

THE

DRIP

A CHAPTER OF THE CORVAIR SOCIETY OF AMERICA

VOL. 2

NUM HER

JANUARY 1979



Personalized Car Care Complete Air Conditioning Service Brakes Tune Up Electrical

JODY & HANK'S AUTO SERVICE Corvair Service 632-2843

JOE TORREZ HANK BROWN

1414 S. Wahsatch Colorado Springs, CO 80906





LASSICS Dave's Refinishing

FOUNTAIN, COLO. 80817 PHONE: 392-9601



REPAIRING & RESTORING

The Drin line is published monthly by the Pikes

The Drip Line is published monthly by the Pikes Peak Corvair Club. Articles and comments are solicited and must be received by the editor, John Dowswell, 7 Sequoyah Road, 80906, by the 10th of each month for publication in that month's newsletter.

Nonmembers may purchase classified advertising at \$1.00 for 20 words. PPCC members are entitled to free noncommercial classified advertising. Commercial rates are \$5.00 for a business size card, \$8.00 for 1/2 page and \$15.00 for 1 page.

ELECTED OFFICERS

Jim Wood, President	Phone 473-5370
Pat Markey, Vice President	Phone 591-2407
John Dowswell, 2nd Vice President	Phone 473-4571
Evelyn Halverson, Secretary	Phone 392-9815
Merrill May, Treasurer	Phone 596-0310
Don Crombie, Membership Chairman	Phone 475-0048

All correspondence to the Club and/or its officers can be mailed to P.O. Box 4035, Colorado Springs, Colorado 80930.

JANUARY MEETING

The January meeting will be held at the clubhouse at Diamond Terrace Apartments, 4710 Rusina Road, on January 23, 1979 at 7:00 p.m.

Bill Nelson, a Pennzoil representative, will show the film, <u>The World of Wheels</u>, narrated by Lloyd Bridges and produced by Pennzoil Oil Company. This should be a very interesting program so don't this meeting!

DOOR PRIZE

Two door prizes were given away at the December meeting. John Glusick was the winner of an oil filter donated by DANIELS CHEVROLET. Omar Halverson was the winner of a Clark's Corvair Parts Catalog which was donated by the Club.

The January door prize will be ??? Come to the meeting to find out what the door prize will be.

TECH SESSION

The January 27th tech session will be held at Gabby Markey's house, 1550 Waurika Circle at 10:00 a.m. This will be a general tech session so bring your problems.

WOOD'S WIND

A year has passed and we have grown to a membership of 74 since our inception in September 1977. I want to take this opportunity to congratulate and thank Gabby Markey for his tireless efforts in forming and coordinating the Pikes Peak Corvair Club. We have come a long way since 12 of us met at Gabby's house on a cold September eve in 1977 to pool our interest in the Corvair. We have had a fun filled spring, summer and fall including picnics, a birthday party, Christmas party, etc.

I know Gabby will be a hard act to follow but with help from each and every one of you, we can make it. The Club needs more input from the members; we need to know what you like and dislike. I look forward to an enjoyable and productive year.

-Jim-

NEW MEMBERS

The club welcomes the new members who joined in December:

Mike Glusick 15910 East LaForge #G Whittier, CA 90603 (213) 943-8282

David & Nancy Haddock Route 1, Box 61 Fountain, CO 80817 392-9601 Joe Rubio, Jr.
3435 Vallejo Court
Colorado Springs, CO 80918
598-5701

Lyle K. Ross
R. R. #1
West Point, Iowa 52656

Mike Glusick has a 1960 coupe; Joe Rubio, Jr. has a 1964 Monza and two 1966 Corsas; the Haddocks have a 1965 Corsa and a 1965 Monza; Lyle Ross's membership was a Christmas present from another member so we do not know if Lyle has any Corvairs.

* * * * *

What PPCC member going down Fillmore was looking at another Corvair, scraping the windshield, adjusting the heater and weaving across the white line? And to his surprise was stopped by flashing red lights and a friendly city patrolman to check, of all things, his breath?

DUES DUE

Do you enjoy the PPCC meetings? Do you enjoy the tips for working on your car? Do you like the availability of trading parts? If so, be sure you renew your membership by January 23, 1979.

So far, these are the members who have let dues renewal slip their mind.

Bergevin, Lewis Bertram, Jerry Black, Michael Brase, Lawrence Bravato, Epifanio Cook, George Crockett, Cary Crombie, Don Dunham, Bob Early, Bill Ford, Lloyd Gibson, Floyd Hames, Bill Harris, George Hundertmark, Walt Jesse, Carl Judy, Gary Lewis, Robert Liles, Marlan Luby, Paul Lugue, Arthur Magee, William

Markowski. I. R. Naber, Don Pearce, Kenneth Pearson, Richard Penzes, Fred Peterson, Gerald Phelps, Bailey Pike, Larry Plummer, Bryan Reese, Gilbert RPM Magazine Seelye, J. Charles Shuey, Thomas Sigley, Woodrow Slattery, Ryan Sprafke, Jim Strickler, Bob Thomas, Greg Thornton, Robert Van Raalte, Darwin Wallace, Joe Whittington, James

CORSA MEMBERSHIP

All members are reminded that they agreed to join CORSA when they joined the Pikes Peak Corvair Club. Members who joined prior to April 1978 have until April 1979 to join CORSA. All other members must join CORSA within three months of joining PPCC. Please see Merrill for an application blank. You can bring your completed application and check to the next meeting and Evelyn will mail them.

NEEDED

We are looking for a PPCC photographer and historian. In order to aid you in deciding if you would be interested in either job, the Board of Directors has set forth a description of both positions.

The photographer should take pictures at meetings and club events such as picnics, gymkhanas and rallys.

As historian, one should maintain the club scrapbook by keeping newspaper clippings and pictures. We would like the scrapbook brought to each meeting so the membership can keep up on what is really happening within our Club.

PMI CAR SHOW

If you have a "dream car", why don't you plan to enter the PMI car show this year.

There was so much attention given to the Corvairs last year and so many questions asked that I know you would enjoy spending some time at the show talking to people about your car. It's also a wonderful way to promote our Club so plan to spend a few hours there.

The show this year will be February 17 and 18, 1979. You can put your cars in anytime after noon on February 16. For more information, contact John or myself at 544-1077.

-Dee Glusick-

CALENDAR OF EVENTS

- 23 January 7:00 p.m. Monthly meeting
- 27 January 10:00 a.m. Tech session, Gabby's house.
 - 1 February 7:00 p.m. Board meeting, Pat Markey's house
- 17 & 18 February PMI car show in Pueblo
- 24 February 2:00 p.m. Tech session, Gabby's house
- 27 February 7:00 p.m. Monthly meeting

MINUTES OF THE MEETING

The December 19, 1978 meeting was called to order by the Vice President, Jim Wood, at 7:30 p.m.

Attendance: 30 members and 8 guests.

The previous minutes were approved as published.

Treasurer Merrill May reported \$400 in the Club treasury.

Old Business

Jim said Treasurer Merrill May would be moving to Boston in February and had resigned his position as treasurer for 1979. Tommi Harlow would serve as treasurer until an election could be held in January.

As President Markey would be late coming to the meeting, Jim said the new officers would be installed at the January meeting.

New Business

Jim said a Pennzoil representative would be present at the January meeting and would show a film narrated by Lloyd Bridges.

John Dowswell asked members to write articles for Car of the Month telling where they got the car and what had been done to it. Beginning with the January issue of The Drip Line, a picture of the Car of the Month will be featured on the cover.

Winner of the oil filter donated by Daniels Chevrolet was John Glusick. Omar Halverson was the winner of a Clark's Corvair Parts Catalog which was donated by the Club.

Jim said the January 27th tech session would be held at Gabby Markey's house. Anyone with car problems or wanting to offer advice could come.

There being no further business, the meeting adjourned at 8:00 p.m.

Respectfully submitted,

Evelyn Halverson, Secretary

XMAS PARTIES

On Saturday, December 9, a group of nineteen PPCC members braved the cold to travel to Bob Young's Cabaret for a dinner and melodrama.

The dinner was delicious, even had mushrooms for everyone after Gabby had been through the line!

Thanks to Linda and Dave Mattes for a delightful evening.

* * * *

After a short business meeting Tuesday, December 19, Santa paid us a visit as we started our family Christmas party. Next, the children told Christmas stories and sang Christmas carols.

Then everyone enjoyed the delicious goodies furnished by the members present. Thanks to everyone for making this yet another happy memory of PPCC.













It all started with a phone call from my Mom. She had seen an ad in the paper for a 1963 Corvair pickup. She knew we had been looking for one for quite awhile.

I drove over to the address given and there, sitting in the driveway, was a power blue body trimmed in dark blue "dream". No one was home! I asked a neighbor to give me their name so I could call them. All day I rang their phone off the hook. Finally, I reached their little girl just home from school. She gave me her Mommy's number at work so I called her. She didn't know anything about the pickup so she gave me her husband's number at work. Phoning him I learned when he would be home and agreed to meet him then.

Meanwhile, over at Center, Colorado, John was working hard putting up a metal building. He received word to call his wife at home as soon as possible. When he called, he wondered what could be so important that I would be calling him? I told him I had found us a Corvair pick-up -- then he knew! I described it to him and he suggested my Dad go over with me to help check it out, and if I liked it, to go ahead and get it.

We were waiting for him when he got home to drive "my dream" around the block. It was missing like mad. They had the wrong spark plug wires on it and the carbs were out of "synch". The interior was still original but it would need to be completely restored. Still, it had been love at first sight and I wanted it.

John called me back that night and I proudly told him we were the owners of a Corvair pickup that only needed a "little T.L.C.".

Then the fun began. In old clothes, I steam cleaned the engine compartment and we started cleaning things up and putting it into running shape. With it driveable, we could now start on the interior.

We must have spent hours with gas cap in hand, comparing power blues before we come up with a close match. While John painted the interior, I upholstered the seats and made a headliner for it.

Our goal was to have it ready for the PMI Auto Expo our club had been invited to enter.

Jim Wood came up with the crowning touch. A set of hubcaps that looked like mags -- original old stock.

Time got away from me and I still had final detail work that had to be done when show entering date came, so I took my paint, polish and cleaners with me when I went out to enter about 1:00 p.m. I worked the rest of the day until about 10:30 repainting emblems, painting my rubber floor mat with rubber paint, polishing aluminum and chrome, cleaning tires, touching up small rock pits and scratches in the pant, cleaning glass & finally painting the pickup bed black. As fate would have it, I ran out of paint about halfway through so I was up with the birds Saturday morning to run out and finish it.

John had told me that it was my find, my truck to enter and "my job" to detail it out for the show". He was busy helping place cars anyway.

I felt much pride and accomplishment when I finally sat back and watched people admire my pickup, but I did not expect to win the first place trophy we received. That was indeed the finishing touch for "my dream".

TIDBITS FROM THE BETTER HALF

Schlop, Schlop

1 small onion

1 small green pepper

1 pound hamburger

1 cup uncooked Elbow macaroni

1 can tomato soup

Saute onion & green pepper. Cook hamburger meat until redness is gone. Cook Elbow macaroni and drain.

Mix everything together in a casserole dish. Dot top with butter, sprinkle with bread crumbs and bake at 350 degrees for 30 minutes.

Recipe by Carol Crombie

TECH TOPICS

MORE INFORMATION ON SPARK PLUGS FOR CORVAIRS by Joel Nash, Corvairs of New Mexico

Can't get AC-44-FF or Champion L-12-Y spark plugs anymore? Try some German or Japanese spark plugs in your Corvair. Both NGK and Bosch list plugs for Corvairs, and they are available from mail order catalogs or local suppliers. The NGK number is B6HS and the Bosch number is W-145-T1. Incidentally, the same plug lists as fitting the VW Beetle. This is good news because the Beetle will be around forever. J. C. Whitney has the Bosch plug at 59¢ each; part number 90-1231.

"VAIR TIPS" - 1977

BODY SEAM SEALER TIP NO. 2-6-1977

For a good seam sealer on body and engine fairing joints, try Martin/Senours #4323, sold by your local NAPA Jobber. Available in tube type containers. This is an asphalt type sealer that will dry on the surface but remain soft underneath. *Jim Craig S.D.C.C.

CHROME TRIM REMOVAL TOOL TIP NO. 10-1-1977

For easy removal of the chrome trim around the windshields and rear glass of your '65 - '69 model, use the K-D Mgf. Co. tool #K-D 2038. This can be purchased at most major auto parts suppliers or you can write direct to K-D Mgf. Co., Lancaster, PA. Removal of these trim pieces is a "must" before doing a first class paint job. *Jim Craig S.D.C.C.

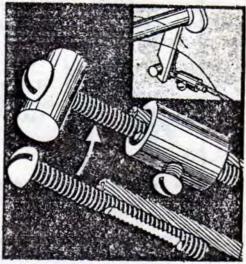
ARMORALL USE TIP NO. 5-2-1977

All you dedicated Corvair owners regularly use Armorall, right? Well, an easy way to apply this fine product is with a paint brush. Cut the bristles to about one half inch in length. You will find this a very useful tool when applying Armorall to your convertible top, for example, because it works the liquid down into the pattern of the material. Works equally well on seats and other areas. *Lew Rishel S.D.C.C.

CLUTCH CABLE REPAIR TIP NO. 5-3-1977

Be prepared and make yourself one of these repair
kits and keep it in your
car. In the meantime
put some grease on the
clutch cable ball end
located under the dash.
It no breakee as quickee.
Picture is from an old
Popular Science magazine. *Roy Dieter
S.D.C.C. Courtesy
of Bob Terkelson,

San Francisco Bay Area Chapter



Broken clutch cables on four-speed Corvairs can be repaired by sliding a sleeve over the cable, matching it with a No. 12-24 2" bolt held in the clutch-lever slot by a drilled %"-by-¾" rod. The bolt threads grip the cable better than a pressed on tip.

TEN THINGS A CORVAIR OWNER GETS TIRED OF HEARING (Courtesy "VAIR-IETY", Corsa Northwest)

- 1. "Ol' Ralph Nader flat killed that car, didn't he?"
- 2. "Can you drive it on the highway?"
- 3. "I heard you can't buy any parts for one."
- 4. "Air cooled engines are no good."
- 5. "Rear engine cars are dangerous."
- 6. "Can you buy insurance for it?"
- 7. "We used to have one and my wife really liked it, but it got oil on the driveway, so I had to sell it."
- 8. "Those things turn over, don't they?"
- 9. "I was going to buy one in '65, but the salesman told me about all the trouble, so I got an Impala."
- 10. "I heard you can't keep belts on them."

THE ONE THING A CORVAIR OWNER NEVER TIRES OF HEARING "Hey, I haven't seen a Corvair that clean in years."

* * * * *

NOTICE

Gabby would like all "borrowed" tools of his to be returned, please. You know who you are and Gabby knows who you are.

CAR WANTED

1967 - 1969 Monza coupe with manual transmission; contact Terry McKenna at 598-0743.

CARS FOR SALE

1964 red Monza Spyder, engine and turbo rebuilt 4,000 miles ago, body excellent, \$1,800; contact Dan Conklin at 599-4482.

1967 4-door Monza 110 h.p., automatic transmission, new paint, new tires, excellent interior, no rust, \$1,975 or best offer; contact Merrill May at 596-0310.





THE

DRIP

A CHAPTER OF THE CORVAIR SOCIETY OF AMERICA

TOL. 2

NUMBER 2





Personalized Car Care Complete Air Conditioning Service Brakes Tune Up Electrical

JODY & HANK'S AUTO SERVICE Corvair Service 632-2843

JOE TORREZ HANK BROWN

1414 S. Wahsatch Colorado Springs, CO 80906

When You Have Questions on LIFE or HEALTH INSURANCE

Call CHUCK SEELYE

Happy to Help Without Obligation

598-3709 685-5792

The Drip Line is published monthly by the Pikes Peak Corvair Club. Articles and comments are solicited and must be received by the editor, John Dowswell, 7 Sequoyah Road, 80906, by the first of each month for publication in that month's newsletter.

Nonmembers may purchase classified advertising at \$1.00 for 20 words. PPCC members are entitled to free noncommercial classified advertising. Commercial rates are \$5.00 for a business size card, \$8.00 for 1/2 page and \$15.00 for 1 page.

ELECTED OFFICERS

Jim Wood, President	Phone 473-5379
Pat Markey, Vice President	Phone 591-2407
John Dowswell, 2nd Vice President	Phone 473-4571
Evelyn Halverson, Secretary	Phone 392-9815
Tommi Harlow, Treasurer	Phone 633-0619
Don Crombie, Membership Chairman	Phone 475-0048

All correspondence to the Club and/or its officers can be mailed to P.O. Box 4035, Colorado Springs, Colorado 80930.

FEBRUARY MEETING

The February meeting will be held at the clubhouse at Diamond Terrace Apartments, 4710 Rusina Road, on February 27, 1979 at 7:30 p.m. Be sure to attend for a firsthand report on the Pueblo Motorsports, Inc. car show.

DOOR PRIZE

George Harris was the winner of the January door prize, a case of Pennzoil oil. Bill Nelson, a Pennzoil representative, donated the oil with the winner being able to chose the weight of the oil.

The February door prize will be a fan belt.

TECH SESSION

It was cold on Saturday, January 27, when two brave Corvair nuts showed up for a tech session at Gabby's house. The session was held inside due to the weather. Changing the blower bearing was discussed and some problems were, hopefully, solved.

Note: The tech sessions will be cancelled due to lack of participation until the weather warms up!

WOOD'S WIND

Well, January has come and gone and it has been too cold to do much restoration in the garage. Most of the carb rebuilds and miscellaneous have been done on the kitchen table. Speaking of cold, this weekend I will be checking out a frozen lake at Rainbow Falls recreation area for the possibility of having an ice race and winter safe driving course. The ice will be melted by the time I get all the details worked out so we will plan it for next January. I think we could all benefit from the experience of losing and then regaining control of an automobile on ice. This fun event should help everyone better understand what happens when you lose control of your car on icy roads!

I hope to see you all in Pueblo the weekend of the 17th and 18th of February at the P.M.I. car show. If you don't have a car entered, please come down to see the show anyway. There will be everything from antiques to hotrods and we will have nine Corvairs on display as a Club function. The show is at the State fairgrounds in the Agricultural Building. Show hours are:

February 16 - 5:00 p.m. to 12:00 midnight February 17 - 12:00 noon to 12:00 midnight February 18 - 11:00 a.m. to 7:00 p.m.

There will be a trophy presented to a Corvair so come down at 6:00 p.m. on February 18 and see if one of our Club cars takes it. Admission is only \$1.50 See you there!

-.Tim-

NEW MEMBERS

The Club welcomes the following new members who joined in January: Gayle Susan Swarny, Jose Martinez and Thomas and Carolyn Baxter.

Gayle Susan Swarny lives at 3119 Jon, Colorado Springs, Colorado 80907; phone number 633-0214. Gayle has a 1963 convertible.

Jose Martinez lives at 1546 Keaton Lane, Colorado Springs, Colorado 80909; phone number 596-4589. Jose has a Greenbrier.

Iron Circle, Colorado Springs, Colorado 80915, phone number 574-0420. The Baxters are looking for a Corvair LAST CHANCE!!! •

Thomas and Carolyn Baxter live at 1127 Branding

The following members must pay their 1979 dues on or before the February 27th meeting in order to keep receiving the newsletter.

Bertram, Jerry Markowski, I. R. Black, Michael Pearce, Kenneth

Pearson, Richard

Penzes, Fred

Pike, Larry

Phelps, Bailey

Plummer, Bryan

Reese, Gilbert

Slattery, Ryan

Strickler, Bob

Van Raalte, Darwin

Sprafke, Jim

Thomas, Greg

Wallace, Joe

Brase, Lawrence

Cook, George

Bravato, Epifanio Crockett, Cary

Dunham, Bob Early, Bill

Ford, Lloyd Gibson, Floyd Jesse, Carl

Judy, Gary Lewis, Robert Luby, Paul

Magee, William

CALENDAR OF EVENTS

16, 17 & 18 February - P.M.I. car show in Pueblo

27 February - 7:30 p.m. Monthly meeting 1 March - 7:00 p.m. Board, meeting at Pat Markey's

3

MINUTES OF THE MEETING

The January 23, 1979 meeting was called to order by the President, Jim Wood, at 7:00 p.m.

Attendance: 27 members and 4 guests.

The previous minutes were approved as published. Evelyn read a letter from Cheyenne Village thanking the Club for donating stockings left over from the Christmas party.

Treasurer Merrill May reported \$429 in the Club checking account and \$5.63 in petty cash. Merrill said there were no outstanding bills.

Old Business

Gabby Markey turned over the office of president to Jim Wood. Jim accepted the position and presented Gabby with a plaque from the Club in appreciation of his founding and organizing the Club.

Jim said Tommi Harlow had accepted the nomination for treasurer. Jim asked for nominations from the floor. Hearing none, it was unanimously agreed that Tommi Harlow would become treasurer of the Club.

John Glusick reported that the P.M.I. car show had been changed to a three day event to be held February 16, 17 and 18. Gabby Markey was appointed coordinator for the show.

Jim said there had been a price increase in jackets. Lined jackets now cost \$15 and unlined jackets cost \$11.

Jim said the Board of Directors had decided against having the membership cards for 1979 printed in red, white and blue. Cost for membership cards printed in color is \$115 for 500 cards compared to \$15 for 500 black and white membership cards.

New Business

Jim read the job description for Club historian, and asked for a volunteer. As no one volunteered, Carol Crombie agreed to accept the position for another year.

After reading the job description for Club photographer, Jim asked for volunteers. Omar Halverson and Rich Palmer volunteered to be Club photographers.

Merrill reported the price of the Club post office box would increase in April from \$22 to \$40 a year. As a result, Merrill asked for a smaller box at a cost of \$28 a year.

Upon motion made by Dee Glusick, and seconded by Don Crombie, it was agreed to change the meeting time from 7:00 p.m. to 7:30 p.m.

Jim said Bill Nelson, the Pennzoil representative scheduled to show the film, The World of Wheels, was unable to come to the meeting. However, he did drop the film off and said he would come to a future meeting to answer any questions.

After showing the film, a drawing was held for a case of Pennzoil oil donated by Bill Nelson. George Harris was the winner of the oil and was told he could chose the weight of the oil.

There being no further business, the meeting adjourned at $10:00\ p.m.$

Evelyn Halverson, Secretary

* * * * * *

Respectfully submitted,

. . . .

Members are asked to submit articles about their

CAR OF THE MONTH

cars telling how they acquired the car and what they have done to it to keep it running. All Corvair owners have stories to tell about their car. To be featured as a <u>Car of the Month</u>, the car does not have to be a show car.

Articles should not exceed a typewritten 8½ by 11 page. The articles need not be typed but must be written legibly. Pictures of the car may be in color or black and white. All articles and pictures must be submitted to the editor, John Dowswell, by the first of each month.

TECH TOPICS

Courtesy "Vair Tips", 1977

PUSH ROD TUBE REMOVAL TIP NO. 6-4-1977

Yosh Fujimura of Corsa Northwest knows how to remove push rod tubes that have been "glued in" by overheated stock "O" rings. (1) Attach heater hose clamp to tube. (2) Place pry bar against the clamp using the crankcase oil plan flange as a fulcrum. This prevents bending the tube or its flange. Be sure to rotate the tube before and during the prying operation. *Courtesy of "Vair-iety", Corsa Northwest.

BRAKING - STOPPING ON THE PROVERBIAL "DIME" TIP NO. 8-2-1977

Have you ever considered how long it takes to stop when traveling at various speeds as you cruise down the freeway? (See the chart below). As you know or you soon will, stopping on the proverbial "dime" is almost impossible. Listening to the radio, talking on the CB, daydreaming and etc. will all affect the distances shown below. Give it some thought and save yourself and your Corvair a lot of problems. *Jim Craig, S.D.C.C.

CALIFORNIA HIGHWAY PATROL STOPPING DISTANCE CHART

мрн	THINKING DISTANCE BRAKING DISTANCE	TOTAL
25	34.4 San	61.4
35	67	105
45	110	159
55	60 165	225
65	231	302

BRAKING DISTANCE—distance traveled before brakes are applied while driver is reacting to danger.

BRAKING DISTANCE—distance traveled after brakes have been applied.



"Well, I can tell you right now you're going to need a lot of work here in the engine compartment!"

Reprinted from the November '78 REAR VIEW (Valley)

WHAT'S IN A NAME?

Was there ever a car that attracted more ridicule in the Fifties than the Edsel? Is there a car around that Chevrolet would like to forget more than the Corvair?

Maybe the automakers of the Seventies have short memories. The Ranger has been a Ford truck model for some years. The AMC Pacer might yet be the Edsel of the Seventies. And now, Chevrolet has announced that the name for their new front-wheel-drive compact is. . . Citation. We're still waiting for the Corsair to re-emerge.

It seems that memories of the Corvair won't die either. The Monza nameplate came back several years ago, only to be followed by the Monza Spyder. But Toyota must take credit for the most irreverent resurrection of the year. They have introduced a new front engined conventional compact, and they call it a Corsa.

EXHAUST FUMES IN THE PASSENGER COMPARTMENT

In May 1972 the Chevrolet Motor Division mailed all owners of record a letter outlining possible problems with the "direct air" heater installed in Corvairs. The need for proper maintenance was emphasized to preclude the possibility of dangerous exhaust fumes in the passenger compartment. The letter included a "reply card" with a check list to be completed and returned. The problem areas were stated to be:

Cylinder headgasket leaks - These will be accompanied by noticeable odors and may cause an eye burning condition. In addition, there will be an associated hissing or spitting noise from the engine.

Exhaust system - A damaged or deteriorated exhaust system in combination with a deteriorated engine compartment perimeter seal or heater hose or exhaust fume leakage past the manifold sleeve can permit fumes in the passenger compartment through the heater system without noticeable odor. Visual inspection should be made to verify that: the exhaust system is tight and in good condition, the tail pipe outlet is in the original design position, and the heater hoses and engine compartment seals are in place and in good condition.

* * * * * *

ITEM WANTED

Two back-up lights, lenses and rims for 1963 Corvair; contact Susan Swarny at 633-0214.

FOR SALE

1961 Loadside, engine resealed, new clutch, pressure plate, throw out bearing \$450; contact Don Crombie at 475-0048.

1966 Corsa, convertible, 140 H.P., 4-speed, engine has 15,000 miles since rebuild, interior excellent, paint good, see to appreciate; contact Tim Heitman at 632-5219.

Two 1964 Monza 500's, 3-speeds, \$500 or offer; contact Terry McKenna at 598-0743.

TECHNICAL ADVISORY COMMITTEE

The Club has a Technical Advisory Committee so if you have any problems or questions, you can call someone on the Committee and get an answer.

Gabby Markey, Chairman (591-2407) - All Corvairs except those with automatic transmissions

Jim Wood (473-5379) - All Corvairs

Art Luque (632-3483) - Corvair engines, stock
and/or racing

<u>Jessie Barnett</u> (576-4491) - Front end and automatic transmissions

Bob Dudding (471-7443) - All Corvairs

John and Dee Glusick (544-1077, Pueblo) - Paint and bodywork, upholstery and electrical

* * * * * *

The Club expresses its deepest sympathy to the family of John R. Dowswell, editor of <u>The Drip Line</u>, for the recent loss of their son.



THE

DRIP LINE

A CHAPTER OF THE CORVAIR SOCIETY OF AMERICA

VOL. 2

NUMBER 3

MARCH 1979



Personalized Car Care Complete Air Conditioning Service Brakes Tune Up Electrical

JODY & HANK'S AUTO SERVICE Corvair Service 632-2843

JOE TORREZ
HANK BROWN

1414 S. Wahsatch Colorado Springs, CO 80906

When You Have Questions on LIFE or HEALTH INSURANCE

Call CHUCK SEELYE

Happy to Help Without Obligation

598-3709

685-5792

The Drip Line is published monthly by the Pikes Peak Corvair Club. Articles and comments are solicited and must be received by the editor, John Dowswell, 7 Sequoyah Road, 80906, by the first of each month for publication in that month's newsletter.

Nonmembers may purchase classified advertising at \$1.00 for 20 words. PPCC members are entitled to free noncommercial classified advertising. Commercial rates are \$5.00 for a business size card, \$8.00 for 1/2 page and \$15.00 for 1 page.

ELECTED OFFICERS

Jim Wood, President	Phone	473-5379
Pat Markey, Vice President	Phone	591-2407
John Dowswell, 2nd Vice President	Phone	473-4571
Evelyn Halverson, Secretary	Phone	392-9815
Tommy Harlow, Treasurer	Phone	633-0619
Don Crombie, Membership Chairman	Phone	475-0048

All correspondence to the Club and/or its officers can be mailed to P.O. Box 4035, Colorado Springs, Colorado 80930.

MARCH MEETING

The March meeting will be held at the clubhouse at Diamond Terrace Apartments, 4710 Rusina Road, on March 27, 1979 at 7:30 p.m.

An open request is made to all Club members for your ideas on what could be added to our monthly meetings to add new interest. Think about it and bring your ideas to the next meeting.

DOOR PRIZE

Jessie Barnett was the winner of a fan belt donated by the Club. David Cowen was the winner of a Corvair keycase donated by Terry McKenna.

The March door prize will be an oil filter.

RALLY

The rally planned for March 25 has been temporarily cancelled until a new progam director is elected.

* * * * * *

What PPCC member borrowed taillight lenses from Gabby to get his car inspected? Gabby wants them back now.

P.M.I. CAR SHOW

Seven "Vairs" from the Pikes Peak Corvair Club were entered in the sixth annual P.M.I. Car Show held in the Agricultural Building at the State Fair Grounds in Pueblo. The space originally promised was not available for obscure reasons, and our ultimate "corner" did not display our cars to their best advantage. However, a lot of interest was shown in the cars.

Club entrants were rewarded with four trophies. Awards were:

1st place - Charles Harlow, 1965 Corsa convertible

2nd place - Bill Hames, 1964 Monza coupe

3rd place - Gary Williams, 1966 Corsa coupe

4th place - Lew Bergevin, 1963 van

Due to photo developing problems, pictures will be featured in the April <u>Drip Line</u>.

RESIGNATION OF FIRST VICE PRESIDENT

Regretfully, the Board of Directors received the resignations of the Markeys as First Vice President and as a members of the Board. They wish to spend more time with their family and feel duties as an officer and as Board members are too time consuming.

There will be an election at the March meeting to fill the vacancy caused by Pat Markey's resignation.

NEW MEMBERS

The Club welcomes the following new members who joined in February: David and Jane Cowen, Charles and Margaret Tutt, Bob and Emily Gilbert and Chris Moody.

The Cowens have a 1963 Monza; the Tutts have a 1963 Monza convertible; the Gilberts have a 1968 "500" and a 1965 Monza and Chris Moody is looking for a Corvair.

WOOD'S WIND

Well, you better start dusting off that Corvair because spring is just around the corner. I have seen a few of our convertibles running around with the top down this week. That means the tour season is fast approaching. We have plans for a lot of activities for you this summer. There will be parades, rallys, tours, picnics, etc., etc.

But these fun-filled events will not become a reality without your help. We need members to help set up and coordinate the picnics, tours and other events. Please let us know at the next meeting if you have experience in any of these events or anything else you think would be fun for the Club. If you have never done anything like this, don't be bashful; volunteer to help one of the experienced members. There's not a better way to learn. Remember, this is your Club and will only be successful with your help!

-Jim-

COUNCIL PUTS BRAKES ON TOW MEASURE

Bowing to pressure from antique car buffs, Denver City Council put the brakes on a measure Monday night that would have allowed police to tow abandoned vehicles from private property.

As written, the bill wouldn't have offered protection to hobbyists who rebuild old autos in their backyards, according to six collectors from the Old Car Council who testified before council February 5, when the measure was tabled until Monday.

Council defeated the measure 10-0. A substitute bill, incorporating suggestions from Old Car Club officials, will be presented in about six weeks, according to Councilman Larry Perry.

* * * * *

Patronize our advertisers - they make The Drip Line possible.

MINUTES OF THE MEETING

The February 27, 1979 meeting was called to order by the President, Jim Wood, at 7:35 p.m.

Attendance: 35 members and 3 guests.

The previous minutes were approved as published.

Treasurer Tommy Harlow reported \$398.77 in the Club treasury.

Old Business

Jim said this was Merrill May's last meeting before leaving for Massachusetts. Jim presented Merrill a plaque from the Club in appreciation of his setting up the books for the Club. Jim also said this would be Jessie Barnett's last meeting before leaving for Germany for three years.

Gabby said a rally would be held March 25 but not all details were worked out at this time.

Jim reported that seven members had entered their cars in the P.M.I. car show. Several Corvairs were awarded trophies.

New Business

Jim said Walt Hundertmark had been putting up a \$25 damage deposit each time the Club met at the clubhouse. Tommy was asked to issue a check for \$25 as a continuing deposit for the room.

Members were asked to volunteer to help at the OCC swap meet to be held in May.

Jim said Rocky Mountain Corsa wanted to host the 1980 national convention. Members from our Club would be asked to help out.

Jessie Barnett was the winner of a fan belt donated by the Club. David Cowen was the winner of a Corvair keycase donated by Terry McKenna.

Dale Baxter suggested giving members a packet of information upon joining the Club. Jim said the Board of Directors would discuss the idea at their next meeting.

The meeting adjourned at 9:00 p.m.

Evelyn Halverson, Secretary

CAR OF THE MONTH

San Diego, July 1978. Ever been to Corvair Heaven? We had been at the national convention thirty minutes, and I'd already found a car I wanted to buy. It was a beautiful chrome and painted job with very little original equipment, but it definitely appealed to my racing instincts!

As time passed, I found a 1963 Spyder convertible with a lot of extra parts. However, getting the extra parts home would prove to be a problem.

Pat and Tommy were meeting Gabby and I at the gymkhana so we could catch our plane about 3:00 p.m. on Sunday. As we were walking across the lot, I spotted a 1965 red Corsa convertible (what I'd been hunting for for a couple of years). What a beauty! Gabby said, "Hey, that car's for sale." Since we were in a hurry to catch our plane, I took the owner's name and phone number planning to possibly get in touch with him later.

On the way back to the convention center, Tommy and I talked it over--should we or shouldn't we stay over another day and try to contact the owner? As we were finally on our way to get our bags, who should drive up, but our little red Corsa? That did it. We talked to the owner, decided to stay and made financial arrangements. Pat and Gabby graciously provided transportation until the next day when the car became ours.

Its vital statistics are 140 Corsa motor with a four speed transmission; BR-78-13 inch radial white wall tires; 3 spinner wire spoke wheels; acrylic Regal red paint with black electric convertible top; beautiful white upholstered seats and door panels with white boot for top; interior trim is black; black floor carpet with white floor mats and model 21 Cobra C.B.

* * * * *

What PPCC member tore off the rocker panel on his wife's Corvair while going over railroad tracks, was involved in an accident the following day with the same car, and was put on "restriction" by his wife?

TAKE IT TO THE CRUSHER OR DON'T DRAG IT OVER VAIL PASS

By James P. Munson

Saturday, January 26th, saw me on the road by 5 a.m. headed for Grand Junction and a weekend visit with my son. As usual, I was at the wheel of my blue 1966 four door sedan, 110 in the trunk, automatic transmission under the floor boards, 135,000 miles on the odometer and a full tank of gas. It was a nice Saturday, blue sky and fair weather, although quite cold as it has been this year. The first gas stop and coffee break was at the Shamrock in Breckenridge. The next was a short stop in West Vail at McDonalds for a hot cup of carry-out coffee.

Twenty miles east of Grand Junction the first hint of trouble came. The car started to occasionally downshift for no apparent reason. I checked the fluid level but that was okay. About ten miles east of Grand Junction, high gear went out completely. From then on it was 20 miles per hour to Grand Junction. I just barely made it to my son's apartment and parked it. At that point I would have bet anyone that there wasn't an additional three blocks left in low gear, or any gear, of the transmission.

So I had just arrived. My son had the good sense to say, "Hey Dad, how are you going to get home?" A couple of telephone calls later, I realized we had 20 minutes to get to the airport; the alternative would be to ride the bus for the rest of the following day. We hurried out to the airport and I flew back to Colorado Springs by way of Denver. Fourteen hours later, about 7 p.m., I got home.

Sunday morning Jim Wood drove me out to Black Forest to pick up a 1965 convertible that I have stashed there. Jim got it started after its rest since the preceding July.

I spent the following week evaluating the performance of the 1965 convertible. I decided it could be used to tow the 1966 sedan to Colorado Springs.

Gabby Markey supplied the tow bar and Saturday morning, the third of February, I was once again on the

road to Grand Junction. Another cold but beautiful day, and an uneventful trip to Grand Junction. I arrived about 12:30. My son, Pat, and I switched the hitch from the 1966 sedan to the 1965 convertible, hooked up the tow bar and I was ready to leave the following morning.

Pat and I did family things and talked until late that night. He woke me up about 6 in the morning. We had a big breakfast at the Country Kitchen and I headed down the road toward Colorado Springs at 7 a.m. sharp. Pat followed me down the road for a few miles to be sure it was towing properly.

A number of things soon became apparent. I was towing a vehicle that weighed nearly the same as the tow vehicle. It towed like a dream at about 50 to 55 mph; however, there is very little road between Grand Junction and Colorado Springs that is in that range for this particular combination of vehicles. Mostly the speed ranges from about 30 to about 45 mph. It had all the ear marks of a very slow trip which indeed it was. From Grand Junction to Vail Pass is a climb of nearly 6,000 feet. The toughest part is from Avon to the top of Vail. That was nearly 20 miles, a good share of it was in first gear at about 16 mph. Agonizingly slow, so slow in fact that I kept looking at the sky thinking that if there were even a few snowflakes, I just wouldn't make it; I would be there until spring.

A lot of bad things have been said about the heaters in Corvairs but take it from me, dragging another Corvair over Vail Pass causes the heater to work like a charm. It puts out enough heat to melt your shoes.

At the top of Vail I decided I would have to go through Denver. To give me four lanes all the rest of the way, and also by going through Eisenhower Tunnel, I could avoid the double switchback on Hoosier Pass near Breckenridge. It was probably the proper decision, but it involved another 30 miles and it involved Quanella Pass just west of Evergreen. Quanella Pass, by the way, has one heck of a steep and long grade. That was the one that almost did me in; I've been over that pass a dozen times but it's so beautifully done, so well

engineered, that I never realized how steep and long it really was. I finally crossed the summit at 9 mph and then I really felt that I had made the grade, that I was going to make it all the way home.

The last 75 miles were just a matter of grinding them out, one after another. Slowly up the hills and a little faster down the other side. Even Monument Hill was not the difficult stretch that it can sometimes be. Promptly at 5 p.m. I arrived in Colorado Springs, ten of the longest and most tiring hours of driving behind me; firmly convinced that if a similar set of circumstances ever arise again, I will merely tow the faithful old beast to the crusher, shed a tear and walk away.

* * * * * *

ITEMS FOR SALE

1962 through 1964 Spyder turbo heads, need guides \$100 firm; contact Gabby at 591-2407.

1963 Monza convertible, new top, paint, excellent mechanically, original interior, \$1,600 or best offer; contact Don Crombie at 475-0048.

Two Goodyear BR-70 radial blackwalls, only used 5,000 miles, excellent condition; contact Charlie Tutt at 635-6164 (day) or 475-8536 (evenings).

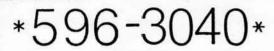
1965 Corvair 500, red with white vinyl top, 3-speed with 110 engine, one owner, have all original manuals and papers; contact Rocky Crawford at 473-7754.

Brand new white top for 1962-64 Corvair convertible, asking \$75, we ordered a black top and they sent a white top, excellent quality, 3 year warranty, custom-made in Denver; contact Jim Wood at 475-5379.

Two 1964 500 coupes, 3-speeds, 1968 500 coupe, powerglide, 2nd owner; contact Terry McKenna at 598-0743.

ITEM WANTED

1965-1966 Corsa right turbo head; contact Art Luque at 632-3483.



Your Number for.....

Parts & Service...

Williams!!





THE

DRIP

A CHAPTER OF THE CORVAIR SOCIETY OF AMERICA

VOL. 2

NUMBER 4

APRIL 1979



Personalized Car Care
Complete Air Conditioning Service
Brakes Tune Up Electrical

JODY & HANK'S AUTO SERVICE Corvair Service 632-2843

JOE TORREZ HANK BROWN

1414 S. Wahsatch Colorado Springs, CO 80906

When You Have Questions on LIFE or HEALTH INSURANCE

Call CHUCK SEELYE

Happy to Help
Without Obligation

598-3709 685-5792

The Drip Line is published monthly by the Pikes Peak Corvair Club. Articles and comments are solicited and must be received by the editor, John Dowswell, 7 Sequoyah Road, 80906, by the first of each month for publication in that month's newsletter.

Nonmembers may purchase classified advertising at \$1.00 for 20 words. PPCC members are entitled to free noncommercial classified advertising. Commercial rates are \$5.00 for a business size card, \$8.00 for 1/2 page and \$15.00 for 1 page.

ELECTED OFFICERS

Jim Wood, President Phone 473-5379

Dave Mattes, Vice President Phone 597-2646

John Dowswell, 2nd Vice President Phone 473-4571

Evelyn Halverson, Secretary Phone 392-9815

Tommy Harlow, Treasurer Phone 633-0619

All correspondence to the Club and/or its officers can be mailed to P.O. Box 4035, Colorado Springs, Colorado 80930.

APRIL MEETING

The April meeting will be held at the clubhouse at Diamond Terrace Apartments, 4710 Rusina Road, on April 24, 1979 at 7:30 p.m.

NEW VICE PRESIDENT

On Thursday, April 5, 1979, the Board of Directors approved the appointment of Dave Mattes as Vice President to fulfill the unexpired term of Pat Markey.

SWAP MEETS

On April 29th there will be an all Chevy swap meet at the Arapahoe County Fairgrounds, Denver.

The Old Car Council will hold their swap meet at Heritage Square in Denver on May 5th and 6th.

AIR CLEANERS

Many Club members have said they were unable to find air cleaners for early and late model Corvairs. Whisler Bearing Co., 3112 Karen Lane (off Fillmore and Beacon), is the local Fram distributor. They have all the early and late model hard-to-find air cleaners.

* * * * * *

Patronize our advertisers - they make The Drip Line possible.

WOOD'S WIND

Was that a snowflake? No, it couldn't be because its spring. Well, spring has sprung but you couldn't prove it by me. There are still piles of white spring in front of my garage door.

But don't despair, folks, the last snowflake has fallen and it's time to start driving down all the alleys and scavenging the junkyards to gather up all the parts you need to put your Vair in touring condition for the summer.

I hope our volunteers to help run the tours and pic-.
nics are more enthusiastic than what I saw at the last
meeting. Our volunteers for Vice President weren't
exactly overwhelming. I am willing to help the Vice
President set up and coordinate the summer events, but
I can't do it by myself and do a good job. It takes
several people working together to plan an event.

I will be asking for volunteers at the next few meetings to help set up these events. If everyone donates a small amount of time or knowledge, we can all have fun this summer. Without your help, it will be a very boring summer. Don't let this happen to such a fine Club.

-Jim-



COLLECTOR STICKER

For those of you who have a car parked in your driveway and the City has complained and asked you to remove it, there is a way out. You can get a permit for any parts car from:

State of Colorado Department of Revenue 140 West 6th Denver, Colorado 80204 Phone number 893-3095

Ask for the Collector Sticker. Cost is \$3.00 a year.

MINUTES OF THE MEETING

The March 27, 1979 meeting was called to order by the President, Jim Wood, at 7:47 p.m.

Attendance: 25 members and 3 guests.

The previous minutes were approved as published in the newsletter.

Treasurer Tommy Harlow reported \$363.30 in the Club treasury.

Evelyn read a letter from Penrose Public Library thanking the Club for their donation to the Richard Dowswell Memorial Fund. She also read a letter from the Fernley-Wadsworth Lions Club in Nevada asking for a copy of our newsletter and a Club patch for a "mobile" they are putting together.

Old Business

Jim said that Tommy had ordered 50 Club patches and they should be arriving in six to eight weeks.

New Business

Jim said the Board of Directors had received the resignation of Pat Markey as Vice President. Jim opened the floor for nominations. As all those nominated declined the position, Jim said voting for a new Vice President would be tabled for the time being.

Tommy said the Club had received a letter from American Corvair Parts offering their new catalog to Club members at a special rate of \$1.00 each. Price of the catalog without ordering through the Club would be \$1.75 each.

Gerry Johnson was the winner of the March door prize an oil filter. $% \left(1\right) =\left(1\right) +\left(1\right)$

Dale Baxter showed a film on safety and Bart Como showed slides from the P.M.I. car show.

There being no further business, the meeting adjourned at 9:05 p.m.

Respectfully submitted, Evelyn Halverson, Secretary

PPCC at PMI Auto Show-





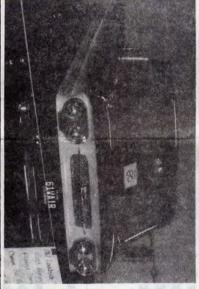


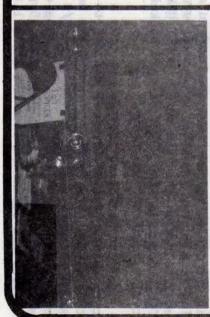












Way back in 1973 I found the "Wagon" where it was sitting abandoned in the back of an empty lot where it was being used as a dog house. I asked the owner of the property if he wanted to get rid of it, to which he replied "Yes", so one cold November morning I towed home a very dirty 1962 700 station wagon.

After much cleaning, I found all it needed was a rebuilt forward control motor. The body was in good shape and only needed a paint job. The interior needed seat covers, new carpet and a recovered dash, but the rest is all original.

The car has the following factory options: chrome door guards, tinted windshield and wire spoke hub caps.

For an investment of about \$500, I now have what has turned out to be a slow but very dependable car. My intention is not to make it a show car but to drive it daily and still not worry about any minor dings it might receive.

* * * * * *

A WORD TO THE WISE

I was in need of a set of pistons for my 1966 turbo when I realized that I had a 1965 engine in my backyard with a good set in it (I hoped). As with all engines that sit out in the weather, the head nuts had rusted. Being in a hurry, I grabbed a 12 point socket and proceeded to remove the head nuts. DON'T USE A 12 POINT SOCKET ON RUSTED HEAD NUTS. A worn socket on a rusted nut will round off the nut.

My next brilliant idea was to take a hacksaw and cut the stud. Bart Como and I decided to try this. I cut about the first 1/3 of the stud and Bart started where I left off. After he was about 2/3 of the way through, we heard a loud "crack", a bang and a "tinkle, tinkle". The stud, after being under 35 pounds of pressure, had separated from the block like a shot. It

traveled across the garage, hit a fender and slid under a transmission sitting under a Corvair. If Bart had been standing in the way of that stud, he might really have been hurt!

So if you have to cut a stud. please be careful. Put a rag or something on the head of the stud to keep it from flying out and hurting something or someone.

-Gabby-

NEW MEMBERS

The Club welcomes the following new members who joined in March:

Sharon Nugen

Apartment #3

1115 Old Dutch Mill Road Colorado Springs, CO 80907

Colorado Springs, CO 80907

Please add these new members

to your membership list.

599-5886

605 East Columbia

635-2292

Gerry & Cindy Johnson

Peter & Geraldine Saraceno 509 Syracuse Street

Widefield, Colorado 80911

392-1262

James & Laurelee Schwengler 297 Harvard Street

Widefield, Colorado 80911

392-7104 St. Clair Hultsman

4220 Anitra Canyon

Colorado Springs, CO 80907

598-4143

The Saracenos have a 1961 Monza; Sharon Nugen has

Johnsons have a 1962 Monza and St. Clair Hultsman has a 1966 Corsa convertible.

Renewal: Cary Crockett, 10 Belle Air Road, Colorado Springs, Colorado 80906, phone number 632-0635.

a 1966 Monza; the Schwenglers have a 1965 Monza; the

Renewal: Jim and Janet Sprafke, 1346 Chambers Drive, Colorado Springs, Colorado 80904, phone number 635-0674.

Change of address: Richard Palmer, 860 Briarwood, Canon City, Colorado 81212.

FLUSH OUT YOUR ROCKER PANELS TIP NO. 6-3-1977

The next time you wash your late model, flush out the rocker panels. Just park the car on a grade with the front end high. Then take your garden hose and direct water into the cowl air intake in front of the windshield. You'll be surprised at the amount of leaves and trash that will come out of the outlets at the front of the rear wheelwells. If the outlets are clogged, you might need to help things along with a screwdriver. A word of caution though, make sure your kickpanel vents are closed else you get water inside on your rugs. *Corby Somerville S.D.C.C.

CAVEAT EMPTOR!

Motor quiet . .

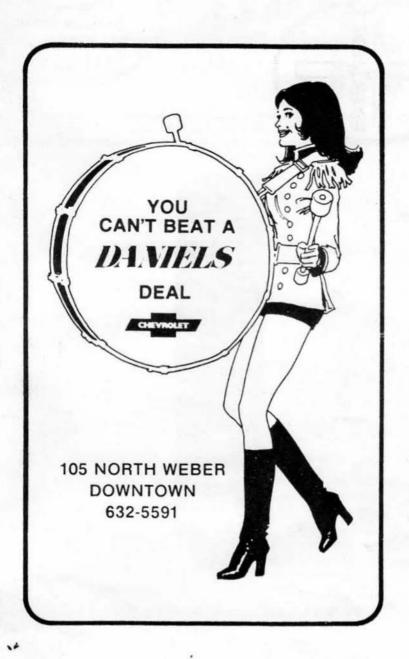
If you are contemplating buying another car, this list of translations offered by the Prairie Capital Corvair Association should be helpful in understanding the language of the seller.

IF	THE	SELLER	SAYS	THIS

HE MEANS THIS

. Using 60-weight oil

1
Needs minor overhaul Needs new engine
Needs major overhaul Ready for the junkyard
Burns no oil Just throws it
Body fair No visible dry rot
Body good Puttied holes
Parts car Beyond repair
Immaculate Had it washed
Concours Had it waxed
Drive it away I'm on a hill
Drive anywhere Within 10 miles of home
Rough Too bad to lie about
Sharp Whitewall tires
Stored 10 years Engine froze when new
Other interests conflict Wife said ditch it
Need money Found a better car
Must sacrifice Can't give it away
Firm \$300 off for cash
Asking \$1,000 off for cash
Solid as a rock Everything rusted
together





HE

DRIP

A CHAPTER OF THE CORVAIR SOCIETY OF AMERICA

VOL. 2

NUMBER 5

MAY 1979



Personalized Car Care Complete Air Conditioning Service Brakes Tune Up Electrical

JODY & HANK'S AUTO SERVICE Corvair Service 632-2843

JOE TORREZ HANK BROWN 1414 S. Wahsatch Colorado Springs, CO 80906

When You Have Questions on LIFE or HEALTH INSURANCE

Call CHUCK SEELYE

Happy to Help Without Obligation

598-3709 685-5792

The Drip Line is published monthly by the Pikes Peak Corvair Club. Articles and comments are solicited and must be received by the editor, John Dowswell, 7 Sequoyah Road, 80906, by the 10th of each month for publication in that month's newsletter.

Nonmembers may purchase classified advertising at \$1.00 for 20 words. PPCC members are entitled to free noncommercial classified advertising. Commercial rates are \$5.00 for a business size card, \$8.00 for 1/2 page and \$15.00 for 1 page.

ELECTED OFFICERS

Jim Wood, President	Phone 473-5379
Dave Mattes, Vice President	Phone 597-2646
John Dowswell, 2nd Vice President	Phone 473-4571
Evelyn Halverson, Secretary	Phone 392-9815
Tommy Harlow, Treasurer	Phone 633-0619

All correspondence to the Club and/or its officers can be mailed to P.O. Box 15034, Colorado Springs, Colorado 80935.

NEW ADDRESS

Due to the opening of the new postal facility, the Club's mailing address has changed. All correspondence should be addressed to Pikes Peak Corvair Club, P.O. Box 15034, Colorado Springs, Colorado 80935.

MAY MEETING

The May meeting will be held May 22, 1979 at the Sirloin Stockade, 1710 Monterey Road. Dinner will be at 8:00 p.m., and the meeting will begin at 8:45 p.m.

TECH SESSION

The Club received a letter from KSSS radio station regarding a 1962 Corvair van the radio station would like to donate to the S.A. Wilson Center for Handicapped Children. KSSS asked the Club to consider, as an ongoing Club project, the upkeep of the van once the Wilson Center takes possesion of the van.

President Jim Wood met with the principal of the Center to find out more about the proposed use of the van. She said the van would be used to transport one or two children to therapy, doctor's appointments, etc. Presently they must use a 55 passenger bus to transport one or two children to their appointments. The van would be used on a daily basis and would be driven approximately five to ten miles a day.

Under a contract with Widefield School District, the van would receive most of its minor maintenance from the Widefield bus barn. The principal felt the school mechanics did not know enough about Corvairs to rebuild the van's carburetors, etc.

Jim told the principal the Club would consider the project if the Center bought all the parts needed. The Club would furnish the labor without charge. Jim also told her the Club would help with the repair work when it could but that the Center should not depend on the Club on a daily basis as Club members all work during the day.

It was suggested at the April meeting that the Club hold a tech session to determine what repair work the van will need before it is donated to the Center. The Club will then give the Center an itemized list of the repairs needed and approximate cost involved. The Center could then decide if it was worthwhile to accept the van.

The tech session will be held Saturday morning, May 19, at 10:00 at Jim Wood's house, 2146 Pheasant Place.

PICNIC AND ZOO TOUR

Meet at Memorial Park at the War Memorial at 11:30 a.m. on June 10, 1979. After assembly at approximately 11:45 a.m., proceed in convoy to the Cheyenne Mountain Zoo. Upon arrival at zoo, have picnic lunch (everybody bring their own), and after lunch visit zoo at individual discretion.

Admission to picnic area and zoo is \$2.00 for adults and \$1.00 for children.

* * * * * *

What PPCC member went to Denver to pick up two Corvair convertibles and broke the back window to a one-ton flatbed truck with one of the Corvairs?

WOOD'S WIND

Well, touring time has arrived and I see Dave has a whole summer full of events planned for us. We will start things off by having a dinner meeting on May 22 at the Sirloin Stockade, 1710 Monterey Road (off South Circle at top of the hill). Dinner will be cafeteria style with your choice of meal and price at 8:00 p.m. Meeting will start in our private dining room at 8:45. You may come early and have more time to eat if you wish. This is our first dinner meeting so plans for a second will hinge on your support for this one.

I want to remind all members who are not members of CORSA to please join as soon as possible. The only way CORSA can support us 100% is with us supporting them the same amount. If we wish to retain our affiliation with CORSA, we must abide by their requirements, which state all PCCC members must join CORSA within 90 days of acceptance into PPCC. If you don't, you then jeopardize Club insurance furnished by CORSA. Please help us maintain our standing with CORSA. Join now! For those who are not members, we are enclosing an application for CORSA in this issue.

-Jim-

OLD CAR COUNCIL

It's all over now but it was a terrific weekend in Denver. The annual Old Car Council swap meet was an overwhelming success. Heritage Square shopping center in Golden was a super place for a swap meet. With two levels of parking you could stand on the upper level and look down on the entire lower lot full of parts and people.

They estimated over 3,000 cars came through the gate Saturday and probably more than that Sunday. Approximately 650 swap spaces were sold during the two day meet. Don Crombie, John Glusick and I walked guard duty from 5 to 7 a.m. Sunday to qualify us for a share of the proceeds from the meet. The weather was very agreeable and parts were plentiful (we even saw Walt Hundertmark trying to trade his T-bird parts for Corvair parts). Continued on page 6.

MINUTES OF THE MEETING

The April 24, 1979 meeting was called to order by the President, Jim Wood, at 7:30 p.m.

Attendance: 21 members and 0 guests.

Treasurer Tommy Harlow reported \$347.71 in the Club treasury.

<u>Old Business</u>

Jim said the Board had approved the appointment of Dave Mattes as Vice President to fulfill the unexpired term of Pat Markey.

Jim reported that the bill that would have allowed police to tow abandoned vehicles from private property was dropped.

New Business

Jim read a letter from KSSS radio station regarding a 1962 Corvair van the radio station would like to donate to the S.A. Wilson Center for Handicapped Children. KSSS asked the Club to consider, as an ongoing Club project, the upkeep of the van once the Wilson Center takes possession of the van. (See <u>Tech Session</u> on pages 1 and 2 of this newsletter).

After much discussion, it was decided to hold a tech session to determine what repair work the van needs before it is given to the Center.

Dave Mattes read a planned list of Club activities for this summer. Members present assisted with assigning tentative dates for the events.

James Munson was the winner of the April door prize, an oil filter.

There being no further business, the meeting adjourned at 9:00 p.m.

Respectfully submitted,

Evelyn Halverson, Secretary

* * * * * *

Patronize our advertisers - they make The Drip Line possible.



Corvair "FUNNY CAR"- 402 Big Block Chevy
Winston National Drag Races
Pueblo Motor Sports, Inc.
April 21st and 22nd

OLD CAR COUNCIL (continued)

Proceeds will be divided and distributed to the participating clubs at the next OCC meeting. -Jim-

* * * * *

CAR OF THE MONTH

The Car of the Month featured on the cover is a 1963 Corvair van owned by Lew Bergevin. If you give us the story, Lew, we will print it. (Ed.)

* * * * * *

MEMBERSHIP UPDATE

The Club welcomes Wayne Gully, 2702 West Colorado Avenue, #18, Colorado Springs, Colorado 80904. Wayne has a Greenbriar.

New telephone number - Rich Palmer's new telephone number is 275-1492.

Change of address - Randall Stodgill, 1123 West Street, Mexico, Missouri 65265.

Change of address - Dick Mitton, 5913 Montgomery Avenue, Pensacola, Florida 32506.

* * * * * *

SCHEDULE OF EVENTS

May 19 - Tech session. Jim Wood's house, 2146 Pheasant Place, 10:00 a.m.

May 22 - Monthly meeting. Sirloin Stockade, 1710 Monterey Road. Dinner at 8:00 p.m., meeting at 8:45 p.m.

June 10 - Picnic and zoo tour. Depart Memorial Park at 11:45 a.m. See article on page 2.

<u>June 25</u> - Monthly meeting. Family night with annual pie auction. Bring your kids and a pie to be auctioned off. Proceeds go to the Club treasury.

TECH TIP - CARB BALANCE

(Courtesy Jim Pittman - Enchanted Corvairs Newsletter)

Take a look at the sketch below. See the spring fastened to the throttle linkage near the idle-screw tang? Francis Boydston has been installing light-weight springs in this manner for years. The reason is to keep carbs synchronized at idle even though your crossover shaft and linkage is excessively worn. The left carb level is held closed by the throttle return spring, but the right carb lever is held closed by the crossover shaft linkage; the internal accelerator pump spring also helps to close the throttle. With wear in the crossover linkage and the usual accumulation of wear

and oily dirt on the carb's moving parts, the right carb often won't close completely which results in an imbalance. The spring is not an ideal cure. It needs to be just the right strength to avoid an increase in the rate of wear on the throttle shaft, yet pull the throttle plate fully closed. Anybody have any ideas about increasing the pressure exerted by the accelerator spring to accomplish the same result? Not

only would this be completely stock, it should also cause less wear.

By the way, it seems that too few owners realize the importance of keeping the two carburetors carefully synchronized. This is true both for idle settings and for part- or full-throttle operation. If one carb opens a bit more than the other, one bank of cylinders will run rich while the other will run lean. Idling at a series of stoplights on a hot afternoon and presto! you have a bunch of burned valves. Lesser problems include poor gas mileage, fouled plugs and sluggish performance. So get your carbs synchronized.

FOR SALE

Pair C78-13 4-ply highway tread tires on Corvair (late model) wheels, near new, \$50 pair; fawn interior for 1965, good except for upper driver's seat \$50; AC condensor for 1965 - \$50; contact Dale Baxter at 574-0420.

1965 Monza convertible, 4-speed, asking \$2,000; call 382-5826.

1963 Monza, 2 door, automatic, black interior, yellow exterior, needs some minor body work, paint, and attention to driver's seat upholstery; and

1963 Monza, 2 door, standard, maroon exterior, no interior, complete drive train, motor excepting generator, all sheet metal and glass. It may or may not run, have never tried to start it;

Have not placed a value on the cars so will consider offers and possibly even a trade of comparable value; contact Paul E. McElvain at 625-1921 (Rifle, Colorado).



Courtesy CORSA Communique

P.O. Box 2000 - 230 N. Academy Blvd. Colorado Springs, Colorado 80001

596-3040

Your Number for.....

Parts & Service.

Williams!!





THE

DRIP

A CHAPTER OF THE CORVAIR SOCIETY OF AMERICA

VOL. 2

NUMBER 6

JUNE 1979



Personalized Car Care Complete Air Conditioning Service Brakes Tune Up Electrical

JODY & HANK'S AUTO SERVICE Corvair Service 632-2843

JOE TORREZ HANK BROWN 1414 S. Wahsatch Colorado Springs, CO 80906

When You Have Questions on LIFE or HEALTH INSURANCE

Call CHUCK SEELYE

Happy to Help Without Obligation

598-3709

685-5792

The Drip Line is published monthly by the Pikes Peak Corvair Club. Articles and comments are solicited and must be received by the editor, John Dowswell, 7 Sequoyah Road, 80906, by the first of each month for publication in that month's newsletter.

Nonmembers may purchase classified advertising at \$1.00 for 20 words. PPCC members are entitled to free noncommercial classified advertising. Commercial rates are \$5.00 for a business size card, \$8.00 for 1/2 page and \$15.00 for 1 page.

ELECTED OFFICERS

Jim Wood, President Phone 473-5379

Dave Mattes, Vice President Phone 597-2646

John Dowswell, 2nd Vice President Phone 473-4571

Evelyn Halverson, Secretary Phone 392-9815

Tommy Harlow, Treasurer Phone 633-0619

Walt Hundertmark, Membership Chairman Phone 599-5883

All correspondence to the Club and/or its officers can be mailed to P.O. Box 15034, Colorado Springs, Colorado 80935.

JUNE MEETING AND HARE AND HOUNDS RALLY

The June 25th meeting will feature the annual pie auction so bring a pie. The pies will be auctioned off and then we will try to eat them all. This was a fun and very tasty meeting last year so don't miss this one!

In addition, we will meet at Bonney Park (located on North Wahsatch near Bon Shopping Center) at 6:30 p.m. for a Hare and Hounds Rally to the meeting place. For those who can't make it to the park, we will meet as usual at the clubhouse at Diamond Terrace Apartments, 4710 Rusina Road, at 7:30 p.m.

TECH SESSION

There will be a general tech session on June 28th at 6:30 p.m. at Gabby Markey's house, 1550 Waurika Circle Bring any Corvair problems you have (and also your own beer).

JULY 4TH PICNIC

The July event will be a picnic at Don Crombie's "recreation area" in Florissant. We will meet July 4th at 9:30 a.m. in the parking lot at Van Briggle Pottery at the corner of 21st and Cimarron Bypass. Bring your own lunch and liquid refreshments.

VMCCA SWAP MEET

The giant VMCCA swap meet will be held at the Phil Long Ford Service Department in Motor City on Sunday, July 15th starting at 7:00 a.m. until ?.

NEW MEMBERSHIP CHAIRMAN

Walt Hundertmark has volunteered to replace Don Crombie as Membership Chairman. We want to thank Don for serving for a year and a half without complaint. If you have any leads on prospective members, please advise Walt and he will follow up.

KSSS VAN TECH SESSION

The diagnosis determined a need for a complete engine overhaul for the van. This decision was reached by the very capable minds of Dale Baxter, Don Crombie, John Dowswell, Jim Munson and last, but not least, Jim Wood. The compression of the engine was 75 pounds. KSSS and S. A. Wilson School have been notified of this and will make a decision soon on what to do.

OCC MEETING

Dave Mattes and Gabby Markey went to the OCC meeting in Denver on Wednesday, June 6th, and came back with \$130 for the treasury. This represents the money we earned for working at the swap meet.

OCC is planning a car show in November which will be the first annual OCC show at Carrigan Hall. Columbia Savings & Loan is helping sponsor this year's event as part of their 50th anniversary promotion. If this show is a success, it will be a yearly event. We will take a survey at the next meeting to see how many cars we can muster up for the show. If each club in OCC shows 10 cars, we will have a 340 car show, and I'm sure many of the larger clubs will have 15 or 20 cars available.

Also, don't forget the OCC picnic will be September 9th at Monument Lake. More on this later. -Jim-

DIS WIND

Six cars showed up at Memorial Park for the June 10th picnic and zoo tour. I guess 6 out of a possible 68 is an indicator that a picnic was not a priority item for that beautiful Sunday. Well, don't despair Dave (our program chairman), we have a whole summer full of tours, picnics and tech sessions so you are bound to touch on everyones fancy by fall.

By popular demand, we are resuming the tech sessions and adding a new twist. We will have some on weekday evenings, on Saturday afternoons and on Sunday mornings. This should help the people who work shift work or weekends.

Also, we are going to devote as much time as needed at the meetings to question and answer sessions for members to air the problems they may be having with their Corvairs. Each month we will discuss these problems and the Technical Committee and members who may have had similar problems can help solve them. So bring your proms or questions to the meetings and let's discuss

MEMBERSHIP UPDATE

New member - George L. Dozier, 4010 Tappan Drive, #142, Colorado Springs, Colorado 80909, telphone no. 591-2032; George has a 1963 and a 1964 Corvair Monza.

Change of address - Jessie Barnett, Co. B, 718th Maint. Bn., APO New York 09111.

Change of address - Tom Shuey, 2731 Santa Fe Drive, Pueblo, Colorado 81006.

Change of address - Woodrow Sigley, 9913 Manet Road, Burke, Virginia 22015.

CATALOGS AND PATCHES

The Club has Clark's and American Corvair Parts catalogs for sale at the meeting. The patches that were ordered have arrived and are also for sale at the tings.

MINUTES OF THE MEETING

The May 22, 1979 meeting was called to order by the President, Jim Wood, at 8:55 p.m.

Attendance: 16 members and 2 guests.

Treasurer Tommy Harlow reported \$229.64 in the Club treasury.

Old Business

Jim reported on the tech session held to check out the KSSS van. Jim said that in addition to other mechanical work, the engine will need an overhaul. John Dowswell said he would get an estimate from Jody & Hank's Auto Service for overhauling the engine. The Club will then submit a list of needed repairs and cost to the S. A. Wilson Center.

Jim said the Old Car Council swap meet netted approximately \$5,000 to be split between 28 clubs that helped at the meet. The Club can expect to receive a \$125 to \$175 check from OCC.

Jim said he had submitted a design for Club name tags to Spear Engineering, and was waiting for an estimate on printing the name tags. Cost to Club members would be approximately \$1.00 to \$1.50 per name tag.

New Business

Jim said Don Crombie had relinquished his position as Membership Chairman due to other commitments. Walter Hundertmark was nominated and accepted the position as Membership Chairman.

Art Luque suggested the Club sponsor an autocross for Club members. Jim asked Art to see how many members would be interested in participating. The Club could ther decide if there was enough interest to warrant holding an autocross.

John Dowswell suggested a letter be written to CORSA regarding the availability of films to show at the monthly meetings. John was asked to make a rought draft of the letter to CORSA by the next Board meeting.

Jim reminded members of the picnic and zoo tour anned for June 10, and the pie auction on June 25.

There being no further business, the meeting adjourned at 9:30 p.m.

Respectfully submitted,

Evelyn Halverson, Secretary

* * * * * *

WHY MEMBERS SHOULD BELONG TO CORSA

Herb Berkman, president of CORSA, writing in the June "Corsa Communique" summarized some of the questions and reasons for belonging to CORSA as follows:

" 'What is CORSA doing for the members?' 'What is CORSA doing for the Chapters?', 'Why should my Chapter belong to National?', 'Why do I need CORSA to have fun with Corvairs?' Taking them all together, what I hear is "What are YOU doing for ME that I should pay YOU welve bucks a year?' Well, to me that question implies an altogether different philosophy than I can understand. Oh, I could answer in specific terms. I could mention the insurance, the chapter advertising money, the national convention, the classifieds, the technical articles, the exchange of parts and repair information, the comradeship, the magazine, the opportunity for individual recognition, the prestige, the legitmacy of association with an established organization, etc., etc., etc. To most of us any of these alone are worth the lousy twelve dollars, but to anybody in particular, some of them may be worth nothing.

But, that's not the point. Of course you can have fun with Corvairs without belonging to CORSA! Of course you can belong to a Chapter that is not associated with CORSA! On the other hand, you can also belong to CORSA even if you never owned a Corvair; and you can belong to CORSA without belonging to a Chapter. In fact, two-thirds of our members are not chapter members.

Last month, I mentioned Harry Truman. This month, to

illustrate a point, I will mention Jack Kennedy. I wasn't too crazy about him either, but he did once say somethin pretty close to 'ask not what CORSA can do for me, ask what I can do for CORSA'. Now, if I had said that line, it would have been more like, 'What do I have to do as a member of CORSA to get what I want from being a member?'

I think that a lot of people in this club lose sight of what CORSA really is. When they use the expression 'CORSA does this', or 'CORSA did that', they really mean the officers or the Board of Directors, or 'somebody' who is CORSA did something. Well, CORSA is all of us, and that 'somebody' is really just a few of the members, who happened to get more involved than the rest and ran for These few people really don't see each other an office. very much. Four or five of them get together about twice a year, the rest, once a year. In between they make a few long distance phone calls and send some letters to Some spend a lot of time writing letters. each other. Usually they do this while the rest of you are watching TV, working on your cars, playing with your kids, or sleeping. To ask these people to reproduce parts. negotiate with General Motors, reprint service manuals. establish Corvair libraries, publish magazines, act as lobbyists in the Congress, write technical journals, visit all the Chapter meetings, put on conventions, and answer hundreds of questions, all in their spare time, and for free, while everyone else reaps the benefits. is, to put it bluntly, a little presumptuous. They do what they can, but there are some limits. In my opinion, if these few people simply provide the structure in which those who want all these things to happen can work together to make them happen, they will have been successful in their jobs. 'CORSA will have allowed you to give yourself what you wanted.

So you see, the reason I can't understand when people ask what CORSA is doing for THEM, is because I never considered it a legitimate question. I never expected anything from CORSA except an opportunity to share some common interests with a few other nutty people. What I actually have gotten out of it is beyond imagination. I jumped, in with both feet right from the start and worked awfully hard and spent

thousands of hours doing things that don't seem to ve any real purpose. I don't know why, I just know it was fun. It's been a bigger kick than anything I could have smoked, drank, sniffed or shot! (and a whole lot healthier) Anyway, I'm not going to try to answer any more. From now on, when people ask 'What's in it for me?', I'll have to ask back 'I don't know, what were you expecting? And the less you give, the less you get.'"

* * * * * *

CAR OF THE MONTH

Owned by Bill Hames

My 1961 Corvair truck was first spotted three years ago in Sahwatch by Jody (of Jody & Hank's Auto Service). Owned by a little old lady, she had had it stored in a garage for thirteen years. The last inspection sticker read 1965. It was just sitting there, collecting dust and trash, but no rust, with only 17,000 miles and no dings; I knew I had come across a real gem.

Wanting desperately to take it home, I proceeded talk with the owner. To my dismay, the "little old Tady" was not too friendly and not very willing to part with it. It seems her husband's last words were "Don't sell the truck". Finally, after racking my brains for hours, I hit on a price which seemed more to her liking.

The truck was only missing a generator and carbs. After towing it back to Colorado Springs, Jody and Hank replaced the missing parts, made a few other minor adjustments, and it started right up. It's been running great ever since.

I drive it only on nice days, and I plan to drive it to Detroit for the Corvair convention this August.

* * * * *

WHO'S WHO

What PPCC member installed a rebuilt generator on his truck, drove over to Gabby's "proud as hell", and while at Gabby's the generator decided to burn itself '?

What PPCC member drove a Toronado to the June board meeting in Pueblo? He did it to save gas, he said! Buactually, gas was saved since four other board members went along for the ride.

* * * * * *

SCHEDULE OF EVENTS

June 26 - Monthly meeting and pie auction. Family event so bring your kids and a pie to be auctioned off. Hare and Hounds rally to meeting (See item on June meeting).

<u>July 4</u> - Picnic in Florissant. Meet at Van Briggle Pottery at 9:30 a.m. Bring your own lunch and drinks.

July 5 - Board meeting. 7:30 p.m. at Walt's.

July 24 - Monthly meeting.

August 12 - Possible Royal Gorge trip.

August 28 - Monthly meeting.

* * * * * *

FOR SALE

One set (6) cylinder barrels for 1964, excellent shape \$50; One set of 1964 turbo heads, need valve job \$100; contact Gabby Markey at 591-2407.

1962 Spyder convertible (no turbo), new paint, top, battery, carburetors, engine resealed \$2,400; contact Don Crombie at 475-0048.

1965 Monza coupe; contact Ryan Slattery at 684-2334, evenings and weekends.

Volkswagen camper, 140 H.P. Corvair engine and transmission, 4-speed, Otto conversion, many extras, very good condition; contact Horst Shaffer at 693-1114 (Aurora).

* * * * *

Patronize our advertisers - they make The Drip Line possible.





THE

DRIP

A CHAPTER OF THE CORVAIR SOCIETY OF AMERICA

VOL. 2

NUMBER

JULY 1979



Personalized Car Care Complete Air Conditioning Service Brakes Tune Up Electrical

JODY & HANK'S AUTO SERVICE Corvair Service 632-2843

JOE TORREZ HANK BROWN 1414 S. Wahsatch Colorado Springs, CO 80906

When You Have Questions on LIFE or HEALTH INSURANCE

Call CHUCK SEELYE

Happy to Help Without Obligation

598-3709 685-5792

The Drip Line is published monthly by the Pikes Peak Corvair Club. Articles and comments are solicited and must be received by the editor, John Dowswell, 7 Sequoyah Road, 80906, by the first of each month for publication in that month's newsletter.

Nonmembers may purchase classified advertising at \$1.00 for 20 words. PPCC members are entitled to free noncommercial classified advertising. Commercial rates are \$5.00 for a business size card, \$8.00 for 1/2 page and \$15.00 for 1 page.

ELECTED OFFICERS

Jim Wood, President	Phone 473-5379
Dave Mattes, Vice President	Phone 597-2646
John Dowswell, 2nd Vice President	Phone 473-4571
Evelyn Halverson, Secretary	Phone 392-9815
Tommy Harlow, Treasurer	Phone 633-0619
Walt Hundertmark, Membership Chairman	Phone 599-5883

All correspondence to the Club and/or its officers can be mailed to P.O. Box 15034, Colorado Springs, Colorado 80935.

JULY MEETING

Can your Corvair ford a stream or bulldoze through mud? Come to the July 24th meeting at 7:30 p.m and see what your car is capable of. A promotional film of the 1960 Corvair will be shown at the July meeting. This is an exceptional film and we promise you will enjoy it! Don't miss this meeting! See you the 24th of July.

TECH SESSION

A tech session was held at Gabby's on Thursday evening, June 28th. Approximately ten people attended in hopes of solving all their problems. Some problems were solved, some coffee was consumed and some delicious cake was eaten (made fresh by Pat Markey).

The next tech session will be July 26, 1979 at 6:30 p.m. at Gabby's, 1550 Waurika Circle, and will cover changing a fan belt.

ROYAL GORGE TOUR

On Sunday, August 12th, at 10:00 a.m., we will meet at Sears parking lot on South Nevada Street (Southgate Shopping Center) in the southeast corner by the fire station and tour together to Royal Gorge with a stop at Wood's Corvair Junkyard at Penrose for a parts scrounging session. Then on to the Gorge for a picnic and picture

taking on the bridge. You may bring your own picnic basket or eat at one of the restaurants or snack at the park. This ought to be a fun trip so let's have a good turnout.

ANNUAL PIE AUCTION

The June meeting saw dozens of people eat a dozen pies. Auctioned were cherry, apple, chocolate merinque and other delicious sundries including a container of homemade ice cream. Forty-six dollars (\$46) was added to the treasury. As a bonus, two cream pies were auctioned at a whopping \$8 each. One was thrown in the face of Dave Mattes by Terry McKenna and the other was placed upside-down on the head of Jim Wood by Carol Crombie and her son-in-law, Mike, (Don probably had something to do with that even if he was in Chicago at the time).

FOURTH OF JULY PICNIC

Eight cars met at the Van Briggle Pottery parking lot for a trip to the beautiful mountain estate of the Crombie's at Florissant. The trip was without incident except for one vehicle (a Ford) which had front end trouble.

We ate, played horseshoes, ate, played volleyball, ate, had a sack race and an egg tossing contest. We watched Gabby throw his frisbee through a crack in the wall of Don's new outhouse (yes, it went to the bottom but Gabby went fishing and retrieved it - then nobody wanted to play).

We played more volleyball until everyone was wornout. The shirts were against the skins (except Pat Markey who was with the skins but kept her shirt on due to a legal technicality) and the shirts won two out of three games. We all successfully returned to town to watch the fireworks display.

OLD CAR COUNCIL MEETING

Dave Mattes and Jim Wood traveled to Denver for the July OCC meeting. Items of interest were the

September 9th picnic at Monument Lake and the November 2nd, 3rd and 4th car show at Currigan Hall. We tentatively committed for ten cars. More details on this as we get closer to the event.

CLUB NAME BADGES

Spear Engineering will provide name badges at a cost of \$3.75 each. These will be similar to the ones shown at the June meeting. It will have the CORSA and PPCC emblems and will be engraved with your name and PIKES PEAK CORVAIR CLUB. You may order yours from Tommy at the July meeting.

CORVETTE CHALLENGE

Rocky Mountain Corsa is having a "Corvette Challenge" the 29th of July at Heritage Square. What is a Corvette Challenge? For every Corvette that shows up at Heritage Square, Rocky Mountain Corsa wants to match it with a Corvair. For more information, contact Gabby.

CALENDAR OF EVENTS

- July 24 7:30 p.m. Monthly meeting featuring 1960 promotional film.
- <u>July 29</u> 2:00 p.m. Meet at Denver Warehouse parking lot for pre-parade check out.
- August 2 7:30 p.m. Board meeting at Jim's house.
- August 5 2:00 p.m. Meet at Denver Warehouse parking lot for final check out of parade convertibles.
- August 7 10:00 a.m. Convertibles drive in parade.
- August 12 10:00 a.m. Meet at Sears parking lot for trip to Royal Gorge.
- August 28 7:30 p.m. Monthly meeting.

* * * * * *

Patronize our advertisers - they make The Drip Line possible.

WOOD'S WIND

On August 7th we will assemble thirty (30) convertibles for the Pageant of the Rockies Parade - Pikes Peak or Bust Rodeo. We will use only Corvair convertibles in good to excellent shape. We will be transporting such notables as Tanya Tucker, Slim Pickins, Rex Allen, Kurt Gowdy, Walt Garrison, Ted Steagall and the Sons of the Pioneers just to name a few. The parade committee has advised us that CBS Television will be filming the parade. It is expected that approximately 150,000 people will line the parade route and millions will be watching on national television.

Members who own Corvair convertibles, please let me know if you will participate. This will be great publicity for the Club, CORSA and Corvairs as it will give the nation (including Ralph Nader) a chance to see thirty (unsafe at any speed) Corvairs transporting some of the finest stars in Hollywood.

Members participating in the parade will meet at the south side of the Denver Warehouse parking lot on July 29th at 2:00 p.m. for a pre-parade check out. On the 5th of August at 2:00 p.m. we will again meet at the Denver Warehouse parking lot for a final inspection of the convertibles. Club members not owning convertibles are encouraged to come to these inspections and help the convertible owners clean their cars.

If you would like to participate in the parade, call me at 574-0750 (office) or 473-5379 (home). Free rodeo tickets for the Tuesday matinee will be provided for those participating in the parade. -Jim-

NEW MEMBERS

The Club welcomes Robert and Penny Avery and Doreen VanBuskirk.

The Avery's live at 65 Villa Drive, Pueblo, Colorado and have a 1963 Monza coupe.

Doreen VanBuskirk lives at 3975 Morley Drive, Colorado Springs, Colorado and owns a 1964 Spyder.

MINUTES OF THE MEETING

The June 26, 1979 meeting was called to order by the President, Jim Wood, at 7:53 p.m.

Attendance: 25 members and 2 guests.

Treasurer Tommy Harlow reported \$423.82 in the Club treasury.

Old Business

Jim said Club badges can be purchased from Spear Engineering at a cost of \$3.00 each which will include engraving of names. Having a swivel clip put on the back of each name tag will cost 62¢ extra. Upon motion made, seconded and carried, it was decided to order name tags at a cost of \$3.75 each to include engraving and swivel clip.

Gabby reminded everyone of the general tech session to be held on the 28th of June at his house.

Dave Mattes said the 4th of July picnic will be held at the Crombie's property in Florissant. Everyone going should meet at 9:30 a.m. at Van Briggle Pottery.

Jim said Rich Palmer would check on discount admission prices to the Royal Gorge for the tour planned for August.

New Business

Jim said the Club had been invited to participate in the Pikes Peak or Bust Rodeo parade on August 7th. The Club has been asked to furnish thirty convertibles in which celebrities will ride. Members wishing to participate should contact Jim.

There being no further business, the meeting adjourned at 8:45 p.m.

Respectfully submitted,

Evelyn Halverson, Secretary

I bought my first Corvair, a 1961 Monza 4-speed, in the fall of 1962. It was a great little car so much so that my oldest son, who was working for Daniels Motors at the time, decided to buy a slightly used tradein, a 1965 Monza 110, 4-speed, in the spring of 1965. Later that year he returned to college and so, by mutual agreement, he became the proud owner of the 1961 and I of the 1965. And that is the car featured on our cover with some 141,000 miles on the speedometer. The initial and only overhaul on the engine was at 95,000 miles and it was repainted in yellow Imron, its original color, in the summer of 1976.

It spent eleven years of its life in California in the Bay area being towed there initially in 1966 and returning via the tow bar route to Colorado Springs in 1967.

It is used for everyday driving, is tight, dry and has lots of pep and recently has been joined in our family by a 1965 Monza convertible.

* * * * * *

TIDBITS FROM THE BETTER HALF

(This will be served at the July meeting).

Bubble Bread

4 cans refrigerator biscuits (10 to a can)

1 cup sugar 1 tablespoon cinnamon

Cut biscuits into quarters, dust in the sugar and cinnamon and put in a greased bundt or angel food pan.

Combine in sauce pan:

1 cup sugar

1 tablespoon cinnamon

1 teaspoon vanilla

1½ cubes margarine

Pour the above ingredients over the biscuits in the pan. Bake 45 minutes at 350 degrees. Break apart, serve warm.

-Recipe by Pat Markey-

TECH TIPS

Sears Shocks - Jack Coe

(Courtesy Transaxle Telegraph)

Sears has removed all pre-1970 listings from their parts books. However, their "Heavy Duty" grade is still available, if you know the part numers, which are as follows:

	Front	Rear
1960-64	79238	79269
1965-69	79278	29279
1961-64 FC	79223	79223

"Points to Remember" - Fred Koch

(Courtesy The Rear View)

When changing your distributor points, be careful when reinstalling the wire from the coil back on to the "Quick Disconnect Terminal" on the points (See Figures 1 and 2 below). The lug on the end of the coil wire has extra long prongs which, when pushed all the way down, can touch (ground out to) the contact plate, which can make your engine miss intermittently or worse, cause your engine to stop dead! To play it safe, cut off about 1/16-inch from each prong, as shown in Figure 2.

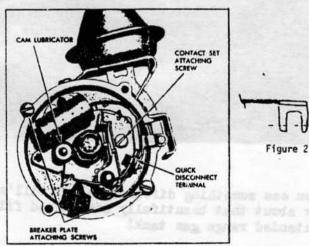


Figure 1

WHO'S WHO

What PPCC member and his Vespa were stranded on Highway 24, and Gabby had to go to the rescue because a spark plug came out? Who worked on it last?

What PPCC member rolled two watermelons down a hill at the 4th of July picnic and broke one?

* * * * * *

FOR SALE

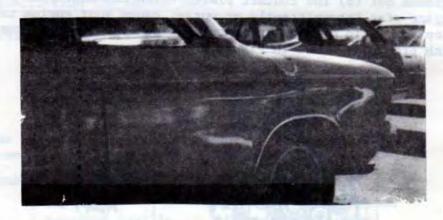
1965 Monza convertible, 4-speed, asking \$2,000; call 382-5826.

1966 Corsa, body in good shape, running condition, \$1,500 or best offer; contact James R. Smith at 687-3212.

Corvair station wagon, rebuilt engine, automatic, new battery and muffler, \$700 or trade for pickup; call 633-0541.

1965 Monza coupe, automatic, new paint, vinyl top, rebuilt motor, air conditioning, \$1,900; call Don Crombie at 475-0048.

1964 MONZA COUPE OWNED BY BILL HAMES



Do you see something different about Bill's car? How about that beautifully customized filler for his extended range gas tank!

P.O. Box 2900 • 230 N. Academy Blvd. Colorado Springs, Colorado 80901

596-3040

Your Number for.....

Parts & Service...

Williams!!





THE

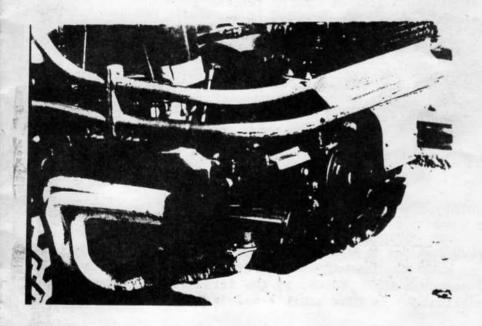
DRIP

A CHAPTER OF THE CORVAIR SOCIETY OF AMERICA

VOL 2

NUMBER 8

AUGUST 1979



Personalized Car Care
Complete Air Conditioning Service
Brakes Tune Up Electrical

JODY & HANK'S AUTO SERVICE Corvair Service 632-2843

JOE TORREZ

598-3709

HANK BROWN Colorado Springs, CO 80906

1414 S. Wahsatch

685-5792

LIFE or HEALTH INSURANCE

When You Have Questions on

Call CHUCK SEELYE

Happy to Help Without Obligation

The Drip Line is published monthly by the Pikes Peak Corvair Club. Articles and comments are solicited and must be received by the editor, John Dowswell, 7 Sequoyah Road, 80906, by the first of each month for publication in that month's newsletter.

Nonmembers may purchase classified advertising at \$1.00 for 20 words. PPCC members are entitled to free noncommercial classified advertising. Commercial rates

are \$5.00 for a business size card, \$8.00 for 1/2 page and \$15.00 for 1 page.

ELECTED OFFICERS

Jim Wood, President Phone 473-5379

Dave Mattes, Vice President Phone 597-2646

John Dowswell, 2nd Vice President Phone 473-4571

Evelyn Halverson, Secretary Phone 392-9815

Tommy Harlow, Treasurer Phone 633-0619

Walt Hundertmark, Membership Chairman Phone 599-5883

All correspondence to the Club and/or its officers can be mailed to P.O. Box 15034, Colorado Springs, Colorado 80935.

AUGUST MEETING

The monthly meeting will be held August 28, 1979 at 7:30 p.m. at the clubhouse at Diamond Terrace Apartments, 4710 Rusina Road. Don't miss this meeting as we will view the proofs of the parade taken by Stewarts Photos.

COVER PICTURE

The cover picture is a modified engine (six Weber carbs, etc.) as installed in an "open wheel" car for the Pikes Peak Hill Climb.

OLD CAR COUNCIL PICNIC

We will meet at 8:00 a.m. Sunday, September 9, 1979, at the K-Mart parking lot on North Nevada for a caravan to Denver and Heritage Square for the annual OCC picnic. Bring your own food and drinks or try one of the shopping center restaurants. It will be fun for everyone.

AMENDMENT TO BY-LAWS

It was proposed to the membership at the July 24th meeting that the term of membership will expire one year from date of joining the club. This will enable us to maintain a year-round cash flow and a more efficient membership renewal notice program. This will be discussed and voted on at the August meeting.

PAGEANT OF THE ROCKIES PARADE

Would you believe thirty-five Corvair convertibles were parked on St. Vrain between Tejon and Nevada all ready to participate in the parade? Well, if you were downtown in Colorado Springs on Tuesday, August 7th, you would be a believer because that is how many there were. Our Club furnished twenty convertibles, Rocky Mountain Corsa three and the local Shriners twelve early models - all red with white tops. Any way you look at it, it was an inspiring sight for Corvair lovers and the celebrities who included Rex Allen, Sr., Buck Taylor, Casey Tibbs, Dub Taylor, Kurt Gowdy and Miss Colorado, to name a few, were suitably impressed. As a bonus, several other PPCC members participated as a group entry. All in all, it was a smashing success and a tribute to our Club.

MANITOU PARADE

On Saturday, August 11th, the Club did it again. At 8:00 a.m. we assembled on West Colorado twenty-two strong to participate as VIP carriers and as a group entry in the Manitou parade. All went smoothly and due to lower temperatures, in many ways participation was more pleasant than on Tuesday.

So now, having had our fill of parades, the Club moves on to other things but one thing is certain, support was terrific and the PPCC extends its thanks to all who participated.

WE WERE READY FOR THE PARADE!!

"What a great group of people Corvair people are!"
This is a saying we've heard, and it certainly proved true recently.

Our president spent hours attending meetings and coordinating people and cars.

Then there were those who, although they were getting their own cars ready, took the time to help others with the problems that had arisen. Some encouraged others by advice and stopping by to see how things were going.

And last, but certainly not least, there were the members who were at the check-over point both Sundays to offer a hand when needed. On Tuesday morning some of these same members showed up to help with signs-or anything that was needed at the last minute.

Now, when you hear, "Corvair people are the greatest", we can certainly agree with that! The Club did an outstanding job getting ready for and appearing in the Pageant of the Rockies Parade.

ROYAL GORGE TOUR

Ten cars met at Sears parking lot on Sunday morning, August 12th, for a trip south. We stopped at Wood's Corvair Junkyard in Penrose and scrounged whatever parts everyone needed, then on to the Royal Gorge.

We had a picnic, soaked our feet in the cool water at the bottom and took some nice pictures of the cars and the bridge.

MEMBERSHIP UPDATE

The Club welcomes all the new members who joined in July.

Arthur J. and Alberta Thompson live at 2920 Wyatt, Colorado Springs, CO 80916; phone number 390-7440. The Thompson's have a 1966 Corsa, 1965 Monza and a "95" van.

Arthur James Thompson lives at 2920 Wyatt, Colorado Springs, CO 80916; phone 390-7440. Arthur has a 1968 Corvair.

Gwendolyn and William Champion live at 2608 North Logan Avenue, Colorado Springs, CO 80907; phone 471-3760. The Champion's have a 1963 Spyder convertible.

Edward and Mary Crowder live at 4592 Wordsworth Circle North, Colorado Springs, CO 80916; phone number 392-6366. The Crowder's have a 1968 Monza coupe.

F. Andy Dodd lives at 1923 Woodburn Street, Colorado Springs, CO 80906; phone number 471-1883. Andy has a 1965 convertible.

Change of Address: Merrill May, 5 Beatrice Road, Beverly, Massachusetts 01915, phone number (617) 927-3502

WOOD'S WIND

Well, the parades are now history and I want to thank everyone who helped put it all together. We made a good showing at both parades and I heard a lot of nice compliments about us and our Corvairs. One elderly gentlemen remarked to me that there must have been more Corvairs in that parade than there were horses!

I received a letter from the Pageant Parade Committee today thanking us for our support and asking us to participate again next year!

Don't forget to have that cream puff ready for the Old Car Council car show on November 2, 3 and 4 in Denver at Currigan Hall. -Jim-

ELECTION OF OFFICERS

Nominations for the offices of President, First Vice-President, Second Vice-President, Secretary and Treasurer will be made by the soon to be appointed Nominating Committee. If you feel you are qualified for any of these positions, let the Nominating Committee know.

MHO, 2 MHO

What PPCC member tightened his cylinder head with an inch pound torque wrench at 38 inch pounds (should have been 38 foot pounds)? This was done to a beautiful Corsa the night before the parade.

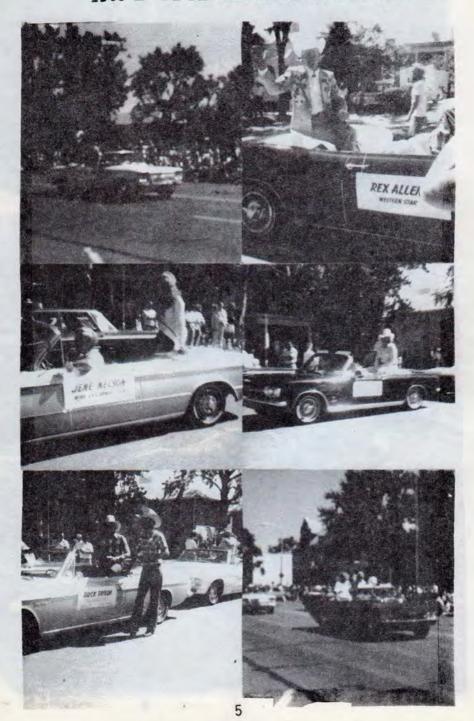
What PPCC member who owns seven Corvairs had to recently purchase a 1977 Camero Z-28 because none of his Corvairs would run? Think of the \$\$ you could have put in those Corvairs!

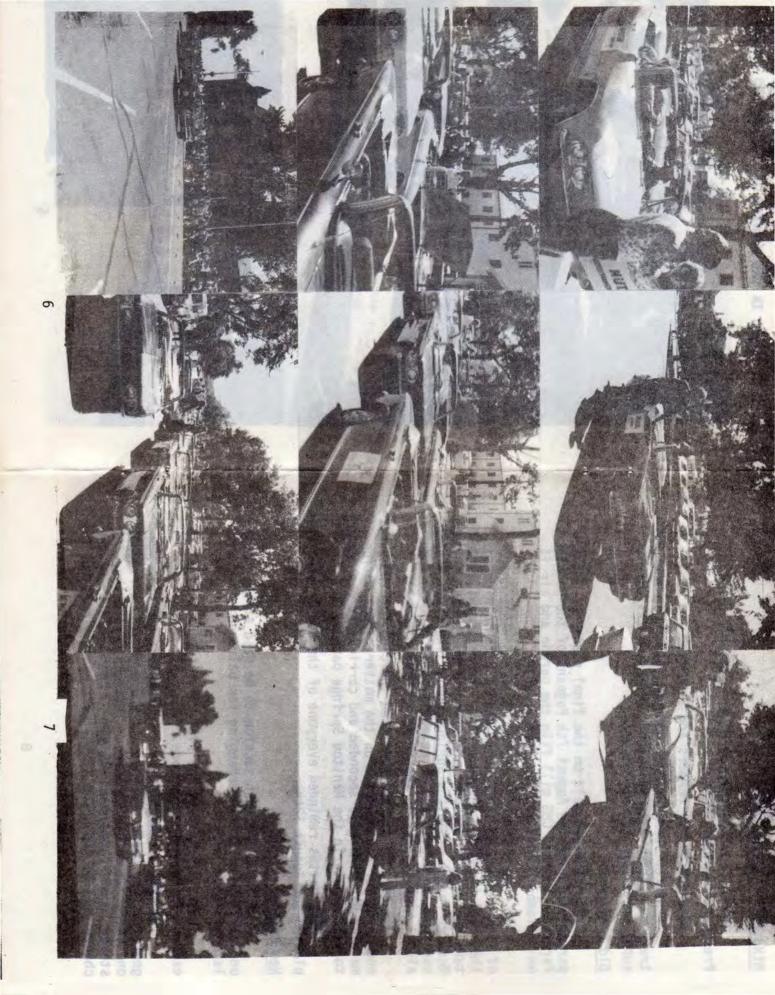
What PPCC member is collecting Corvairs and other cars so he can open a "Special Interest Car Lot"? This sounds great!

What PPCC member (female) drove the "Kiddie" car down to Penrose?

What PPCC member had to borrow a "bobby pin" from Miss Teenage Colorado to make emergency repairs to his clutch linkage during the Manitou parade?

PPCC IN THE PARGENT OF THE ROCALES PARADE





MINUTES OF THE MEETING

The July 24, 1979 meeting was called to order by President Jim Wood at 7:30 p.m.

Attendance: 31 members and 7 guests.

Treasurer Tommy Harlow reported \$479.31 in the Club treasury. Tommy also said the Club had Clarks catalog supplements for sale at 25¢ each.

Old Business

Discussion was held on the final plans for members participating in the August 7th Pageant of the Rockies Parade. Jim said CBS will film the parade and air it on national television in about a month.

Jim read a letter from the Manitou Springs Chamber of Commerce asking the Club to participate in a parade they will be holding August 11th. The parade will feature the same participants as were in the Pageant of the Rockies Parade. Manitou Springs would like fifteen convertibles for radio and TV celebrities to ride in and also a Club display of the various Corvair models.

Jim said he had not committed the Club for the parade and asked for a discussion on the matter. Upon motion made by Gabby Markey, seconded and carried, it was agreed to participate in the Manitou Springs parade.

Dave Mattes reminded everyone of the Royal Gorge trip planned for August 12th.

New Business

Gabby said the tech session to be held at his house on July 26th will cover changing fan belts on early and late model Corvairs.

Jim said name tags are available at a cost of \$3.75 each. See Tommy to order one.

Jim said a change in the Club by-laws had been suggested at the Board meeting. It would make dues renewable one year from date of joining. This would give the Club steady income throughout the year. Pros and cons of the change will be discussed at the next monthly meeting.

The floor was opened for a question and answer session. Barbara Como suggested the Club publish semiannually a list of reputable dealers which could be pulled out of the monthly newsletter. Jim said the suggestion would be taken into consideration.

A 1960 promotional film on the Corvair was shown.

Winner of the July door prize, a Clarks Corvair Parts catalog, was Chuck Seelye.

There being no further business, the meeting adjourned at 9:10~p.m.

Respectfully submitted, Evelyn Halverson, Secretary

* * * * * *

LIFE WITH GABBY BEFORE THE PARADE

By Pat Markey

The month before the parade

- 6:00 a.m. Both: Good morning, get ready for work.
- 7:00 a.m. Off to work.
- 5:00 p.m. Gabby: Hi, what's for dinner, how soon? I will be in the garage.
- 6-7:00 p.m. Break for dinner and Star Trek.
 - 7:00 p.m. Back to the garage.
 - 10:00 p.m. Pat: Good night. Gabby: I'll be in later.

Three days before the parade

- Friday p.m. Doc's rear wheel bearing has gone out, can Gabby please fix it before the parade?

 Gabby: No sweat, good night. I'll be in later.
 - Sat. a.m. Good morning. Gabby working on his 1966 convertible for the parade.

Sun. a.m. & p.m. - Good morning, out to garage to work on Doc's & Gab's cars. Good night, I'll be in later.

Monday a.m. - Good morning, out to garage. Off to see Jim Wood, Doc's axle shaft was shot, got to find one, Dave has one. Take off Dave's car, put on Doc's car. An all day job plus

Monday p.m. - Finish up Doc's car, finish up Gabby's car. A call from Jim Wood - Chuck has a problem, can Gabby go see if he can help. Over to Chuck's.

Back home. . .???

Day of the parade

Tuesday p.m. - Finally got to hold a normal conversation with Gabby. Hooray, the parade is over!

* * * * * *

TECH SESSION

No tech session is planned for August. The September session will be held at Bob Dudding's house. More on this later.

* * * * *

TECH TIP

Corvair Instrumentation: Ammeter

By Ike Meissner

Ever since the 50's when idiot-lites became Detroit's instrumentation rage I've had my doubts. Idiot-lites do work -- there's little doubt of that... that is, unless the sun happens to be shining on your dash, or you're wearing your dark driving glasses, or the bulb burns out. Not exactly 100% foolproof.

Time to install an ammeter? I started looking at ammeter kits. Here again, there is something wrong. An ammeter is supposed to be installed in the electrical lead between the car's system and the positive battery post. In Corvairs this is a heavy red wire which fastens with the starter cable to the forward end of the battery. The

problem is that the battery is in the rear of the vehicle. some thirteen feet (by way of the tunnel) from the dash. All the car's electrical load (exclusive of starter current) must pass through the ammeter 'way up there on the dash. That's 26 feet of extra wire that the load must flow through. The voltage drop in 26 feet of ordinary auto ammeter wire as supplied with the kits (12-gage wire) could be as much as two volts. None of us wants to run our Corvairs on ten volts; things may not perform too well under those conditions. I calculated that 8-gage wire would be the best with only a quarter of a volt drop over 26 feet, but 8-gage is awfully stiff. The thought of dragging it through the tunnel and up to the dash was repressive. Moreover, what happens if the insulation on any unfused wire like that gets damaged? Instant fireworks. Very likely to destory the electrical system and maybe the car. Not good.

I did some additional thinking and came up with an alternate method. I would use a current shunt in the battery lead and route a small (but representative) amount of current up to the dashboard instrument. And by putting the shunt in the ground lead of the battery, the wires to the front of the car could not only be small and easy to install, but if they were shorted out, nothing would happen except that the ammeter would quit working. Not only that, but with the ammeter in the ground side of the circuit, I could even see the starter current on the ammeter and diagnose cranking difficulties if and when I had any.

After some experimenting it became obvious that a separate current shunt was unnecessary in my vehicle. A braided battery-to-ground strap would do. My final installation used about four inches of the braided strap as my shunt. Connections were made to the braided cable with cable clamps of the type used on T.V. antenna guy wires or for quickie clutch-cable repairs. Ordinary lamp cord was pulled through the tunnel and up to the dash. The meter itself is a surplus item from a mail-order radio parts house.*

To calibrate the ammeter, adjust the spacing of the cable clamps to give a full-scale (downward, to the left) discharge reading with the accessories all turned on and the headlights on (brights). The engine should \underline{not}

be running for this calibration, but the ignition should be "on". If the meter moves upscale instead of down, just reverse the two wires at the cable clamps.

* GE Panel Meter, 1-0-1 milliamperes, Cat. #76-632-0719, \$8.95 from Fair Radio Sales Co., P.O. Box 1105, Lima, Ohio 45802.

* * * * * *

ITEMS FOR SALE

1965 AC condensor, make offer; two excellent 13" tires on late model wheels, \$50; fawn interior for 1965, make offer; contact Dale Baxter at 574-0420.

1960 hubcaps, \$25; contact Gabby Markey at 591-2407.

One Rampside pickup; two Greenbriers; one 1964 convertible; one 1969 convertible; two 1961 Lakewood station wagons; two 1960 4-door sedans; ten 1963 2-door coupes; two 1965 2-door coupes; plus

15 engines; 4 transaxles; 6 transmissions; 1 late model telescope column, wheel and box; 1 complete early turbo; one complete gas heater; miscellaneous wheels, hubcaps and front and rear suspensions; NOS door guards; contact Jim Wood at 574-0750 (work) or 473-5379 (home).

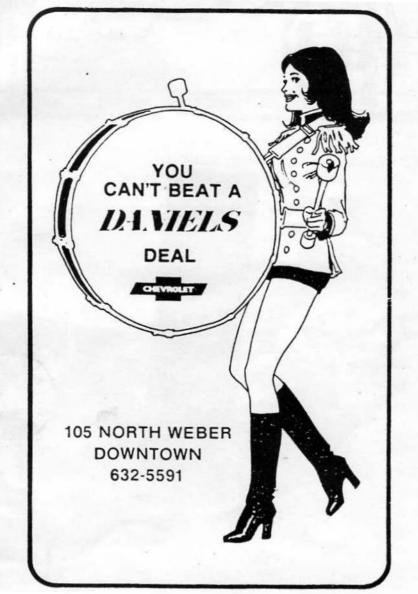
ITEMS WANTED

Corsa dash; contact Edward Crowder, Jr. at 392-6366.

1960 gas tank for a coupe; 1961 windshield for a Rampside pickup; and 1965 trim shield for right front headlight; contact Jim Munson at 634-7889.

* * * * * *

Patronize our advertisers - they make $\underline{\text{The Drip Line}}$ possible.





THE

DRIP

A CHAPTER OF THE CORVAIR SOCIETY OF AMERICA

VOL 2

NUMBER 9

SEPTEMBER 1979



Personalized Car Care Complete Air Conditioning Service Brakes Tune Up Electrical

JODY & HANK'S AUTO SERVICE Corvair Service 632-2843

JOE TORREZ HANK BROWN 1414 S. Wahsatch Colorado Springs, CO 80906

When You Have Questions on LIFE or HEALTH INSURANCE

Call CHUCK SEELYE

Happy to Help Without Obligation

598-3709

685-5792

The Drip Line is published monthly by the Pikes Peak Corvair Club. Articles and comments are solicited and must be received by the editor, John Dowswell, 7 Sequoyah Road, 80906, by the 10th of each month for publication in that month's newsletter.

Nonmembers may purchase classified advertising at \$1.00 for 20 words. PPCC members are entitled to free noncommercial classified advertising. Commercial rates are \$5.00 for a business size card, \$8.00 for 1/2 page and \$15.00 for 1 page.

ELECTED OFFICERS

Jim Wood, President	Phone 473-5379
Dave Mattes, 1st Vice President	Phone 597-2646
John Dowswell, 2nd Vice President	Phone 473-4571
Evelyn Halverson, Secretary	Phone 392-9815
Tommy Harlow, Treasurer	Phone 633-0619
Walt Hundertmark, Membership Chairman	Phone 599-5883

All correspondence to the Club and/or its officers should be mailed to P.O. Box 15034, Colorado Springs, Colorado 80935.

SEPTEMBER MEETING

Come one, come all! The second annual birthday party of the P.P.C.C. will be held Tuesday, September 25, 1979, at the Diamond Terrace Clubhouse, 4710 Rusina Road.

There will be a short business meeting starting promptly at 7:30 p.m. followed by refreshments, games with prizes to the winners and five door prizes.

COVER PICTURE

The cover picture was taken August 12, 1979 during a Club tour to the Royal Gorge.

TECH SESSION

The September 27, 1979 tech session will be held at 6:30 p.m. at Bob Dudding's house, 625 North Iowa. The tech session will cover tune-ups. If you already know how to tune up your Corvair, come by and give advice and/or pitch horseshoes.

THANK YOU!!!

The Pikes Peak Corvair Club extends a big THANK YOU to its advertisers for their support during the year.

WOOD'S WIND

Well, the parades, tours and picnics are all history, and we appreciate the support from the membership for these events. As you read this, the Old Car Council picnic will be over and the next event will be the OCC car show on November 2, 3 and 4. Due to the size of Currigan Hall and the number of clubs participating, we were limited to five cars for the show. Of this five, we would like to have a variety of colors and body styles so give us your suggestions.

The Nominating Committee has been appointed and will be contacting each prospective candidate to fill the officer positions for 1980. Please give these people your help and support when they call on you.

Don't miss the September meeting which will be our second birthday party with fun and games for everyone!

-Jim-

AMENDMENT TO BY-LAWS

The following amendment to Article VIII of the bylaws was approved at the August meeting:

Section 2. <u>Payment of Dues</u> - Dues shall be payable when joining the <u>Club</u> and shall be good for the twelve month period thereafter. Members whose dues remain unpaid for more than 30 days after the due date will be terminated.

OLD CAR COUNCIL MEETING

Dave Mattes and Gabby Markey represented the Club at the September meeting of OCC. The main subject of discussion was the car show at Currigan Hall in early November. It was determined that the PPCC would be limited to five cars which will be located, looking from the front door, in the right rear of the building. Adult admission will be \$3.00. Exhibition hours will be:

Friday, November 2 3:00 p.m. - 11:00 p.m. Saturday, November 3 12:00 p.m. - 11:00 p.m. Sunday, November 4 11:00 a.m. - 7:00 p.m.

ELECTION OF OFFICERS

The Nominating Committee has been appointed and will be announced at the September meeting. The Nominating Committee will submit names for the offices of President, First Vice-President, Second Vice-President, Secretary, Treasurer and Member-at-Large at the October meeting.

To help you in deciding if you would be interested in any of these positions, we are publishing a description of each job. Be sure and let the Nominating Committee know if you would like to have your name submitted for any of these offices.

<u>President</u>. The President shall preside at all meetings of the members and of the Board of Directors, and shall perform the duties usually appertaining to such office, including the appointment of committee chairmans. The President shall not have the privilege of voting on Board matters except to break a tie vote.

First Vice-President. In the absence of the President, or in case of his or her death, resignation or inability to act, the rights, powers and duties appertaining to that office shall be performed by the First Vice-President. The principal duties of the First Vice-President shall be coordinating tours and special events and other activites as determined by the President.

Second Vice President. He or she will act as equipment custodian, editor of the Club newsletter (he or she may appoint a newsletter committee) and other duties as determined by the President.

Secretary. The Secretary shall attend all meetings of the members and meetings of the Board of Directors and shall record all minutes and votes in a book kept for that purpose. Upon request, the Secretary shall attend meetings of special committees. He or she shall keep an up-to-date register of the names and addresses of all Club members. He or she shall issue all notices of meetings or other matter of interest which may be required under the by-laws.

ELECTION OF OFFICERS (continued)

Treasurer. The Treasurer shall have custody of all monies, debts, obligations, documents and contracts and other papers belonging to the Club, except its record book required to be kept by the Secretary. He or she shall receive all monies of the Club and deposit same in a bank account. He or she shall make payments of Club debts upon approval of such obligation by the Board of Directors. He or she shall keep an up-to-date register of the names and addresses of all Club members. Club checks may be negotiated only when signed by the Treasurer or President. The Treasurer shall make fiscal reports at each Club meeting.

Member-at-Large. The Member-at-Large shall attend all Board of Directors meetings and perform such other duties as determined by the President.

CONGRATULATIONS

Congratulations to Gayle Susan Swarny and Mel Lock-lear who tied the knot in August.

NEW MEMBERS

The Club welcomes the following new members:

Richard J. and M. Ilene Hanson who have a 1960 Corair 4-door; Joseph H. and Jacquelin Brookes who have a 1965 2-door "500"; Phil Rose who has a 1965 Corsa convertible, a 1966 Corsa hardtop, a 1966 "500" and a 1968 Monza; M. E. and Jeneice Jenkins who have 1963 and 1964 convertibles and John K. and Barbara (Bobbie) Koll who have a 1964 Monza.

1979 CORSA CONVENTION

Pictures reading from left to right, top to bottom, (1) Mission Inn, convention headquarters; (2) Shriners cars at Mission Inn; (3) and (4) Lining up for parade - Mission Inn parking lot; and (5) and (6) General Motors Willow Run complex.



MINUTES OF THE MEETING

The August 28, 1979 meeting was called to order by President Jim Wood at 8:00 p.m.

Attendance: 22 members and 3 guests.

Treasurer Tommy Harlow reported \$447.79 in the Club treasury.

Old Business

Jim read a proposed amendment to the by-laws which would make dues renewable one year from date of joining. The amendment was passed with unanimous approval.

Jim read the results of a questionnaire distributed at the July meeting.

Proofs of pictures taken by Stewarts Photos at the Pageant Parade of the Rockies were passed around the room. Jim said reprints could be ordered from Stewarts.

It was suggested the Club order 5×7 reprints to give to the members of Rocky Mountain Corsa who participated in the parade. Discussion was held on the suggestion. Upon motion made by Doc Munson and seconded by Jim Wood, it was agreed that the Club would pay for the reprints.

Jim suggested the Club purchase a set of the proofs to send to CORSA with an article about the parade. Club funds for the purchase of the pictures were approved.

New Business

Jim said Carol Crombie is a notary public and will notarize free at the monthly meetings.

Jim said the Board of Directors would appoint a Nominating Committee for the 1980 elections. Names of members comprising the Committee will be announced at the September meeting.

Tommy Harlow gave a very informative and interesting report on the 1979 CORSA convention in Detroit.

There being no further business, the meeting adjourned at 9:45~p.m.

Respectfully submitted,

Evelyn Halverson, Secretary

A CORVAIR GOES RACING IN GERMANY - WELL, THE ENGINE ANYWAY

One of our original members, Jessie Barnett, now stationed in Germany, in writing to Gabby Markey tells the following story of a Corvair-powered racer which is a terror on the "dirt tracks" in Germany.

"The owner was an American living in Landstuhl who came over to visit his brother and just stayed on. Anyway, the car is a VW beetle floor pan with an extra heavy roll cage. The engine is a 140 H.P., standard cam and bore, with a center mounted Holly 2-barrel 500 CFM carb, individual straight pipe exhausts, external oil cooler, and no oil filter as oil is changed after every race. Another thing he tried and which worked was to use a cog fan belt and run it sidewise through the crank pully - no more belt problems.

He was the 1977 and 1978 total point champ. His class was up to 2,700 CC and he ran against Ford Capris and Porsches. On several occasions his competition tried to sabotage his car before and after races, and also during the races by trying to cave in his rear roll cage to demolish his engine - but no luck.

The Germans were constantly trying to get him to sell the car, or trying to figure out what kind of engine he was running. Once the competition saw the little red "Volksair" on the track, they were reasonably sure they wouldn't win that day. He is now into Porsches and recently sold his car and parts and five or six engines for about \$1,800, not a bad price I would say."

ITEMS FOR SALE

1961 Lakewood station wagon, 1965 Greenbriar, 1962 Rampside; contact Jim Wood at 473-5379.

Powerglide transmission for 1965; 1966 Monza 500, automatic, rebuilt engine; contact Phil Rose at 471-3181.

1964 cylinders, excellent shape; 1965 140 heads, no valves; 1964 turbo heads, needs valve job and return tube, 1960 hubcaps, good condition; contact Gabby Markey at 591-2407.

ITEMS FOR SALE (continued)

Pair 140 heads with carbs; 1964 4-speed transaxle; contact Terry Nance at 599-3321.

Pair 13" tires and wheels for late model, near new \$25; 1965 fawn interior \$40; 1965 AC condensor \$35; contact Dale Baxter at 574-0420.

1962 station wagon, "700" series, 3,000 on rebuilt motor, new paint, carpets, dash recovered, condition 2-3, \$1,200 or best offer; 1961 Corvair pickup loadside, 4-speed, new paint, resealed motor, condition 3, \$700 or best offer; 1965 Monza coupe, automatic, 18,000 miles on rebuilt motor and carburetors, new paint, new vinyl top, new tires, major tune-up, condition 2-3, \$1,700 or best offer; contact Don Crombie at 475-0048.

ITEMS WANTED

\$25 reward for information leading to purchase of a 1956 or 1957 Chevy convertible; contact Dale Baxter at 574-0420.

Support brackets, J-bolts, and other miscellaneous parts for late model air cleaner; contact George Dozier at 591-2032.

1961 wheel covers for pickup; right air cleaner support arm; contact Tom Oxley at 591-8820.

Set of 1966 Corsa hubcaps; contact Gary Williams at 574-6060.

Jet and rod for 1966 turbo carb (lean one); contact Gabby Markey at 591-2407.

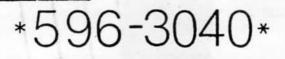
Information on Corvair shops for upholstery and paint; contact Phil Rose at 471-3181.

Crossover tube for 1963-1963 air cleaner; contact Bob Dudding at 635-3936.

1960 coupe gas tank; contact Jim Munson at 634-7889.

Convertible ballast for front and rear, late model; AM-FM radio, late model; electric power top late model convertible; contact Howard Young at 542-3574 or John Glusick at 544-1077 or write 1929 West 20th, Pueblo, Colorado 81003.

P.O.Box 2900 • 230 N. Academy Blvd. Colorado Springs, Colorado 80901



Your Number for.....

Parts & Service...

Williams!!



HE

DRIP

A CHAPTER OF THE CORVAIR SOCIETY OF AMERICA

VOI. 2

NUMBER 10

OCTOBER 1979



Personalized Car Care Complete Air Conditioning Service Brakes Tune Up Electrical

JODY & HANK'S AUTO SERVICE Corvair Service 632-2843

JOE TORREZ HANK BROWN

1414 S. Wahsatch Colorado Springs, CO 80906

When You Have Questions on LIFE or HEALTH INSURANCE

Call CHUCK SEELYE

Happy to Help Without Obligation

598-3709 685-5792

The Drip Line is published monthly by the Pikes Peak Corvair Club. Articles and comments are solicited and must be received by the editor, John Dowswell, 7 Sequoyah Road, 80906, by the first of each month for publication in that month's newsletter.

Nonmembers may purchase classified advertising at \$1.00 for 20 words. PPCC members are entitled to free noncommercial classified advertising. Commercial rates are \$5.00 for a business size card, \$8.00 for 1/2 page and \$15.00 for 1 page.

ELECTED OFFICERS

Jim Wood, President	Phone	473-5379
Dave Mattes, 1st Vice President	Phone	597-2646
John Dowswell, 2nd Vice President		473-4571
Evelyn Halverson, Secretary	Phone	392-9815
Tommy Harlow, Treasurer		633-0619
Walt Hundertmark Membership Chairman	Phone	599-5883

All correspondence to the Club and/or its officers should be mailed to P.O. Box 15034, Colorado Springs, Colorado 80935.

OCTOBER MEETING

The October meeting will be held at the clubhouse at Diamond Terrace Apartments, 4710 Rusina Road, on October 23, 1979, at 7:30 p.m. Rich Harris of Taranta Enterprises, a Corvair specialty shop in Denver, will have a display of Corvair parts they have for sale.

COVER PICTURE

The cover picture was taken during the Pageant of the Rockies Parade.

HALLOWEEN PARTY

The Halloween party will be held on October 27, 1979 at 8:00 p.m. at the Diamond Terrace Apartments clubhouse. A trophy will be given for best costume, but don't let a costume keep you from coming. Just come and join the fun!

TECH SESSION

A tech session was held at Bob Dudding's house on September 27, 1979. Bob did an excellent job of tuning and balancing the carbs on three members' cars. Thank you, Bob, for the use of your garage and your expertise.

No tech session is planned for October.

AMENDMENT TO BY-LAWS

It was suggested at the October 4, 1979 Board meeting that the office of 2nd Vice President be eliminated and the editor of the Club newsletter be appointed yearly by the President. The 1st Vice President will assume the responsibility of equipment custodian. This was put in the form of a motion and, if approved, will be an amendment to the by-laws. The motion will be discussed and voted on at the November meeting.

NOMINATING COMMITTEE

The Nominating Committee will submit names of candidates for the positions of President, Vice President, Secretary, Treasurer and Member-at-Large at the October meeting. If you would like to run for an office and have not been contacted, give any member of the Nominating Committee a call.

Members of the Nominating Committee are:

Bob Douglas,	Chairman	634-85/3
Terry Nance		599-3321
Art Luque		632-3483
Dale Baxter		574-0420
Bart Como		472-1960

P.P.C.C. BIRTHDAY PARTY

What a fun time everyone had at our second annual birthday party! The willing volunteers who planned the games did a fantastic job. We enjoyed having our visitors from Denver.

Jose Martinez did a great job of distributing door prizes to the following people: oil pan - Art Thompson, fanbelt donated by Rear Engine Specialists (Denver) - Joe Brookes, flashlight - John Dowswell, \$5 gift certificate donated by Colorado Corvair Co. (Denver) - Omar Halverson, oil spout - Nancy Haddock and American Corvair Parts Catalog - John Koll.

In our annual creeper race Pat Markey awarded the "P.P.C.C. Creeps" trophy to the team pictured on page 5. (Continued on Page 4)

WOOD'S WIND

The Old Car Council-Columbia Savings car show at Currigan Hall in Denver is coming up soon. We will need help in setting up the display of cars and manning an information table at the show. If you can work a few hours during the show, please let me know as we have to have someone with the cars at all times during the show. We will set the cars up on Thursday evening, November 1.

Exhibition hours will be:

Friday,	November	2	3:00	p.m.	_	11:00	p.m.
Saturday,	November	3	12:00	p.m.	_	11:00	p.m.
Sunday,	November	4	11:00	a.m.	_	7:00	p.m.

Adult admission to the car show will be \$3.00 with children under 12 getting in free. See you there! -Jim-

MEMBERSHIP UPDATE

We welcome the new members who joined in September:

Barbara Gilkison 28 North Dunsmere Colo. Spgs., CO 80909 634-6428

Richard and Marcia Shuck 1940 Summer Night Terr. Colo. Spgs., CO 80909 597-3968

James V., Jr. and Angel Day 4545 Picturesque Circle Colo. Spgs., CO 80917 597-6884

Bill and Carol Lewis 474 Selfridge Street Colo. Spgs., CO 80916 574-7996

Sam Miller 1953 Academy Blvd. Colo. Spgs., CO 80909 574-2069

> Please add these new members to your membership list.

Barbara Gilkison has a 1962 Corvair; the Lewis' have a 1961 Corvair; the Shuck's have a 1964 Monza convertible; Sam Miller has a 1960 4-door and a 1964 Monza convertible and the Day's have a 1965 "500".

Change of address: Bob Gilbert, 1150 Hill, Grand Junction, Colorado 81501.

P.P.C.C. BIRTHDAY PARTY (Continued)

Using the words "General Motors", participants were asked to make as many new words as possible in three minutes. Angel Day had a total of 43 words and John Koll had 33 words. Outstanding was the word "generator" found by John Koll. Art Luque and Dale Baxter came in third with a tie of 30 words each. Thanks, Carol and Dee, for running a fun game.

Art Thompson and Dale Baxter rigged up four pylons as stands for a fan belt toss. Omar Halverson proved to be the champ on this with four ringers. Following closely behind were Dave Mattes and George Dozier. Michael Markey won in the children's contest.

In naming car parts from a display board with only five minutes to work, we found Steve Goodman (Denver), Art Luque and Harlan Colburn (Denver) knew 15 of the 20 parts. That was pretty tricky, Gabby, putting that Ford part on there.

Dave Mattes, Merle Jenkins and Jim Wood ran a sparkplug game with John Glusick and Howard Young winning first prize.

Things were running so late that Bob Douglas and Art Luque didn't get to have their balloon race. How about at the Halloween party, fellows?

Carol Crombie and Doreen VanBuskirk sold donation tickets for the drawing on two 1980 Corvair calendars. Jim Schwengler and John Dowswell were the lucky winners of this. It was good to see Merrill May again and like "old home week" to have him draw the winning tickets.

Thanks to Doreen VanBuskirk and Carol Crombie for the birthday cakes and Kay Munson for the cookies.

Manitou Express Moving and Storage furnished our ball point pens and the P.P.C.C. Creeps trophy.

Michael Markey, Arlene Nance, Carol Crombie, Evelyn Halverson, Tommy Harlow, Bob Douglas and Walt Hundertmark helped with the decorating:

The cooperation of so many people helped make this party a success. Give yourselves a pat on the back, gang!





MINUTES OF THE MEETING

President Jim Wood called the September 25, 1979 meeting to order at 7:50 p.m. with a word of welcome to new members and guests.

Attendance: 47 members and 8 guests.

Treasurer Tommy Harlow reported \$489.90 in the Club treasury.

Old Business

Jim reported that Old Car Council had changed its mind and the Club would now be able to enter nine cars in the OCC car show instead of five cars as mentioned at the August meeting. Jim said the Club would like to have a display that showed a variety of body styles.

Members were reminded that the deadline for newsletter articles is the first Thursday of each month.

New Business

Jim said the Nominating Committee had been appointed. Members on the Committee are: Bob Douglas, Chairman, Art Luque, Bart Como, Dale Baxter and Terry Nance. Anyone wanting to run for an office should contact one of these members.

Jim asked members present if they would like to have the Halloween party on October 23, the regular meeting night, or on October 27, a Saturday night. Upon a show of hands, it was decided the Halloween party would be held on October 27.

Jim said Security Christian Academy had asked the Club to furnish three convertibles for their homecoming parade on October 19. Don Crombie, John Dowswell and Doreen VanBuskirk volunteered the use of their convertibles.

Dave Mattes reminded members of the tech session to be held September 27 at 6:30 p.m. at Bob Dudding's house.

A question and answer session was held on members' Corvair problems.

There being no further business, the meeting adjourned at 8:30 p.m.

Respectfully submitted,
Evelyn Halverson, Secretary

* * * * * *

AS THE OIL FLIES

As you are reading this, John and Doreen Dowswell are taking a two week trip to the eastern states to enjoy the fall colors.

Good luck to Jody Torrez and his family who will be leaving the first of November for their new home in Saguache, Colorado where Jody will be opening a garage. Next spring we plan to caravan to see Jody's new location

We are happy to report that Doreen VanBuskirk's father is feeling better. John VanBuskirk suffered a burst appendix on the way back from the Old Car Council picnic on September 9th, and had to be taken to the Air Force Academy Hospital for emergency surgery.

If you need anything notarized, give Carol Crombie a call and she will bring her notary seal to the meeting. Carol will do this free of charge for Club members.

If you are wondering why Jim Wood squints so much, it's not because he needs glasses but because he spent his vacation putting insulation in his garage.

Gabby Markey will be leaving in December for a one year tour in Shemya, Alaska. Shemya is a remote island 2 miles by 4 miles with about 1,000 people on it. Gabby will have to leave both his family and Corvair (or is it Corvair and family?) behind which is why they call it a "hardship tour".

If you are thinking of buying or selling a house, why not give Club members Gerry Saraceno or Cindy Brown a call. Let's support our Club members in their professions!

ITEMS FOR SALE

One wheel 600×13 tire; contact Dave Cowen at 684-9771.

Miscellaneous Corvair parts including body parts, suspension parts, wheels, glass and turbochargers; contact Jody or Hank at 632-2843.

1965 Corsa 180 turbo, just rebuilt, 4-speed posi, tinted windows, perfect interior and original paint, black on black, low miles; 1967 Monza, interior Granada gold; 1964 Impala convertible, power top, rebuilt engine and automatic transmission, 283 V-8; contact Arthur Luque at 632-3483.

1966 Corsa, no transmission or engine, new paint, make offer; contact Phil Rose at 597-7822.

1966 Corsa, factory air, new paint and interior, new clutch, no oil leaks, 74,000 actual miles, \$3,000; contact Hank at 632-2843.

1967 Monza 4-speed, \$450; contact Dave Mattes at 597-2646.

1963 Monza convertible, maroon with black top and interior, paint good, 62,000 actual miles, new tires, new battery, no rust or dents, \$3,000; contact Bob Douglas at 634-8573.

FREE!! Seat and back for pickup, needs reuphol-stery; contact Jim Munson at 634-7889.

ITEMS WANTED

One emblem for 1963 rear taillight; contact M. E. Jenkins at 633-9000.

1960 4-door with title, any condition; contact John Glusick at 544-1077 or write 1929 West 20th, Pueblo, Colorado 81003.

Windshield for rampside; contact Jim Munson at 634-7889.

* * * * * *

What PPCC member wants to sell his very special Corvair to help pay for his new Ford truck?





HE

DRIP LINE

A CHAPTER OF THE CORVAIR SOCIETY OF AMERICA

VOL 2

NUMBER 11

NOVEMBER 1979



Personalized Car Care Complete Air Conditioning Service Brakes Tune Up Electrical

> HANK'S AUTO SERVICE Corvair Service 632-2843

HANK BROWN

1414 S. Wahsatch Colorado Springs, CO 80906

When You Have Questions on LIFE or HEALTH INSURANCE

Call CHUCK SEELYE

Happy to Help
Without Obligation

598-3709

685-5792

Specializing in Custom Interiors Original Upholstery, Custom Cycle Seats

> KNOWLES TRIM SHOP Complete Auto Upholstering Wholesale to Dealer

> > JOE D. KNOWLES, Owner

East Side 403 Auburn 591-1515

Downtown 434 S. Tejon 633-2258

Colorado Springs, CO

ELECTED OFFICERS

Jim Wood, President	Phone 473-5379
Dave Mattes, 1st Vice President	Phone 597-2646
John Dowswell, 2nd Vice President	Phone 473-4571
Evelyn Halverson, Secretary	Phone 392-9815
Tommy Harlow, Treasurer	Phone 633-0619
Walt Hundertmark, Membership Chairman	Phone 599-5883

All correspondence to the Club and/or its officers should be mailed to P.O. Box 15034, Colorado Springs, Colorado 80935.

NOVEMBER MEETING

The November 27th meeting will be a potluck dinner. Please bring a meat dish plus your choice of a vegetable, salad or desert. You will need to bring your own table service, but coffee and punch will be provided by the Club.

You singles who want to join us, stop by Colonel Sanders, or bring such items as bread, butter, relishes, or pies (just suggestions).

The dinner will begin at 7:00 p.m. at the Diamond Terrace clubhouse. We hope you and your <u>family</u> will be able to join us that night.

ELECTIONS

Elections will be held this month for officers for 1980. You have all heard the nominations from the Committee and here they are again for your consideration:

President	Art Luque
Vice President	John Dowswell
Secretary	Evelyn Halverson
Treasurer	Tommy Harlow
Member-at-Large	Bob Dudding
	Jose,Martinez
	Doreen VanBuskirk

ELECTIONS (continued)

Nominations can be made from the floor election night. It would be great to have more than one person running for these offices. Talk to your friends and see if they will give you their OK to be nominated from the floor.

EDITOR NEEDED

John Dowswell, our current newsletter editor for the past two years, is retiring to run for Vice President. His replacement will be appointed by the President in December for the following year. We need a volunteer for this position, so don't be bashful. Volunteer now and avoid the last minute rush.

We intend to have a newsletter committee this year. The committee will compile the articles and turn them in to the Editor who will take them to the printer and mail them. If you have a few hours each month to donate, please let us know. Your help will be appreciated. We want to thank John for a super job for the past two years.

HALLOWEEN PARTY

October 27th brought out the goblins and witches to the PPCC Halloween party. All together about 30 people flew in on their brooms to bob for apples, throw darts at balloons, pin the head on the ghost, shave a balloon and other various silly contests. One contest for the men was to eat 5 cherries off a paper plate blindfolded. The catch was the plates were switched after the blindfolds were put on, and we all dipped our face in a plate full of whipped cream.

The trophy for best costume was won by Mr. Strange and his witch (Phil Rose and friend).

At 10:00 p.m. the party was raided by the security guard who had not been informed that there was to be a party that evening. We then hurriedly adjourned to the Country Kitchen across the street for more refreshments. The waitress and customers sure gave us some strange looks.

We want to thank Carol Crombie and Doreen VanBuskirk for putting it all together; they did a swell job.

WOOD'S WIND

Well, the auto exposition at Currigan Hall is now history. It was a very impressive show with nearly 300 stock and original autos on display for three days. I had many compliments on our display of nine Corvairs and the overall quality of the cars in the show.

I want to thank Art Luque, John Koll, Jane Gattis, Bill Hames and Kathi Wood for getting their cars prepped and delivered to Denver for the show. It was a lot of work, but I didn't hear one complaint. I also want to thank John and Dee Glusick for building and painting the stanchions, bringing them to Denver and helping with the show.

I saw many of our members helping work the table and talking to the public about their Corvairs. Thanks to all of you for making the show a success. -Jim-

DUES ARE DUE

Dues will be remain \$6 for local and cost \$14 for national. According to CORSA, all members are required to belong to national. Join CORSA before January and pay only \$12. Following are the renewals due by January:

Barnett, Jessie Baxter, Dale Bergevin, Lewis Como, Bart Crockett, Cary Crombie, Don Douglas, Robert Dowswell, John Dudding, Robert Dunham, Bob Glusick, John Glusick, Mike Green, Richard Haddock, David Halverson, Evelyn Halverson, Omar

Hames, Bill Hank's Auto Service Harlow, Charles Harris, George Henry, Ivan Hundertmark, Walt Jesse, Carl Jones, Theresa Lee, Ben Liles, Marlin Locklear, Susan Luque, Arthur Markey, Gabby Martinez, Jose Mattes, Dave May, Merrill

(Continued on Page 5)

MINUTES OF THE MEETING

The October 23, 1979 meeting was called to order by President Jim Wood at 7:50 p.m. Jim welcomed Rich and Joyce Harris of Taranta Enterprises.

Attendance: 20 members and 3 guests.

Treasurer Tommy Harlow reported \$429.57 in the Club treasury.

Old Business

Bob Douglas, Chairman of the Nominating Committee, submitted the following names for the November election ballot:

President
Vice President
Secretary
Treasurer
Member-at-Large

Art Luque

John Dowswell
Evelyn Halverson
Tommy Harlow
Bob Dudding
Jose Martinez
Doreen VanBuskirk

Bob said anyone wishing to add their name to the ballot should let him know.

Jim reminded everyone of the Halloween party to be held October 27, 1979 at 8:00 p.m. at the clubhouse, and asked for a show of hands as to who would be attending.

New Business

Dave Mattes said the Sports Car Club Council was planning to hold an econo-rally on November 18th at 9:00 a.m. Club members can participate upon payment of an \$8 entry fee.

Jim read the proposed amendment to the by-laws as published in the October newsletter. The amendment would eliminate the position of 2nd Vice President and the Club newsletter editor would be appointed yearly by the President. The 1st Vice President would assume

responsibility for Club equipment. Jim said the amendment would be discussed and voted on at the November meeting.

Jim said Carl Jesse's 1965 gold Monza coupe had been stolen from the parking lot where Carl works. The car is a 4-speed, has a white interior and a dent in the left quarter panel. Anyone seeing the car should let Carl know.

Rich Harris of Taranta Enterprises donated a \$5 gift certificate for the October door prize which was won by Phil Rose.

A question and answer session was held on members' Corvair problems.

There being no further business, the meeting adjourned at 8:45 p.m. for a showing of slides taken by Barney Smith at the National Convention in Detroit.

Respectfully submitted, Evelyn Halverson, Secretary

* * * * * *

DUES ARE DUE (continued)

Mitton, Richard
Munson, James
McKenna, Terry
Naber, Don
Nance, Terry
Palmer, Rich
Peterson, Gerald
Ross, Lyle
Rubio, Joe

Seelye, Chuck Shuey, Thomas Sigley, Woodrow Slattery, Ryan Stogdill, Randall Strickler, Bob Whittington, Jim Williams, Gary Wood, Jim Young, Howard

* * * * * *

Upon viewing the "before" and "after" pictures of a P.P.C.C. member's car at the Denver car show, a child was heard to comment, "Gee, Mom, you can paint these cars all different colors". We hear that member had a blood pressure attack.





TOP - L to R: 65 CORSA- 180TUREO- Art Luque; 66 CORSA - 180 TUREO -Gabby Markey; 63 MONZA-John koll; 64 MONZA - Kathi Wood BOTTOM -GM's as above; background 63 SPYDER - Jim Wood



TOP - 62 MONZA - Lew Bergevin; 63 - 700 SEDAN - Jane Gaddis BOTTOM - 62 MONZA WAGON - Bill Hames background - 61 LOADSIDE - Bill Hames

After repairing a Corvair for a friend, I delivered it to his house. As I casually glanced out a rear window of his house, I noticed a dark green tarp dropped over something setting on jack stands. Upon inquiring I was told it was a 1963 Corvair convertible. With a certain amount of persistent questioning I persuaded him to let me peek under the top.

The first thing I saw was a Spyder emblem on the front fender. As I continued to raise the tarp I saw a factory optional clock on top of the dash. By now my adrenalin was rushing. (I am not sure if it was because I was excited or because I was standing on my head looking under the tarp). Immediately I started negotiations and before I left we had consumated a deal on the car.

A couple days later I took a battery, can of ether and an air tank and proceeded to drive my new found prize home. As my friend and I removed the tarp I noticed something that hadn't caught my eye before. The entire top had rotted completely off and the water had destroyed the seats and carpet before my friend had covered it up. I drove it home with pieces of top and upholstery waving in the breeze.

Upon trying to back it in the garage I discovered it had no reverse. My wife, who by now was almost completely convinced that I was totally insane, ran for the house as a precaution to avoid getting hit by any loose parts flying off the car as I rumbled down the alley. I believe she was dismayed by the fact that each Corvair I bought looked worse than the last.

After new paint, top and seats, it doesn't look quite so bad but Kathi still won't trade me her convertible for it. It is a nice performing car and a pleasure to drive.

* * * * * *

AS THE OIL FLIES

A big thanks to Rich and Joyce Harris of Taranta Enterprises for the display of their wares at our last meeting. Barney Smith's slides of the National Convention made us all feel as though we had attended. Thanks again, Rich, Joyce and Barney.

How would you like to be able to trade homes for 21 days with a couple in London, England? Joanne and Chuck Seelye had this privilege recently. While in the British Isles they toured Scotland and Wales, but they were glad to get back to U.S. drivers. We hear the English couple who traded homes enjoyed the Springs area.

Remember the announcement that Carl Jesse's Corvair had been stolen? Good news! It was found in Denver with very little damage.

After polling this year's deer and elk hunters (Bart Como, Dave Cowen, Jody and Thom Torrez and Jim Schwengler), we found Dave Cowen was the only one who brought one back. He got a five point bull elk on Ohio Creek near Gunnison. Congratulations, Dave!

Jim hasn't gone yet (as of this writing), so we will fill you in on that next month.

Walt Hundertmark has been hunting new Corvair Club members. He followed in hot pursuit of an unfamiliar Corvair convertible hoping to acquire a new member. After following the lady home, Walt discovered Kathi Wood had had her convertible repainted.

If you're interested in rallies, the Mustang Club is in need of your help. They need people to help work their rallies, especially checkpoints. We understand no experience is necessary. To volunteer call Amos or Bena Jean Bond at 632-0508.

Dale Baxter has become the proud owner of a 1966 V-8 Toronado-powered Corsa with automatic transmission. We hope he brings it to the next meeting so we can check it out.

It was good to see Terry McKenna at the Halloween party. We've been missing you.

Proud of your Corvair? Why not let other members know about it. We need articles for Car of the Month. If you feel you need help in writing your article, one of the Drip Line reporters will be happy to assist you.

AS THE OIL FLIES (continued)

Dave Cowen tells us he's just rebuilt a 1963 Monza with automatic transmission. He sold it to a retired vice president of General Motors (Buick-Opel Division) for \$2,900.

We hear Pat Markey lost a fambelt on Gabby's 1966 Corsa. After a frantic call to Gabby, she and two other school bus drivers managed to get it back together.

Did you watch Johnny Carson the night he was talking about the 115 presidential candidates who had filed besides Carter, Kennedy and Brown? Three cheers for Johnson, the candidate who lives in his Corvair!!!

Moved lately? Please notify Evelyn so we can update our files, and you will continue to receive your wonderful Drip Line.

* * * * * *

TECH TIPS

(Courtesy North Coast Corsa HOT AIR)

Clutch Modifications

Corvair engineers designed the transmission input shaft to be a torsion spring and it twists to absorb the shocks. In high performance driving of Corvairs, the spring dampening built into the shaft often proves to be inadequate. What to do?

In 1973 GM started building a spring center clutch that exactly replaces the Corvair's solid center clutch! Now this part isn't listed as a Corvair part but upon close inspection the facings are exactly the same. The disc fits inside the pressure plate just the same as the stock one. The only modification needed is the removal of 3/16" of the spline hub on the flywheel side of the disc. To do so takes five minutes, a hacksaw and a flat file. The result? Amazing smoothness, there is a definite cushion in the system. It's not mushy or soft, just smooth. Driveline parts will love it and release pressure is unaffected. Just ask for 73 to 76 Vega-Monza disc P/N 328561.

(Courtesy TRANSAXLE TELEGRAPH)

Junk Yarding

How many of you who junk yard are doing it effectively? I know I didn't at first until I accidently discovered some things. When I say effectively, I don't mean how well you can strip a Corvair down to a mere shell. Do you check out other model cars for parts?

When I first started junk yarding, I immediately hunted out all the Corvairs, including F.C.'s (forward control models) in the yard and proceeded to pull parts. One day I noticed that in the early sixties large Chevrolets, the dash knobs were the same as in my 1964 Monza convertible. Then I noticed that the steering wheels of early model Corvairs and those small early sixties Pontiacs and Oldsmobile F85's are the same. Anyone who has ever tried to locate a good early two-tone red with white steering wheel should check out one of the above mentioned cars. Sure these steering wheels weren't common in these cars either, but it does lessen the odds against finding one. The arm rests in the '67 Chevy van are the same as in the '65 Greenbriers.

The greatest of my finds and the most recent concerns the interior of the '64 Chevy II's. The seats and arm rests are an exact match! I don't know yet if earlier Chevy II interiors correspond respectively with earlier Corvairs. I had already known that the buckets in those earlier mentioned Pontiacs and Oldsmobiles were the same basic bucket seats just with different upholstery designs.

I'm sure there are many more interchangeable parts available for our Corvairs. So to those of us junk yard afficianados out there, let's keep our eyes open when passing other old cars on the way to the Corvairs.

* * * * * *

WHO'S WHO

What P.P.C.C. member planned to put his car in the recent Denver car show, but it didn't have any "insides"?

WHO'S WHO (continued)

What P.P.C.C. member had all the food for the Halloween party but arrived an hour and a half late?

What P.P.C.C. member came to the Halloween party with a friend when his wife was out of town?

In the recent Denver car show what P.P.C.C. member had his engine laughed at? We'll have to educate those young whippersnappers!

* * * * * *

ITEMS FOR SALE

2 good used powerglide/transaxle units, \$85 each or best offer; 2 almost new (not recaps) 13 inch snow tires on 5 hole wheels, \$40 pair; 5 - 13 inch rims, 4 are 4 hole and 1 is 5 hole, \$2 each; contact Don Crombie at 475-0048.

1963 Spyder coupe, \$600; contact Terry McKenna at 598-0743.

1964 4-speed transmission; wiper motor; starter; carb parts, taillight lenses; make offer; contact Delmar Johnson at 576-0369.

1962 Rampside pickup, white with red stripe, engine frozen, \$160 or best offer; contact Gabby Markey at 591-2407.

* * * * * *

The Drip Line is published monthly by the Pikes Peak Corvair Club. Articles and comments are solicited and must be received by the editor, John Dowswell, 7 Sequoyah Road, 80906, by the first Thursday of each month for publication in that month's newsletter.

Noncommercial advertising not exceeding 20 words will be printed free for members and nonmembers. Commerical advertising space is available; rates upon request.

P.O.Box 2900 • 230 N. Academy Blvd. Colorado Springs, Colorado 80901

596-3040

Your Number for.....

Parts & Service...

Williams!!





DRIP

A CHAPTER OF THE CORVAIR SOCIETY OF AMERICA

VOL 2

NUMBER 12

DECEMBER 1979





Personalized Car Care
Complete Air Conditioning Service
Brakes Tune Up Electrical

HANK'S AUTO SERVICE Corvair Service 632-2843

HANK BROWN

1414 S. Wahsatch Colorado Springs, CO 80906

When You Have Questions on LIFE or HEALTH INSURANCE

Call CHUCK SEELYE

Happy to Help Without Obligation

598-3709

685-5792

Specializing in Custom Interiors Original Upholstery, Custom Cycle Seats

> KNOWLES TRIM SHOP Complete Auto Upholstering Wholesale to Dealer

> > JOE D. KNOWLES, Owner

East Side 403 Auburn 591-1515 Downtown 434 S. Tejon 633-2258

Colorado Springs, CO

ELECTED OFFICERS

Jim Wood, President

Dave Mattes, 1st Vice President	Phone 597-2646
John Dowswell, 2nd Vice President	Phone 473-4571
Evelyn Halverson, Secretary	Phone 392-9815
Tommy Harlow, Treasurer	Phone 633-0619
. Walt Hundertmark, Membership Chairman	Phone 599-5883

Phone 473-5379

All correspondence to the Club and/or its officers should be mailed to P.O. Box 15034, Colorado Springs, Colorado 80935.

DECEMBER MEETING

The December 18, 1979 meeting will be held at the Diamond Terrace clubhouse beginning at 7:30 p.m. Admission price will be one can of food per family. These will be given to Silver Key or another organization for Christmas distribution.

Since there were so few people at the meeting in November, it was voted to have elections at the December meeting. Following the business meeting, a speaker from Newbill's Alignment Service will show a film on front encalignment. A question and answer session will be held after the film.

DOOR PRIZE

The November door prize, a "I Love My Corvair" license plate frame, was won by Evelyn Halverson. The December door prize will also be a "I Love My Corvair" license plate frame.

DUES

Those people whose names appeared in the November newsletter, who have not yet paid their dues for 1980, may renew at the December meeting.

MINUTES OF THE MEETING

The November 27, 1979 meeting was called to order by President Jim Wood at 8:00 p.m.

Attendance: 26 members and 1 guest.

Treasurer Tommy Harlow reported \$407.66 in the Club treasury.

Old Business

Jim said he was sorry he had forgotten to thank some Club members in the November newsletter who had helped with the Denver car show.

Jim was asked if the Club would receive any money from the car show. Jim said that after Old Car Council had paid expenses of the show, no money was left over to split among the participating clubs.

Jim read the proposed amendment to the by-laws which would eliminate the position of 2nd Vice President. Dale Baxter made a motion, seconded by Phil Rose, that the amendment be approved. After a show of hands, the amendment was passed.

Gabby Markey made a motion that election of officers be postponed until more members are present. Jose Martinez seconded the motion which was passed unanimously by members present.

New Business

Jim explained the catastrophes that had befallen Jim and Angel Day recently. Jim said he had sent a fruit basket to Angel Day on behalf of the Club. Jim Munson made a motion, seconded by Gabby Markey, that the Club reimburse Jim for the cost of the fruit basket.

Jim said Rocky Mountain Corsa was having a Christmas part on December 8th and invited PPCC members to attend. Cost will be \$12 per person for cocktails, dinner and a talent show. Reservations are required.

There being no further business, the meeting adjourned at 8:45 p.m. for the showing of a film.

Respectfully submitted,

Evelyn Halverson, Secretary

WOOD'S WIND

This year sure has flown past with all the parades, car shows, tours, picnics, parties and tech sessions. It has been a fun year!

I want to take this opportunity to thank the wonderful Board of Directors for the superb guidance, and the many members who volunteered to run the events and functions this year. Without them, we would not have enjoyed the year nearly as much.

We have had a great year and next year should be even better with the initial planning stages beginning for the 1981 CORSA national convention in Denver.

This is the last Wood's Wind so I must say so long as president, but I will still be around to help anyone with their easy technical questions. Thanks for a great year. -Jim-

* * * * * *

AS THE OIL FLIES

Jim Schwengler and his hunting party got both deer and elk last month, but Jim is more proud of the nine pheasants he shot in Kansas. As a matter of fact, Jim was so proud of them that he plans to go back again in December.

While deer hunting in Missouri, Gary Williams heard about the snow storm descending upon Colorado. In his rush to get back home before Thanksgiving, he met the storm in Colby, Kansas and had to spend a couple of nights there.

Congratulations to Angel and Jim Day on the birth of their daughter, Desiree Amber Day. She was born November 26th and weighed 5 pounds, 6 ounces.

We were sorry to hear about the bad luck that preceded Desiree's birth, but we are glad to hear everything is coming up roses again.

Congratulations also to Chuck and Tommy Harlow who became the proud grandparents'of their first grandson. He was born in Aurora, Colorado on November 14th and has been named Brian Stewart Harlow.

AS THE OIL FLIES (continued)

Because of the illness of his brother-in-law, John Glusick has been substitute teaching a class in sheet metal at the University of Southern Colorado. We will be glad to have Dee and John back with us when the teaching job is over.

Happy Birthday!!!

December	1	M. E. Jenkins
December	3	George Dozier
December	8	Bryan Plummer
December	11	Bill Hames
December	12	Don Crombie
December	14	Terry McKenna
December	15	Jody Torrez
December	27	Geraldine Saraceno

* * * * * *

CAR OF THE MONTH

Owned by Jim Wood

My first Corvair was a 1964 Monza convertible. I found it sitting behind a gas station in very bad shape. The top was yellowed and holey, the original paint was faded to the primer, the tires were flat and bald, the engine wouldn't run and the windows were rolled down (for the last several months).

I thought this was a cute little car (I must have been insane) so I inquired at the station only to find out that the car needed several hundred dollars worth of work done on it, and the owner refused to pay to have it repaired.

I contacted the owner and purchased the car for junk (which was what it looked like). I towed it home, figured out which end of the car the motor was in, and proceeded to remove it. It looked like it wouldn't come out the top so I wrapped a rope around the car and picked it up in the air to get the motor out from the bottom. This worked fine as the motor fell right out on the floor when I unbolted it. I had never seen one of these strange looking motors up close before, but here it was right in my lap. I didn't worry about the chrome wheel

it took three years to find and replace the chrome mouldings that I had destroyed.

I painted the car and the replaced the top, repaired the seats and installed new tires and brakes. At this point I have lost the car!! Kathi, my loving wife, drove the car, and I haven't been able to remove her from it

well mouldings or the chrome rocker panel mouldings that I crushed with the rope which was suspending the car in the air as I figured they were readily available, cheap and easy to replace. ha, ha After replacing the motor,

since. It is now Kathi's car and I only get to drive it with her permission (normally only when it needs repair).

Since I wanted a Corvair to drive, I started looking for another and ended up with 30 Corvairs but that's another story.

* * * * * *

THE SYMPTOMS OF A CORVAIR FREAK (Courtesy Corvair Houston Newsletter)

- - Do you possess any of the following?
- 1. Having an uncontrollable desire to own at least one early model, one late model, one convertible, a van, Lakewood, or all the Corvairs you can get your hands on?
 - 2. You've forced an unsuspecting Corvair owner off the road to overwhelm him with the joys of belonging to a great car club.
 - a great car club.

 3. You have every square inch of your attic, garage, and boat shed filled to the top with desirable Corvair parts you may someday need.
 - 4. You race off early in the morning to go to swap meets, buying every Corvair part you can find whether you need it or not.
 - 5. You own one or more parts cars which you use as a backyard decoration.
 - 6. You have only Corvairs as your family cars.
 - (continued on next page)

- You have been known to talk about Corvairs for more than two hours at one time.
- 9. You own a chrome plated Corvair model.
- You would like to own a full sized chrome plated Corvair.

If you have two or more of the above symptoms, consider yourself a bonafide member of the unique clan of Corvair freaks.

* * * * * *

TECH TIPS

(Courtesy Heart O'Dixie Corvairs)

One of our members took his early model to the alignment shop, but was unsuccessful in getting the rear suspension aligned. For their benefit, alignment men take note. At the front of the transmission, where it connects to the cross member frame, there are shims installed between the cross member and the transmission. By removing or installing shims you can adjust toe-in or toe-out. This should eliminate the improper wearing of the tires. If they are wearing on the outside, it has too much toe-in. Inside wear, too much toe-out. Here are the specifications for front and rear suspensions (see chart below).

		REAR		
	CASTER	CAMBER	TOE-IN	TOE-IN
1960	2 POSITIVE	OTO 1 POS.	3 +0-16	0 70 4
1961	12 POSITIVE TO 2 POS.	OTO I Pos.	3~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	отоц
62-63	TO 2 POS.	0 TO 1 Pos.	中的量	1 TO 18
1964	12 POSITIVE TO 2 POS.	支 NEGATIVE TO 1 Pos.	中18 8	\$ TO 38

(Courtesy Vair-iety and Jim Brossard)

Do you frequently smell gasoline after your Corvair has been parked for a short time? Do you wish that you could stop that gasoline seepage that is making your carburetors unsightly? Do you find yourself having to tighten your gas lines so tight to eliminate gasoline odors and leaks that you are afraid of destroying your gas line fittings?

Teflon tape has been suggested by some as a cure to the above problems; however, Teflon tape has a bad habit of self-destructing. The little Teflon flakes are totally incompatible with correct carburetor fuel metering.

I have found that by using a very small O-ring at the carburetor gas line connection, all seepage at this troublesome spot is easily eliminated. Moreover, this is done with a connection that is a little more than finger tight. This little trick has worked without fail for me for the last few years.

* * * * * *

(Courtesy Tonawanda News)

Ever had your dash lights go out? Both turn indicators come on? High beam indicator lights up only when low beams were on? Gas gauge register way over full?

The problem may be poor grounding of the dash. A blow with the heel of my hand on the lower part of the dash, just to the left of the steering wheel, temporarily corrected the problem. The culprit was a loose dash mounting screw that also provides the needed electrical grounding point.

* * * * *

(Courtesy Vairmail and Steve Lubliner)

Before disassembly of major or complex assemblies, take an instant picture (Polaroid or Kodak). This will be an invaluable aid during reassembly.

ITEMS FOR SALE

Four 1965 wire hubcaps, good condition, contact Mr. Baker at 597-7856 or come by 4711 Artistic Circle.

1963 Rampside pickup; 1965 Greenbrier, 1961 Lakewood wagon; 1963 complete turbocharger; contact Jim Wood at 473-5379.

1963 Rampside pickup, complete with 1963 campside stove, sink, refrigerator and flush john, best offer; contact Jim Munson at 634-7889.

1963 3-speed transmission; 1967 automatic transaxle; contact Jim Schwengler at 392-7104.

Corvair racing engine, blueprinted, fuel injected, Pikes Peak Hill Climb engine, extra heads and more; contact Jim Wood at 473-5379.

2 good used powerglide/transaxle units, \$75 each or best offer; 2 almost new (not recaps) 13 inch snow tires on 5 hole wheels, \$40 pair; 5 - 13 inch rims, 4 are 4 hole and 1 is 5 hole, \$2 each; contact Don Crombie at 475-0048.

Red 1965 Corsa coupe, see at Western National Bank on Circle Drive across from Woolco.

* * * * * *

The Drip Line is published monthly by the Pikes Peak Corvair Club. Articles and comments are solicited and must be received by the editor, John Dowswell, 7 Sequoyah Road, 80906, by the first Thursday of each month for publication in that month's newsletter.

Noncommercial advertising not exceeding 20 words will be printed free for members and nonmembers. Commercial advertising space is available; rates upon request.

* * * * * *

Patronize our advertisers - they make The Drip Line possible.



E I

1 D 1

D

m



1 2 2

I

1 D 1

AL.

m