

THE OIL DROP

THE OFFICIAL NEWSLETTER OF THE VULCAN CORVAIR ENTHUSIASTS Vol 33, No 3

MARCH 2012

THE PRESIDENT'S COLUMN:

We had a great February meeting on the 17th, lots of good food, a few laughs and a great meeting. We discussed our Vulcan Corvair Enthusiasts charter; a copy of that Bill Sweet got from the Jefferson county court house. We voted to get some bylaws together that John Cleveland will compile from various clubs. Vulcan Corvair Officers will meet early at 5:30 before the next meeting on March 16th to vote on the bylaws we want to enact.

By the time everyone gets this article, I and a few other members will have gone to the Pensacola meet on the 24th and 25th, and returned. I'm leaving tomorrow the 24th. I hope the rain and bad weather forecast has come and gone by the time I leave.

On personal note; I just got back from Palm Springs California. We did a lot of hiking in the National Parks surrounding the area; from desert hikes where it was really hot, to mountain hikes where there was ice and snow. All within 30 minutes of where we were staying.

Also I'm continuing to work on my 4dr, got two back doors redone and back together and I'm disassembling the left front door at present. I'll be done in a year or two?

REFLECTIONS FROM THE SEAT OF AN OLD TRACTOR: When you wallow with pigs, expect to get dirty.

Dues are due. Send your check to Joe Doughty ASAP or I will come to your house and work on my car in your driveway!

Next Meeting:

Date: Friday, March 16, 2012

Time: 7:00 pm

Place: Fullness Christian Fellowship.

Bring your spouse, a covered dish and a Corvair!

Send Oil Drop submissions to:

John.C.Cleveland@ElPaso.com or

monzajohn@charter.net

Office – 205-325-7654

Cell – 205-834-3120

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

Web Links 4 U!

Official GM product photos. You can purchase an 8"x10" art print of just about any GM car ever made. Type Corvair in the search box.

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

The GM Heritage Center has a lot of information plus archive documents you can download about your Corvair model.

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

Remember Daylight Saving Time begins on March 11! Set your clocks forward one hour before you go to bed on the 10th.

Upcoming Events!

March 9-11 Spring Warm-Up in Myrtle Beach, SC.

Hampton Inn, 1803 S. Ocean Blvd., Myrtle Beach, SC, 843-946-6400, mention CORSA.

Show, car corral, poker run/scavenger hunt, bingo, valve cover racing, model & toy Corvairs, swap meet, awards dinner.

March 10 Car & Truck Show in Inverness, FL

Inverness City Hall, 9:00 to 4:00, register before noon.

To benedit the Florida Sheriff's Youth Ranches and Citrus Co. Children's Advocacy Ctr. \$20 registration NCCC, 1490 Druid Rd., Inverness, FL 34452
353-344-4210 nccorvairclub@yahoo.com

April 20-21 Springfest, Helen Ga.

Friday autocross and swap meet.

Fri. nite hospitality party, 50/50, vale 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.

July 25-28 2012 Corsa Int'l Convention in Sturbridge, Mass.

Host Hotel: Sturbridge Host Hotel & Conv. Center
366 Main Street, Sturbridge, MA. Special room rates.
Wednesday – Autocross, Thursday – Road Rally,
Swap Meet, Friday – Valve Cover Racing, Concourse,
tech sessions and seminars. Saturday – People's
Choice and special events. Check it out!

<http://www.corvair.org/chapters/necc/convention/index.htm>

APRIL 14

**JIM COX MEMORIAL CAR SHOW
ZAMORA SHRINE TEMPLE
REGISTRATION 8:00 TO 11:00 AM
IRONDALE, AL**

Birthdays

Hoyt Mann - March 4

Allison Daniels - March 29

Richard Stolzmann - March 30

Pete Wood - March 31

Anniversaries

Joe & Rozelle Doughty - March 19

February VCE Meeting Minutes

The February 17th meeting of the VCE was held at Fullness Christian Fellowship as usual starting with the sumptuous potluck meal. There were 19 people present, which included 2 visitors - Clyde & Brian Cork.

President Richard Stolzmann called for business reports:

OLD BUSINESS

* Both Russ Noble and Russ Thuleen have volunteered to make the CORSA report on members

* Bill Sweet reported on the Incorporation papers.

* Billy Cannon reported that the monthly newsletter is now available on the VCE website.

* John Cleveland and Bill Sweet will complete an update to the VCE By-Laws.

NEW BUSINESS

* Ed Keller mentioned the Jim Cox car show to be held April 14th. For more information contact Ed.

* There will be a car show held at Shelby High School on May 12th. For more information contact Russ Thuleen.

* The CRUISE-INS start again in April!

* Harold and Louise Hartline are wanting to hold a FIX-IT party at their house up at Smith Lake. Harold is looking to get his Corvair boat up and running again. Look for more details in future newsletters.

* Roy Dutton mentioned if anyone was interested in Amsoil, to contact him for more information.

Billy Canon moved to adjourn - the motion was seconded.



From the Editor:

It's hard to realize that in a little over one month from now the cruise-ins will start up again. While it has been a mild winter, I miss getting out with the top down. It's a lot more fun driving to work that way! We also seem to be stuck in a weather pattern where it is cool and rainy on the weekends. That is preventing me from taking my car over to non dues paying members to work on it. I like the weather warm when I work on the driveway.

I have been plagued with a terrible squeaking noise that I thought was coming from my steering column. I heard it from inside whenever I turned the wheel, mostly after the car had been sitting for several hours. It usually went away after turning the wheel a few times. I had the car up on jack stands for an oil change and lube and I was turning the front wheels to get to a zerk. That's when I got to hear the noise from below. It was really bad.

I finished my work, then disconnected the battery, popped the horn button off and started squirting WD-40 down the column and turning the wheel. Didn't seem to make any difference so I called Russ to see if I could bring it over to get a 'professional opinion'.

His opinion, and Pete's also, was that yes, it was a terrible noise, but it was difficult to determine where it was coming from. While we were working the wheel back and forth it eventually stopped. My theory is the WD-40 finally got to where it needed to be.

It's been about a month now and the noise is coming back. I separated the pitman arm from the steering box and moved the wheels; no noise. Then I turned the steering wheel; no noise. After removing the steering box and column for inspection and finding nothing wrong, I gave up for the evening and started picking up tools. While reaching under the car to grab a socket I grabbed the pitman arm, which was still disconnected from the steering box. IT DIDN'T MOVE! Turns out the bushing on the other end was freezing up. Another lesson learned, and don't assume anything.

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

- John -

Why I Call My Corvaire Corsa Convertible 'Rhapsody 'N' Blue'

Submitted by Richard Cleveland and edited

Rhap-so-dy: 1.(a) In ancient Greece, a part of an epic poem suitable for a single uninterrupted recitation (b) a similar modern work. 2. Any ecstatic or extravagantly enthusiastic utterance in speech or writing (or work) 3. Great delight; ecstasy 4. (Obs.) a miscellany 5. Music, an instrumental composition of free, irregular form, suggesting improvisation.



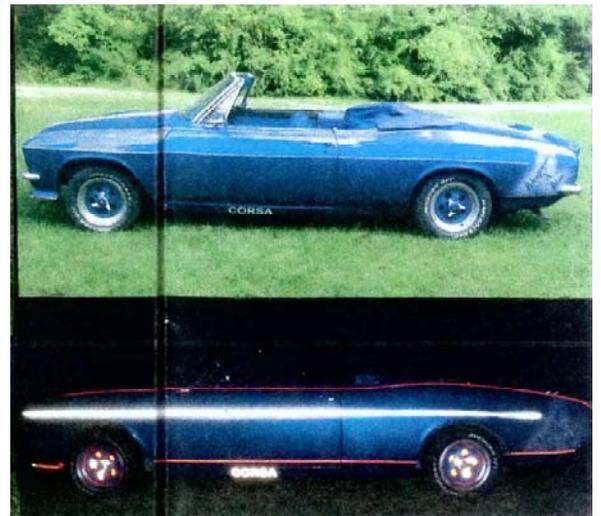
Two lessons about buying an old car: 1. Always take a magnet with you and 2. Ask for character references. After buying the car I had to choose whether to sell it off for parts or fix it up. I chose the latter and despite some of the frustration that I have encountered along the way, I have come to experience what many Corvaire owners have experienced before me; that of being involved in a LABOR OF

LOVE. My wife would say that I made the wrong choice, but only time will tell on that one.

Thus begins my experience of a lifetime, doing things that I have never done before and experiencing things for the first time in my life.

The idea to call the car 'Rhapsody in Blue' came from remembering an instrumental by that name. I looked up rhapsody in the dictionary so I could see what it meant. Def. #3 was right on, but #1 started the ball rolling and #5 came into play a lot as there had been a lot of improvisation on this car!

The first order of business was to get the body blasted down to bare metal. An estimate ended that idea in a



hurry. After wearing out 3 wire brush wheels and starting on the 4th the car was down to its birthday suit and the condition of the body became very clear. After the initial shock wore off I looked upon it as a new adventure and figured I might as well enjoy the ride. Definition #1 was coming into play, the beginning of a single uninterrupted recitation.

And it was after reading "A Different Route" by Charles Moss in the March 2010 Communique, that the fulfillment of Rhapsody began to take place, with his quote as a guide; "Thank you, GM, for the canvas,



now I will create my own masterpiece". Now the complete definition came into play in different ways and at different times, interrupted by spells of frustration.

FIRST: Def. #5 started to work as I took all the emblems off the rear quarter panels, front fenders, hood and trunk lid. I decided to leave off the chrome under the doors. After I had fixed all the rust damage I could, and had everything was welded up that could be fixed, it was taken to have the body and paint work done.

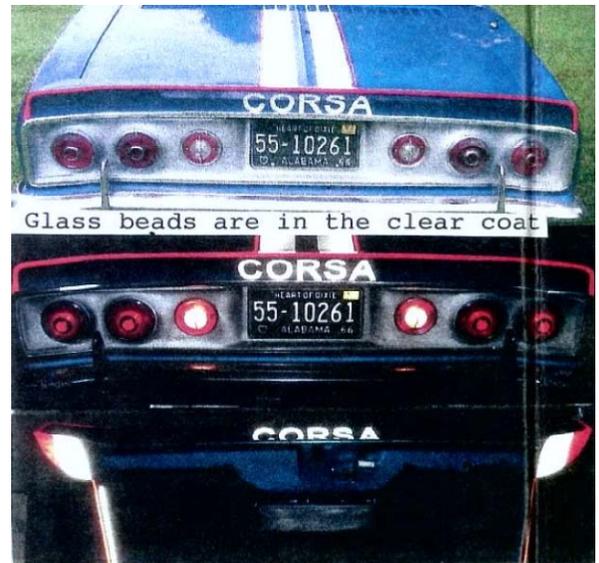
SECOND: There was too much bondo work to do on the front panel to make it look good so I purchased the front clip from a man in Los Lunas, NM. This turned out to be a very good decision! When the car was almost ready for paint I decided to look into getting an aftermarket front spoiler. I ordered one

from Mulholland Drive in California.

John Smyda, who did the welding, body and paint work, suggested two 6" racing stripes on the car, but I nixed the idea. After seeing the pattern of the stripes on the new spoiler I changed my mind. (Def. #5 at work again!)

THIRD: I didn't think about the rear of the car when ordering the front spoiler, then Def. #5 struck again!. Not wanting to spoil all the blocking, sanding and priming done on the original hood, I decided to put the rear spoiler on an extra hood and save the original. Between the start and finish of the rear spoiler project there were many moments of frustration, but considering this was my first time I'd ever done this, it came out looking pretty good. Also, when taking the paint off, I found the hood I was using

had damage which the spoiler covered up, so all in all the project was very gratifying.



FOURTH: While originally planning to paint the stripes on, after seeing the effect of the reflective tape on the rear spoiler I decided to make the stripes with that, plus a ¼" trim with red reflective tape. The same with the red and white stripes down the side of the car. The sole purpose was to make the car more visible at night, but was pleased that it made a positive decorative factor in the daytime. The red, white and blue motif wasn't planned, it just worked out that way. If fact, the edging on the front and sides was not planned, Def. #5 strikes again!



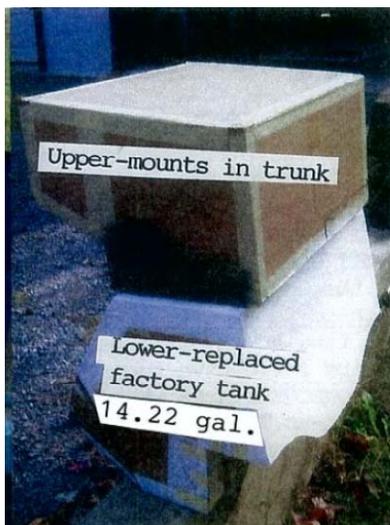
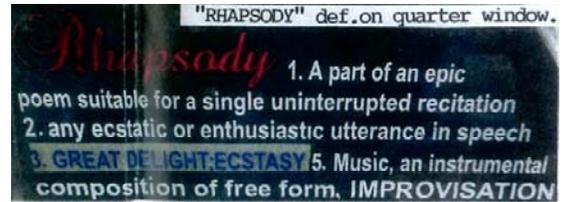
FIFTH: Since I had blended the rear spoiler in with the hood, Def. #5 struck took over again. I enclosed the underside of the spoiler end that extended over the rear fenders, and covered it with a strip of reflective tape. On my trip to California, that paid off when a tow truck driver I was waiting for almost missed me in the dark.

SIXTH: The wheels I used had fake rivets on them so they would look like split rims. I cut the rivets off, smoothed it out and painted the center of the wheels blue, with the knock-off hub wings covered in white reflective tape with a red trim strip. To hide the brake drums discs were made to fit behind the wheels. These were covered with red reflective tape. It looks good and really stands out at night.

I was 66 when I bought the car in Oct. '09 and did most of the body work in 2010. It was finally looking halfway decent in July of '11 but had a lot of problems to work out with the custom fuel tanks and the carbs. During this whole project, Def. #2 has been a motivating factor, with Def. #5 a constant companion. But when all is said and done Def. #3 will reign supreme, because when you take a car that has been neglected, fix it up and give it a nice paint job, there is a very gratifying feeling from turning 'trash in to treasure'. Is the paint job as good as I would like it to be? NO!. Are there still little glitches that need to be worked out to make it as good as I would like? YES!! But seeing that this is the first time in my life that I have painted a car, I feel that I can hold up my head and say that I finished what I started, and it came out looking PRETTY GOOD!

All in all it has been a rewarding, if expensive, experience, laced with a lot of frustration in between. And this may sound like bragging, but it is a true observation - there's not another CORSA like it on the planet.

I recently went on a trip from Cullman, AL to Monterey, CA and back. The only trouble I had, though expensive, turned out to be a plugged fuel filter from debris left in the custom fuel tank. Other than that the car ran great over the 5000 miles I drove in a week's time.



Mock up of additional fuel tank.



Various tail light configurations.



Reflective disks mounted behind the wheel for added visibility and to hide the drum. Red stripe around the blue wheel center also adds to night visibility. Spinner is reflective also.

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/>



Spring is right around the corner!

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

