary to keep Rescue 921 in top performance and ready to go at any given time.

Editors NOTE: As Russ and I were returning from the Corvair Performance Workshop, we were discussing FCs and their various configurations. While out west, he remembered the Rescue 921 story. We agreed it would be good to "retell" it in this month's Oil Drop.

Corvair

SpringFest Merchandise

Jerry Brown, CORSA Eastern Director, will be at Springfest this year providing CORSA Merchandise. A new style Rampside t-shirt will be available in silver gray, gray, white, and brown with a blue Rampside on each. Also CORSA has introduced a new t-shirt for the ladies in a Ladies V neck style. the colors are white and meduim blue with the 64 Corvair coupe on them. Men's and Ladies White t-shirts in selected sizes will be on sale that have the 64 Corvair on them at \$6.00 each.

Corvair Performance Workshop and Mississippi 'Treasure Hunt'

This past month it has been 13 years since my Dad passed away. I still miss him of course and I know that he would have loved, as I do, being a part of the VCE family. Everyone knows that Russ and I hang out a LOT together and he has often said; "Billy, I'm almost old enough to be your Father!" and then he always adds; "Heck! I'm old enough to be Leslie's Father!" Everyone also knows that he can keep all of us laughing. Well, this past month we have had the chance to go on two different 'Corvair adventures', both out of the great state of Alabama. While Richard was driving back from Pensacola, a man saw his red convertible and struck up a conversation. Seems he knows a neighbor over in Mississippi that has 'a bunch' of Corvairs and gave out his name and number. Richard passed it on to Russ who promptly calls the guy and finds out that; "Yes! I do have Corvairs and one is a 69 convertible." Knowing that I am in the market for a 'vert body, Russ asks if I am ready for a short road trip. Early next morning we are on the way to Mississippi on another 'treasure hunt'. Sure enough, we get there and lots of Corvairs are strewn throughout the pine trees. Along with many other makes and models of classic cars and 'other' collectibles in various states of condition. An American Pickers dream! Well the 69 'vert was there (#1990) but was in pretty bad shape. Dave Leonard from the 69 group added the car to the registry and thanked us for the find. The only other Corvair that would be salvageable was a 1960 2 door so we passed on both and headed back home. This was the first time that Russ and I came home empty handed (NO treasure).

Indianapolis and the Corvair Performance Workshop was next up for us. This was our third year in a row with an opportunity to attend and it did not disappoint. Always the chance to do the Indy Speedway tour. This year we took in the Dallara Indycar Factory tour which offers visitors the chance to explore 23,000 square feet of interactive and hands-on exhibits centered around the engineering and technology of the world's fastest sport! The workshop was held again at Freelance Graphics at #4 Gasoline Alley. We heard briefings and were given information by Ryan Counterman on this years Nat'l Convention Autocross track event; Seth Emerson NECC at VIR, Ken Hand's New One Piece Clutch for Corvair, Suspension Set-up ; Track vs. Autocross by David Clemens (His racecar was one of those on display), and many more performance related topics for the Corvair. The weekend was topped off with the wedding for Michael and Tracy LeVeque and the traditional Mexifest buffet dinner. I encourage all to make plans to join Russ and I for next years event

A special note of thanks to Rick Norris for providing the pictures of the event. Many more of his Corvair pictures can be found on his website @ www.corvairalley.com Ed.



Members Input

Molly and Chris were able to attend the Spring Warm-Up in Myrtle Beach SC. Their luck hasn't changed much since Pensacola last month and last year's Warm-Up. Vaigron got twice as far this year (80 miles instead of 40) and had to be loaded on the rollback for the trip back home. Molly reports that it was less windy, but not much warmer than the Corvair Lovers Holiday in Pensacola. Although the little yellow station wagon didn't quite make it to SC, it was well presented at last weekend's West Point Lake car show. So now that nothing major is scheduled, Vaigron is running like a champ. That's why we LOVE our Corvairs!



Linda Miller provided this scan from the Nov. 2012 Reminisce Magazine. After reading the article she says; "The poor Corvair doesn't come off so great but it did remind me of my Brother maintaining my Dad's 1st Corvair, a '64 coupe. He kept a kitchen towel between the seats in case he needed a defroster and, as I recall, with every left turn, the horn beeped."

CORVAIR WAS A BIT RUSTY

1960 CHEVROLET CORVAIR
FEROZ KHAN • TROY, MICHIGAN

In 1966, I saw a 1960 Chevrolet Corvair in the classifieds at a bargain price, so I called the seller and arranged to see it the next day. After I took the car for a ride, we agreed on a price of \$450.

For the first month or so, my Corvair was great. I drove it to work every day and loved listening to pop songs on the radio. Then one day it rained. When I got home, I noticed that one of my pant legs was wet, which puzzled me.

The next day I looked down and saw a small hole next to my right foot, near the accelerator pedal. My buddy Joe said, "Man! You're in trouble. Your car has rusted through!" That shocked me at first, but as far as I was concerned, the car just had a little rust problem.

Then one day the windshield wiper on the driver's side quit working. My friend Vakar went to work with me, and since the wiper on the passenger side still worked, he would guide me if it rained hard, giving me hints like "Move over to the left—you're not in your lane."

Not long after that, the engine began revving even when I took my foot off the gas. The hinges on the accelerator pedal had rusted and it wouldn't come up. So I started driving with both feet. To slow down, I put my right foot underneath the accelerator to lift it up and used the other to brake.

A friend offered another brilliant suggestion: Drill a hole in the gas pedal, slip a string through it, tie a handle to the other end of the string and hang it near my window. That way I could use my left hand to lift the gas pedal and my right hand to steer as I applied the brakes. Using all my limbs to drive felt like something out of a Three Stooges routine.

When I quit my job, I no longer needed a car and tried to give the Corvair to friends, but no one wanted it. In 1968, the car was towed away after a snowstorm. I still have fond memories of that Chevy, though. Who can ever forget their first car?

Parting Shots



Corvairs lined up in front of 'FreeLance Graphics', site of the 2013 PW (Performance Workshop), Indianapolis, Indiana



Molly took these shots of the 'Confused' Corvair Powered Camaro at this years Myrtle Beach Spring Warm-Up.



David Clemens SCCA SPU (Super Production Under 1999cc) Racing Corvair. One of the display cars at the 2013 PW, Indianapolis, Indiana



At least the owner of 'Confused' got the motor in the right place. Now we know why the little guy is crying on the rear fender.

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: Billy Cannon

256/839-1905

Treasurer: Joe Doughty

205/995-0131

Hospitality: Harold Hartline

Arrangements: Judi Cannon

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