



THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 34, No 9

September 2013

Prez Sez:

Our monthly club meeting for August was chaired by Russ Thuleen and held at the Chattanooga Choo Choo meet. He reported that our club was well represented. He also added that he volunteered our club to assist at the next year's Choo Choo Corvaire Classic. I plan on attending next year. I thought that I would miss our next scheduled meeting in September as we were planning to be out of town, but I'm glad to say the dates changed so I will see everyone at the September meeting at our usual location, the Fullness Christian Fellowship Church.

REFLECTIONS FROM THE SEAT OF AN OLD TRACTOR

Words that soak into your ears are whispered... not yelled.



President Richard Stolzman's 65 Sedan in progress.

Next Meeting:

Friday, September 20th, Fullness Christian Fellowship, 7:00 PM

SCHOOL BUS SAFETY

Do You Know When To Stop For A School Bus?

Motorists must always stop when they are traveling behind a bus with flashing amber or red lights. When they are approaching a stopped school bus with flashing red lights from the opposite direction, drivers must stop if they are on a two-lane road.

If motorists are on a multi-lane highway (four or more lanes) or multi-lane private road and meet a stopped school bus, they do not have to stop. However, drivers should slow down and proceed with caution.

South Carolina Highway Patrol

Schools are back in session this month. When driving your Corvaire (or any vehicle) pay special attention and watch out for the world's most precious commodity: Our Children!

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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]



It has a twinkle in its eye

It flirts with you, that's what it does. But its come-hither looks aren't the only attraction. Corvair's got a practical side that makes as much sense to women as it does to mechanically minded men.

For instance, the engine's air-cooled so there's no radiator to add water to or buy antifreeze for. No hoses to check, tighten or replace. And you won't spend time or money getting brakes adjusted. They adjust themselves. Just nothing much for you to do but enjoy driving like you probably never have before.

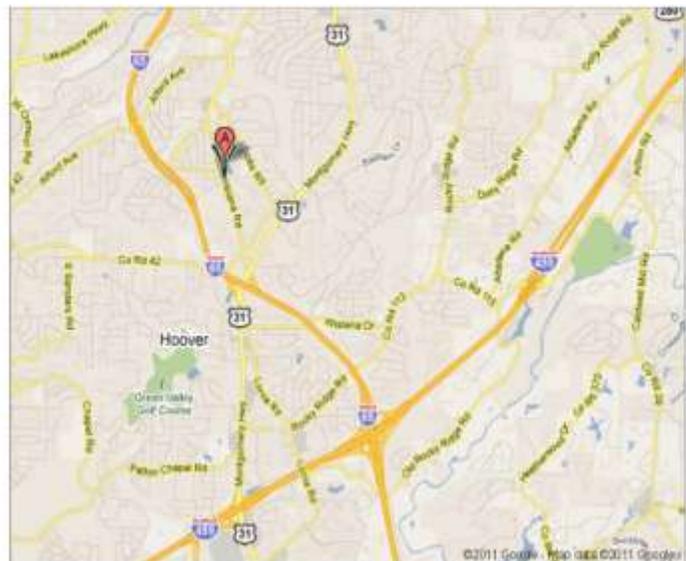
The peppery standard engine's got almost 19% more horsepower this year. Its location in back puts extra weight on your rear wheels, gives them a surer grip on mud, ice and snow. And the easy-to-park size and easy steering make even downtown driving more relaxing.

In fact, this is the kind of car it's a pleasure just to think about driving. Why not do just that—all the way down to your dealer's? . . . Chevrolet Division of General Motors, Detroit, Michigan.

**CORVAIR
MONZA**
CHEVROLET

Standard Models Start at \$3,999. Corvair
THE BEST HIGHWAY PERFORMANCE

A. Fullness Christian Fellowship
2575 Columbiana Road, Vestavia Hills, AL
(205) 822-3070



August Meeting Minutes

The August meeting of the Vulcan Corvair Enthusiasts was held the weekend of the 16th thru the 18th at the Choo-Choo Hotel in Chattanooga, Tennessee with 11 members present. Also in attendance with the Corks, Cleveland's, Cannons, Russ Thuleen and the Birks were 2 guests. Friends of the Birks; Jake Ricken and Floyd Kershaw.

A possible new member attended this event; Bill Warren from Decatur, Alabama. Bill joined the VCE group at the event with his beautiful brown '65 Corsa and took First place in the Late Closed.

VCE members placed in the car show:

Judi Cannon – 3rd place Late Open

Birks – 1st place Early Open

Bill Warren – 1st place Late Closed

The members discussed last months trip to Rickwood Caverns and upcoming events and cruises-ins. Billy Cannon and Russell Noble are working on shirts for the membership.



Russell Thuleen has found several CORSA members in Alabama, that have not yet joined VCE. It was suggested that a committee be set up to contact these CORSA members.



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.

Choo Choo Corvair Classic:

August 16-18, 2013

VCE members joined people from, Florida, Virginia, North and South Carolina, Georgia and Tennessee, to attend the 1st Choo Choo Corvair classic since 1989. Among those, were two directors of the Corvair Society of America, Ken Hand and Dean Cumberling.

Lots of talk about next year and as mentioned in Richard's "prez Sez" VCE will assist in next years event which will be bigger and better.

The car display inside The Gardens was beautiful with cool weather and the slight hint of mist towards the end. But no one was complaining. The 'verts even kept their tops down because of the covered pavilions in the gardens. The awards banquet started out with some very tasty food, proceeded with recognition of the People's Choice Award winners (VCE results are in the meeting minutes) and was capped off by the fun of the door prize raffle and 50/50 cash prize drawing. A great effort by Choo Choo after so many years. Vulcan Corvairs Thanks You!



Blast From The Past

The Ernie Kovacs Corvair

“Nothing in moderation – We all loved him.” Thus, the death of Ernie Kovacs some 50 years ago still rocks those in American film and television who view Kovacs as one of the greatest American comedians of all time. It was in the early morning hours of Jan. 13, 1962, that Kovacs, 42, was killed in a car accident while driving home from a baby shower given by Billy Wilder for Milton Berle and his wife, who had recently adopted a three-year-old boy. Kovacs and his wife, the singer Edie Adams, were driving home separately from the baby shower at about 2 a.m. when “a light southern California rainstorm hit, and Kovacs lost control of his Chevrolet Corvair station wagon while turning fast, and crashed into a power pole at the corner of Beverly Glen and Santa Monica Boulevards,” stated a page one report in all major U.S. newspapers at the time. Ironically, his daughter – Mia Susan Kovacs – died at the age of 23 on May 8, 1982, when she too was fatally injured after her car ran off the shoulder of a road and crashed in Los Angeles. Miss Kovacs was thrown through the sunroof of her car, a friend of the family said.

At the time of Kovacs death, his close friend and fellow comedian Lucille "Lucy" Ball said, "We lost a real genius."

Jan. 13, 1962 -- the fact that “Kovacs may have lost control of his car while trying to light a cigar,” fascinated his fans since Kovacs was as famous for always smoking a cigar as Jack Benny was for playing his violin. For instance, Hollywood newspapers pointed to a photographer who managed to arrive at Kovacs car crash scene. In turn, image



of Kovacs in death appeared in newspapers across the U.S., with “an unlit cigar laying on the pavement inches from his outstretched arm.”

As an example of his fame, Kovacs pallbearers were Lemmon, Frank Sinatra, Dean Martin, Billy Wilder (director of “Some Like it Hot”), Mervyn Leroy and Joe Mikolas. Also on hand to comfort Edie Adams and other family members of Kovacs -- who were Hungarian Americans who immigrated to the U.S. “to make a better life for Ernie” -- were the who’s who of Hollywood: George Burns, Groucho Marx, Edward G. Robinson, Kirk Douglas, Jack Benny, James Stewart, Charlton Heston, Buster Keaton and Milton Berle.

At the same time, Kovacs had left instructions – in the event of his death – to keep things simple. Thus, when the pastor paid tribute to Kovacs during the funeral, he summed up his life in two sentences: “I was born in Trenton, N.J. in 1919 to a Hungarian couple. I’ve been smoking cigars ever since.”

The Evolution of 'Shorty'

1961 Corvair 'Loadside' or 'What Was He Thinking?'

Let me start right off by saying that the 'harm' done to one of only 369 Corvair 95 Loadside was performed by the first owner (who shall remain nameless) of this rare vehicle. During the 1990's, collectability of the Corvair 95 truck was not as popular as it is today and probably didn't even enter the mind of the person wielding the cutting torch.



A few 'Crampsides' have fell victim to this procedure by removing the 45 and 5/8inch ramp on the passenger side, the same amount from the bed and driver's side and then putting the whole thing back together. Certainly OK in some circles, especially since the 'Rampys' were more plentiful by 80%. But why would someone want to do that to a Loadside? Well, actually, they didn't! Only 25 inches was removed all around



the bed and then welded back together. And it wasn't because there was so much rust in the bed that surgery was required. This truck lived in Vegas and is very solid and rust free. Did I forget to mention that after all the cutting was done that the power plant was removed and a OLDS 215 V8 was stuffed in the original engine compartment. My only thought is that this truck was being built as a "Wheelie Machine". That never happened because the madness stopped right there. The project was abandoned and never moved under V8 power.

Let's move forward to May of 2003 where two very good friends from the Vegas Vairs Corvair Club got wind of this lonely 'little' truck. Russ Thuleen and Rudy Scheindt thought that the vehicle deserved to be rescued and made arrangements to buy it. Rudy likes to put V8's in Corvairs and Russ likes his trucks. The deal was done and Rudy kept the very desirable aluminum V8 with conversion pieces and Russ was satisfied with the very solid (albeit shortened) body. A couple of years have now passed and Rudy has moved back to Grantsville Utah and Russ has moved to Chelsea Alabama. True to form, the V8 remains with Rudy to this day and Russ towed the little truck to Alabama where he would get to it someday.



About six months ago that day arrived. Another trade was done and Shorty now has a brand new 'X' block replacement motor back where it belongs and is now moving under it's own power and into Russ's well equipped shop. As was mentioned before the body of the little truck is very solid with virtually no rust. A trip to the media blaster resulted in a 'bare metal' blank canvas from which to work. Many hours were spent getting the body as straight and smooth as possible. Some finish work was needed on the welds that joined the truck after the 25 inch chop. Once Russ was satisfied with the metal work, a coat of rust prohibitive primer was applied.



Russ is very supportive of the local Shelby County School of Technology and has enlisted the expertise of the paint and body Instructor, Mark McCary on this and other Corvair projects. Mark brought his paint gun to Russ's shop and laid down a sandable primer coat so that an 'all hands on deck VCE sanding party' could be arranged. After a full day and many sheets of sandpaper and sore muscles, Shorty was ready to be transported to the paint booth.

Plans for Shorty have always been to serve as a 'parade' vehicle and conversation



piece. Color schemes were discussed, debated, and experimented with on the computer. Three each, Red, White and Blue vertical stripes, were always in the back of Russ's mind with the intent of making the truck appear even shorter than it is. However the final decision to go with the 'Ole Glory' theme was solidified when he got the seats back from Bobby of Hills Upholstery Shop in Sylacauga, Al.

(Continued next page)

(Evolution Of Shorty cont.)

The embroidery work with the eagle superimposed over the flag clinched the body color scheme for the body of the truck.



Once inside the spray booth, the whole truck was painted white. Russ and Mark spent all afternoon hand laying the masking for the red stripes which were sprayed and allowed to dry. The doors, bumpers and trim pieces were previously painted and back at the shop awaiting reassembly. The now red and white striped bed was masked so that the entire cab area could be sprayed blue. By this time, school had started and Mark needed to get back to his students so Shorty's paint patiently cured until 3 coats of clear could be applied.



I have never seen Russ more excited than when he got the call from Mark that Shorty was ready for pick up! Once again Mark had proved his mastery of the



paint gun and provided "Mr. Russ" with another Corvair with top notch looks and eye appeal. The picture to the left is of two very happy men and an awesome looking paint job. The enjoyable and most rewarding task at hand is to now put the truck back together. Hanging the doors is certainly a two man job and it was an honor to be able to help Russ with that job. But don't get me wrong....it was a nerve



racking experience for both of us because of the risk of damage to that gorgeous paint job. All went well due to Russ's careful and well thought out preplanning for door alignment.

As of this writing, Russ is methodically putting all the bits and pieces back together and working toward his goal of having Shorty ready for the parade into the Georgia State Fair Grounds the first Saturday of October. I can honestly tell you that he is smiling and enjoying each and every step as he checks off the days to that goal.

So now I hope that you can forgive the fact that a rare truck was put to the knife, and many will still say, "What was he thinking?". Sure, it was done but now the Corvair world has 'Shorty' and we can enjoy the little truck for what he is. A patriotic, eye-catching part of one mans dream to make people smile.

And by the way.....the stars WILL come out.....but that's a different story.



TRUCKS

In celebration of the rebirth of “Shorty”, here are a few pictures of other unusual Corvair trucks and the official 1962 Chevrolet Brochure for the Corvair 95.



1962
CHEVROLET
TRUCKS | CORVAIR 95 MODELS

CHEVROLET **1962**
TRUCKS | CORVAIR 95 MODELS



Classifieds

Corvair Storage Available

50 by 60 ft. Warehouse:

Recently acquired building for open storage. Substantial 'I' beam construction with very smooth concrete floor. Any VCE member that needs secure and dry storage for your collector car should talk with me at the next monthly meeting.

VERY Reasonable Monthly Rate. I personally have 4 of our Corvairs inside with room for more. 1st come 1st served.

Call (H) 256-839-1905 or (C) 256-404-5998

E-mail gtochief@gmail.com



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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