

**THE***Membership List***DRIP LINE****VOL.** XV**NO.** JANUARY 1992

I'M GOING TO OUR NEXT MEETING AT 7:30 PM TO SEE MY CORVAIR FRIENDS  
AND WIN ONE OF THOSE MANY DOOR PRIZES AT THE NCOA CLUBHOUSE.

A Publication of ;



A CHAPTER of the

**CORVAIR SOCIETY of AMERICA**



## PIKES PEAK CORVAIR CLUB

### OFFICERS

President	Steve Goodman	303-934-5027
Vice-President	Marcia Shuck	574-5271
Secretary	George & Cindy Hupp	548-9248
Treasurer	John Koll	593-1928
Member at Large	Ray Schick	392-8224
O.C.C. Representative	Walter Hundertmark	632-2865
Drip-Line Editor	Bob Wencil	598-6507
Membership	Ben Benzel	598-6886

All correspondence to the club or the officers should be mailed to P.O. Box 15034, Colorado Springs, CO 80935

The Drip-Line is a monthly publication of the Pikes Peak Corvair Club, a non-profit organization. Deadline for submitting information to the Drip-Line is the first Tuesday of each month for that month's publication. Classified ads are free to members. Business card sized ads advertising business services of both members and non-members is \$2.50 per month. To save time and money, advertisers should send in \$15 for six months or \$30 for one year of advertising. Send your advertising check to Pikes Peak Corvair Club, Inc., P.O. Box 15034, Colorado Springs, CO 80935.

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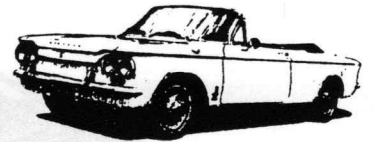


### NOTES FROM THE PREZ

Greetings to all of you at the beginning of 1992. I hope you all had a good holiday season (and probably glad that it is over). I would like to take this opportunity to thank a few of our members who make the meetings and events possible. Bob Wencil for doing a very nice newsletter, Ben Benzel for finding new members and doing leg work for securing the NCO club for food as well as the club house for our meetings, Walt Hundertmark for his tireless efforts in the OCC, your other officers, Cindy Hupp for taking notes and the meetings and John Koll for watching our money, and to outgoing VP Marcia Shuck. Also the wives that bring dessert and to each of you for attending the meetings, events and just showing an interest.

The only new face for the January meeting is new VP Larry Neal, please make him feel welcome and hope to see all of you in January.





## CHRISTMAS PARTY SMALL BUT GOOD

The annual Christmas banquet/gift exchange had twenty-five PPCC members sit down to a very good meal served by the NCO club. After a very short election for a new VP who is Larry Neal, the gift exchange began. A holiday cake was furnished by Ruth Goodman. All in all a good way to begin the Christmas season.

## 1991 IN REVUE

1991 was a full and successful year for PPCC. The Tri-State meet held in Gunnison was very well attended, a mall show gave the club some exposure plus brought money into the treasury, and the hosting of RMC to a brunch brought the two clubs together for a Sunday. Plus Walter was instrumental in bringing the Great American Race to the Springs. We have more money in the treasury than I can remember (John Koll may want to keep it there). In addition our participation in the OCC swap meet helped the money situation. Congratulations to all of PPCC members.

## TECH TIP--DO NOT LET THAT PILOT BUSHIN GROWL

Many of you with stick shifts probably have experienced a noisy pilot bushing through the years. When you just let the clutch out in reverse or first a chirp or moan will come from the rear. Later it gets worse and will groan anytime that the clutch is depressed and the car is in gear. Normally the noise gets to your nerves and you pull the engine to replace that \$2.00 part. I saw what can happen if you ignore the noise until breakage occurs on a customers car just at the first of the year.

There is a retainer ring along with the input shaft seal inside the T. O. bearing shaft and when the oilite pilot bushing wears completely out the input shaft can bounce around inside the hole in the crank and use that split retainer ring like a cutting tool. When the retainer ring has cut through the T. O. bearing shaft, the bearing has no support and falls off. Needless to say the clutch no longer works.

The subject of how to lube the pilot bushing before installation can be another page, everyone has their own ideas of what works and what does not, but the moral of this story is when your pilot bushing starts making noise, fix it.

-- Steve G.

## TRI-STATE:

The Tri-State Meet has been set for May 29, 30, and 31. It is being hosted by Corvairs of New Mexico. The headquarters motel is the COMFORT INN with room rate of \$32.00 per room with two queen size beds. The INN has indoor pool, carded locks for doors and will supply a continental breakfast. Mark your calendars now. More details later.

Ben B.

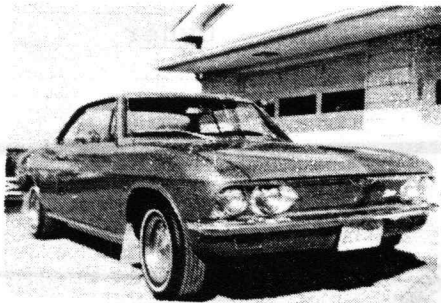


## MEMBERSHIP

The following named members have dues now due or past due. Membership in the Pikes Peak Corvair Club is very important to us and very reasonable. The \$10.00 per year dues can be mailed to Pikes Peak Corvair Club Inc., P.O. Box 15034, Colo. Spgs., CO 80935. Please call Ben Benzel at 598-6886 if you have a question.

William Bohart	1/92
Steve Goodman	1/92
Evelyn Halverson	1/92
* Albert Hilbert	12/91
* Dan Jean	11/91
Terry McKenna	1/92
Dean Orfield	12/91
Richard Sierka	1/92
* Lloyd Strode	11/91
Don Vinson	1/92

\* Denotes final notice. Please act NOW!!

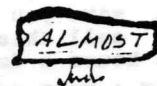
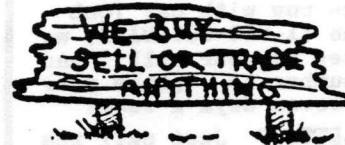


## CARS FOR SALE

1960 Deluxe 4 Dr. 80HP 3 Spd, Gas heater, Deluxe interior, fold down seat, 3K on complete engine rebuild, good tires and brakes. Runs and drives great. \$600.00 OBO. George Hupp (719) 548-9248

1966 Corvair Corsa 2dr 4 spd. in very good condition. \$3,000 OBO. Call Reggie Pantoya (719) 636-1196. 1504 Yuma St. #105, Colo. Springs, CO 80909

1960 Deluxe 4Dr. Light green and very fine car. Asking \$1,000.00. If interested call (806) 383-2000 and ask for Bob Hamilton, 1216 N. Arapahoe, Amarillo, TX 79107. Picture below.



## BIRTHDAYS

### JANUARY

1	Kimberly Bohart
1	Lloyd Strode
2	Lillian Block
3	Waltraud Halverson
10	John Dowswell
19	William Bohart

### FEBRUARY

4	Omar Halverson
29	Don Vinson

HAPPY BIRTHDAY TO YOU



## IT'S A FACT

that if you need Corvair parts there is one name you need to know -CORVAIR UNDERGROUND!

We are the largest supplier of new, used and reproduced Corvair parts west of the east coast! -

We accept VISA and MASTERCARD or can send COD (Cod's \$8.30 extra) or you can mail us in a check with your order. We ship 95% of our orders the same day received and have a "fill-rate" of 94%. When you need parts we get them out to you without delay!

In spite of all this first rate service we have something else the others don't - the lowest prices anywhere. Because of our volume and our warehouse and factory connections, we can offer you the best prices for first rate merchandise - not junk.

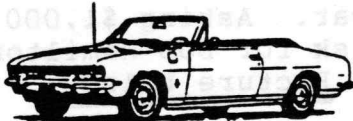
**1991 Catalog  
\$4.00**

BUT - the list goes on- now with our TOLL - FREE order machine line (1-800-825-VAIR) we can even save you money on your call. And you can call this number to place your order 24 hours a day, seven days a week!

HOW ABOUT A FREE NEWSLETTER? Just call the 1-800 number and give us your name and address and that you want a free newsletter - it costs nothing! Let us give you a small preview of what Corvair Underground has to offer you! Thanks for reading our ad!

Lon and Linda Wall

## Wall's CORVAIR UNDERGROUND



FAX: 1-503-640-5532  
1-503-640-5229 1-800-825-VAIR  
BOX 404 Hillsboro, OR 97123

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HANK'S AUTO SERVICE  
CORVAIR SERVICE  
221 North Iowa  
Colorado Springs, CO 80909  
632-2843

Hank Brown - Owner



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E.L. "BEN" Benzel

Senior Master Counsellor  
(719) 599-8725

GENERAL AGENT FOR

**ACADEMY**

LIFE INSURANCE GROUP

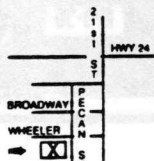
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Colorado Springs, CO 80918

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**CLASSIC AUTO INTERIORS**  
QUALITY WORK ON ALL MAKES AND MODELS

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COLO. SPGS., CO 80904



**TERRY ZUNK**  
632-9194

## WRECKMASTERS

BODY & FRAME



**Jim J. Keeney**  
Owner

315 So. 14th St.  
Colorado Springs, CO 80904  
(14th & Cimarron, H-Way 24)

Bus. 520-1184  
Res. 634-7378

*Quality Collision Repair & Painting*



## SECRETARY'S REPORT FOR NOVEMBER

The Pikes Peak Corvair club was called to order November 27 1991 at 7:35pm by president Steve Goodman. There were 12 members present.

The minutes of the meeting stand....

### THE TREASURERS REPORT:

We have 1,243.49 plus a check for 257.00 from O.C.C. swap meet.

### OLD BUSINESS:

Next years O.C.C. show may require exhibitors and workers to pay admission.

### NEW BUSINESS:

A \$100.00 will be made to Silver Key for Christmas donation.

### O.C.C. Report:

Cars with collector series license plates can not have obvious modifications.

HAPPY HOLIDAYS AND MAY THE NEW YEAR BRING MANY A MORE CORVAIR TO OUR COLLECTIONS!!

Respectfully Submitted  
George Hupp

*George D. Hupp*

### **Available**

#### **"The Care and Feeding of Your Corvair"**

This booklet contains many  
tips, facts, and guides  
necessary to keep your  
Corvair in running order.

1 - 10 \ \$5.00 per copy

10 or more \ \$4.00 per copy

send orders to:

Corvairs of New Mexico  
115 Richmond NE  
Albuquerque, NM 87106  
505-256-0555



### **WHAT MONEY CAN BUY**

#### **Money Will Buy:**

A bed BUT NOT sleep.  
Books BUT NOT brains.  
Food BUT NOT appetite.  
Finery BUT NOT beauty.  
A house BUT NOT a home.  
Medicine BUT NOT health.  
Luxuries BUT NOT culture.  
Amusement BUT NOT happiness.  
A crucifix BUT NOT a Saviour.  
A church pew BUT NOT heaven.

This is a part of an article taken from a 1989  
Money-A-Tracts.

# MEMBERSHIP

## PIKES PEAK CORVAIR CLUB

Barnett, Jessie & Birgete	16 W. Cheyenne Blvd.	80906	632-3576
Benzel, Ben & Bettie Jo	3930 Encino Dr.	80918	598-6886
Bohart, William & Kimberly	Qtrs 5923C Ware St.	80913	540-0689
Boyston, Francis & Ruth	6829 Kelly N.E. Albuquerque, N. Mexico	87109	505-821-1506
Block, Jim & Lillian	4770 Newton Dr.	80916	392-8213
Brown, Woodrow & Evelyn	3325 J-80 Road Hotchkiss, CO	81419	303-872-3434
Carraway, Dale & Judy	2890 Purgatory Dr.	80918	528-5629
Dodd, Frederick A.	1923 Woodburn	80906	471-1883
Donegon, Roy & Delores	1328 Bennett	80909	473-4860
Dowsell, John & Doreen	7 Sequoyah Rd.	80906	473-4571
Dubits, Brian M.	3530 Palmer Park Blvd.	80909	597-0593
Fisher, Ellen	228 E. Fontanero	80907	635-9635
Glusick, John & Dee	P.O. Box 126 Penrose, CO	812-40	372-3766
Goodman, Ruth	4020 W. Exposition Denver, CO	80219	303-934-5027
Goodman, Steve	4020 W. Exposition Denver, CO	80219	303-934-8783 Work
Halverson, Evelyn	1307 Maxwell	80911	Unlisted
Halverson, Omar & Waltraud	546 Quebec St.	80911	392-9815
Hapman, David & Cynthia	11630 Cranston Dr. Peyton, CO	80831-6800	495-9265
Harlow, Chuck	2314 N. Logan	80907	471-0276
Harlow, Tommy	2519 Farragut Circle	80907	633-0619
Hilbert, Albert & Helen	325 S. Union #203	80910	475-8578
Hundertmark, Walter	15 El Paso Blvd. #26 Manitou Springs, CO	80829-2450	685-9495
Hupp, George & Cindy	5424 Feista Lane	80918	548-9248
Jean, Dan & Evelyne	365 Waco Ct.	80919	598-7289

Jones, Sidney & Linda	6220 Methuselah Rd. Manitou Springs, CO	80829	685-9204
Koll, John & Bobbie	7613 Thunderbird Lane	80919	593-1928
Lezon, Ronald & Sandra	816 N. Swope	80909	636-1029
Luque, Art & Karen	2625 N. Nevada	80907	634-6434
Kosh, Jon	P.O. Box 394 Ouray, CO	81427	303-325-4031
McDonald, Bertie & Cliff	8221 Baylor Ln. Westminster, CO	80030	303-429-9430
McKenna, Terry G.	4934 Galena Dr.	80918	598-0743
Malew, Ed & Dorothy	6732 Knight Dr.	80918	598-2897
Mattics, Bill & Bev	2513 Linda Lane	80909	632-7088
Morgan, Bud & Pat	Box 661 Palmer Lake, CO	80133	481-2614
* Neal, Larry A.	671 Bridger Dr.	80909	570-9694
Orfield, Cadet Dean P.	Box 4703 U.S.A.F. Academy	80841	472-4310
Palmer, Richard	P.O. Box 389 Penrose, CO	81240	372-3432
Patton, Jan	P.O. Box 146 Kim, CO	81049	719-643-5426
Pluister, Tom & Margene	1901 Powder River	80919	593-1673
Phillips, Marion	69686 Hwy 50E Montrose, CO	81401	303-249-7198
Rains, Jeff	76 Susan Anne Circle	80911	391-9045
Riblett, Charles	5028 Trenary Way San Jose, CA	95118	
Rosales, John & Ovis	17580 Steppler Rd.	80908	488-0007
○ Schick, Ray & Nye	1237 Burnham	80906	<u>392-8224</u>
Sierka, Richard & Deanna	3082 High St. Canon City, CO	81212	
Shuck, Dick & Marcia	1940 Summernight Ter.	80909	574-5271 591-7455 Work
Smith, James O.	3134 Teardrop Dir.	80917-3318	597-5010
Strode, Lloyd Jr. & Cathy	530 Blackhawk Ct.	80919	593-7303
Sullivan, Lorrain G.	5810 Coyote Ln. Peyton, CO	80831	683-3036

Bob Whensil



# 1963 CHEVROLET REPRINTS



1963

With the regular Corvair station wagon a thing of the past, buyers who wanted a large capacity vehicle with an air-cooled rear engine had to settle for the Greenbrier Sport Wagon, Model 1206. The wagon had a 95-inch wheelbase, was 179.7 inches long overall, weighed 2,990 pounds, and sold for \$2,655. Corvair produced 13,761.



1963

The Corvair 500 was a one-model series consisting only of this 2-Door Club Coupe, Model 0527. At \$1,992, it was the only Chevrolet vehicle to have a base price under \$2,000. It weighed 2,330 pounds and drew 16,700 sales.

**THE DRIP LINE**  
Pikes Peak Corvair Club  
P.O. Box 15034  
Colorado Springs, Colorado 80935



**SEND TO:**

Mr Walter Hundertmark  
15 El Paso Blvd #26  
Manitou Springs, CO 80829-245

NEXT MEETING: FEBRUARY 26, 1992 7:30 p.m.

NCOA CLUBHOUSE

THE

# DRIPLINE

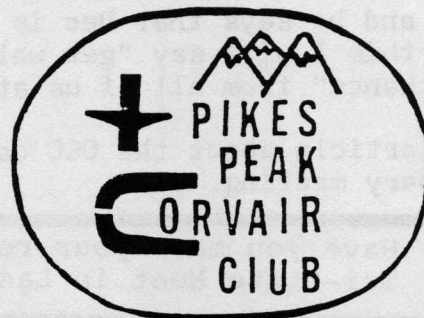
VOL. xv

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A CHAPTER of the

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### NOTES FROM THE PREZ

I hope that the new year is treating everyone ok so far. The best bit of news this month is that I ran into John Glusik at the Tri-state swap meet and he says that Dee is doing much better. Since they will be reading this I will say "get well soon and come to a meeting when you get a chance" from all of us at PPCC.

Please read the article about the OCC carefully and we will see all of you at the February meeting.

Have you made your reservations for the  
Tri-State Meet in Las Vegas, NM May 29-31?

Do not forget the 35th Tri-State Auto Show March 12, 13, 14, & 15



## OCC DUES INCREASE

At the January meeting it was announced that the club dues for the OCC has doubled, from \$25.00 to \$50.00. In addition to that fee, the lobbyist fees will remain the same, \$3.00 per person. There were some objections to the 100% increase. I called Barry Abels and talked at length about this. Part of the problem stems from the fact that when the OCC wanted to raise the dues by only \$5 or \$10 a few years ago, the reps all objected, now the OCC is caught by needing money for operating expenses that they do not have. This money is used for postage, newsletters, phones and that sort of thing. It is kept separate from swap meet and car show money.

The objections were leveled at the fact that 100% increases are hard to understand. I might add that actually spending the money from our club treasury is not really the issue, we are certainly able to afford it. Other objections were that the lobbyist is not needed particularly this year. The deadline for new bills has passed and nothing to affect the hobby is pressing this year. I asked Barry if the lobbyist could be put on a retainer instead of paying him but Barry said that would be difficult this year, the lobbyist would not co-operate in this.

Another thing that set the OCC back this year was a financial loss at the car show. Apparently hidden costs of Currigan Hall made expenses greater than the budget had allowed and even though the attendance was acceptable a combination of that and the fact that a lot of freebie tickets were issued forced the loss. (The freebie tickets were for vendors and car show entrants).

At the February meeting there will be a vote to either stay in the OCC or to drop out. The principle of the OCC is safety in numbers is valid. The legislators can develop a mind set against the older cars and with a stroke of a pen change our hobby, in that respect the lobbyist can be useful. The swap meet has certainly been the best in the area and ranks with the medium size swap meets around the country. Granted that the money that we make from the swap meet is pretty close to the dues/lobbyist fees.

PPCC would like to see anyone with a point of view on this to come to the February meeting. If you cannot attend and would like to state your opinion, phone me or drop a card to the PO box.

I personally would like to suggest that if the vote goes to stay in the OCC, that PPCC draft a letter to the OCC outlining our views of the car show, workers lists that do not take into account the distance of driving and possibly suggesting that the OCC be run more like a business. In my conversation with Barry, he said that he was disappointed that the workers lists were not adjusted to take into account the distance, car pooling, etc., and that he would try to help the out-of-town clubs in the future.

Another point that was brought up in the January meeting was that the OCC had been partially behind a bill concerning insurance. This bill would tax all Colorado drivers to provide insurance for those without insurance. Barry said that there were parts of the bill that the OCC still liked. I might add that a conversation with my insurance agent went entirely opposite, he stated that in the two states that already had that law that the tax was high and since it was run by the state, had the normal problems encountered with anything the government has a hand in.

--Steve

The Pikes Peak Corvair club was called to order 22 Jan. 1992 at 7:45pm. by President Steve Goodman. There were 17 members present.

The minutes of the meeting stand...

#### THE TREASURERS REPORT:

John Koll says we have \$1,297.95 (lets party!)

#### OLD BUSINESS:

Larry Neil is V. President and a special thank you to Marcia Shuck for all of her work in 1991. There were no other new officers.

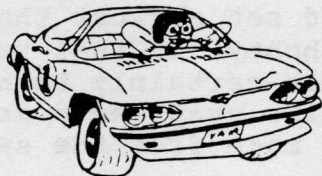
#### NEW BUSINESS:

The Tri State show will be March 12-15 of 92. The Tri State Corvair meet will be in Las Vegas New Mexico , May 29, 30, 31. The guest motel will be the Comfort Inn at about \$32.00 per night. It is appox. a 4 1/2 hr. drive (depending on if you have a turbo corvair! HA) We also need to order new Clarks catalog for club members, we will order 15 catalogs. Silver key sent the club a very nice thank you for our Christmas donation.

#### O.C.C. REPORT:

OCC will raise its rates for the first time ever. Itis being raised by \$25.00 for renewal. This puts the renewal to \$50.00 and \$3.00 per club member, a total being \$218.00. This raised a very big discussion so, we will put this issue to a vote. Are we going to renew? Why have the dues been raised? What are we getting ? This club has been a member of OCC for 11 years. This will be put to a vote.

The meeting was adjourned at 8:35 pm. with door prizes to follow.

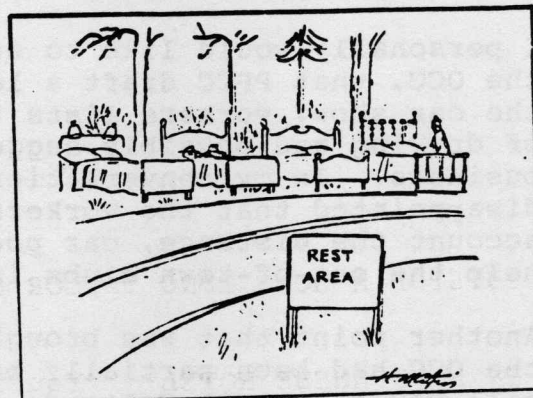


Respectfully Submitted  
Cindi Hupp

*Cindi Hupp*

#### MARCH BIRTHDAYS

- 3 George Hupp
- 6 Pat Morgan
- 9 Marion Phillips
- 10 Ellen Fisher
- 23 Betty Jo Benzel
- 24 Cadet Dean Orfield
- 24 Nye Schick
- 30 Dan Jean
- 31 Lorraine Sullivan





# YENKO STINGER



December 1991

Dear Newsletter Editor,

I am nearing completion of the data needed for publication of my book on Don Yenke and the Yenke Stinger. I have been working on it for the past 4 years, and this is my final stab at gathering information.

If you would be so kind as to place the following ad in your next newsletter, it would mean a great deal to me. If there is a cost, please let me know.

"DON YENKO & THE YENKO STINGER- final plans are almost completed for the publication of a book. Need your information to be included!! Please send any info to- Charlie Doerge, 46 Castle Ave., Jackson, NJ 08527 908-928-3878"

I feel it important enough to preserve this piece of automotive history, and hope you feel likewise. I own Yenke Stinger #076 and have been a member of CORSA since 1975 and a member of the Bayshore Corvair Association (as well as newsletter editor for 8 years) since it's inception in 1977, as well as a member of Corvanatics. I have also enclosed some data sheets as will be used in the book (if you have any members who can help), as well as a list of people I have not been able to contact in your area. Perhaps someone may know of their whereabouts if it is passed around at one of your meetings. Thank you for your time, and if I can be of any help feel free to contact me..

Corvairingly,

Charlie Doerge  
46 Castle Ave.  
Jackson, NJ 08527

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OUTSIDE A HONG KONG TAILOR SHOW: "Ladies may have a fit upstairs."

IN A JAPANESE HOTEL: "You are invited to take advantage of the  
chambermaid."

IN A BANGKOK DRY CLEANERS: "Drop your trousers here for best results."



**Beware The Invasion Of The Counterfeit Parts!**

We have been warned often about not getting what we *think* we are getting when buying rebuilt or remanufactured items. Now it's gotten even worse. The U.S. Department of Commerce estimates that EIGHT BILLION DOLLARS worth of bogus auto parts are sold here yearly. The parts most often counterfeited, right down to the packaging, are spark plug wires, distributor caps, gas filters, brake pads, and brake shoes. This is so widespread, that one of every two persons will have an experience with bogus parts within his/her lifetime. An estimated 50% of these parts are made right here at home; most of the rest come from the Asian area. Pittsburgh, PA has been identified as a "dumping ground" for large shipments of brake parts which do not meet safety requirements. Federal-Mogul, a large parts manufacturer, has followed the underground parts pipeline to sources in the Philippines, Korea, India, North Africa, and throughout the Western Pacific. Wheel covers are a favorite for counterfeiters. As soon as a source is [exposed], car makers sue them out of business, and they re-open the next day.

Champion Spark Plug Company has had serious problems with counterfeit parts. The counterfeiters collect old Champion plugs, clean them up, file the electrodes flat, repaint the metal, and sell them as new. This has given Champion a bad reputation, understandably. You will still hear people say that Champion plugs don't last long. Now you know why, so beware. Look for electrodes that seem a bit thin, or a center electrode that seems short. I have seen plugs packaged and labeled as "remanufactured", whatever that meant, and if you buy them, you get what you pay for or even less.

More than \$2 million worth of bogus brake rotors and drums were sold in the Pittsburgh area last year. When you buy a rotor or drum, and the price is 30-40% below other brands, be suspicious. There is probably 30-40% difference in quality too. Your sweetheart's life is too valuable to trust to inferior parts.

Some specific examples are:

- \*Brake linings were found made of compressed wood chips and cardboard.
- \*Oil filters were made to look like Fram filters, but when cut open were found to be made of perforated food cans stuffed with rags. The food cans still had Japanese writing on them with pictures of squid and other sea food.
- \*Automatic transmission fluid made of cheap fuel oil and red dye was sold in Massachusetts for a fleet of school buses. This cheap fluid was labeled as Dexron II, and caused a great deal of transmission damage.
- \*Antifreeze was sold that was so caustic it could eat right through an aluminium radiator in 48 hours.
- \*CR Industries discovered copy-cat seals made to look like their "Scotseal" after complaints poured in about failures from as little as 14 hours use. The counterfeited seals were imported from Japan, Korea, and Taiwan.

\*The U.S. Department of Defense awarded a contract to a counterfeiter for replacement pistons for troop carriers and ambulances. The fake pistons self-destructed after the equivalent of 15,000 miles.

\*A Japanese auto parts company has been found guilty and will pay a fine, for making counterfeit Ford universal joints. (And possibly others?). The parts were sold by their subsidiary, GMB of Southern California and New Jersey.

\*Brake drum-to-wheel lug bolts. The repair market is flooded with substandard fasteners. Wheels have been lost and vehicles wrecked due to substandard lugs. Some stores offer 50% or greater discounts on them. Tons of bolts, not just lug bolts, are being hastily dumped on the U.S. market to beat the Quality Fastener Act (HR 3000)\* that will become law in November. Many of these bolts will be sold as high quality, high tensile strength, grade 8 bolts, and they really aren't, and you wouldn't know it without doing your own controlled destructive torque tests on samples.

Bob Serabin (one of four engineers at Bowman Distribution, Inc. in Cleveland), says the main reason for lug bolt failure is over-torqueing. Using a pneumatic air tool to fasten wheel lug nuts (as you have been warned, many tire shops do this routinely), coupled with no lubricant, causes the nut to dig into the wheel metal. This makes the coefficient of friction increase, and the torque value decrease. Bowman recommends using anti-seize compound on wheel lugs to prevent galling, and a torque wrench for proper installation. I (Lou Snutt) have been doing this for years, and have not yet lost a wheel.

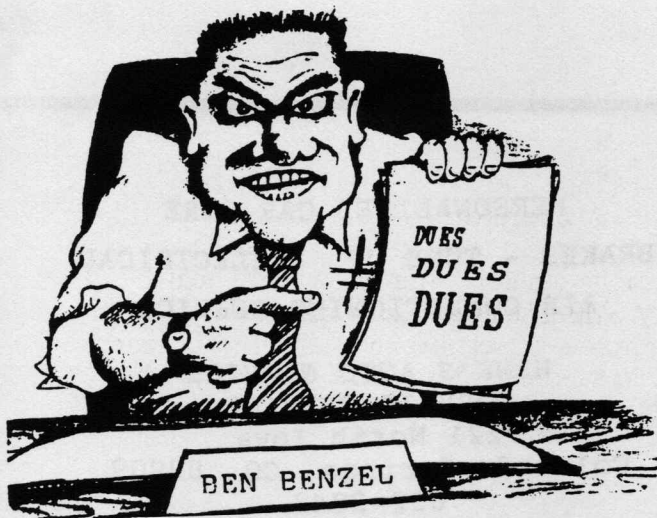
Bowman Distribution does the following:

- \*All packaging has a lot numbering system that allows every fastener to be traced back to the original inspection record.
- \*Inspection of every lot of fasteners. If a single piece fails, the whole lot is rejected.
- \*An 18 month warranty, the best in the industry. The warranty even covers labor costs to replace failed fasteners, in some cases.
- \*Technical support services and seminars. (the public may attend these seminars; call the hotline number for time and place), application engineering, and failure analysis.
- \*Supplier audits to insure that only quality fasteners are distributed under the Bowman name.
- \*A hotline (1-800-877-8800) for fastener (and seminar) information. Ask for Bob, John, Guy, or Howard, in Product Development.

This concept of counterfeiting is frightening when you consider our lives are at stake. We would not knowingly put bad parts in our cars, but we have no control over the other guy on the road. Be careful.

Reprinted in part from Nutz & Boltz, Dre Brungardt, Editor  
Submitted by Lew Rishel, SDOC

Borrowed from San Diego Corvair



## MEMBERSHIP

The following named members have dues now due or past due. Membership in the Pikes Peak Corvair Club is very important to us and very reasonable. The \$10.00 per year dues can be mailed to Pikes Peak Corvair Club Inc., P.O. Box 15034, Colorado Springs, CO 80935. Please call Ben Benzel at 598-6886 if you have a question.

Jesse Barnett	2/92
* William Bohart	1/92
Woodrow Brown	2/92
John Dowswell	2/92
John Koll	2/92
* Terry McKenna	1/92
* Dean Orfield	12/91
Jeff Rains	2/92
Ray Schick	2/92
Richard Sierka	1/92

\* Denotes FINAL NOTICE. Please Act NOW!!

## CARS FOR SALE

1964 Buick Riv. 425 Dual Quad. All codes match. Deluxe interior Loaded. Super collectible \$4,000. Call Cindi or George Hupp at (719) 548-9248.

1965 Monza Convertible. 110/4 spd. Light met blue with white power top. 95K mi. 3,000 miles on new engine, and 6000 miles on rebuilt trans. Nice in and out-- I have one too many cars for travelling, so must sell! \$3,500. Call Dean Orfield at 472-4310. Plus late model back glass--real good \$60.00.

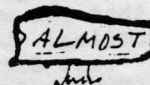
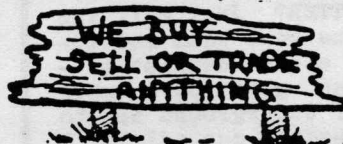
I have lots of NOS GM & used Corvair parts for sale. Very reasonable priced. Call with your needs. George Hupp (719) 548-9248.

Rebuilt 1965 CORSA 140hp engine. R B Code. Complete except for primary carbs, exhaust & alternator. Runs excellent. \$350.00  
Call George Hupp (719) 548-9248.

Parting out over 10 Corvairs - early-late trucks & vans.  
Call Art at (719) 634-6434.

## TOUR TEJON

This nice car show in Colorado Springs will again be held on 16-17 May 1992. As a Club, lets try and get some nice Corvairs on display. Want to?  
Call Ben at 598-6886.





# IT'S A FACT

that if you need Corvair parts there is one name you need to know -CORVAIR UNDERGROUND!

We are the largest supplier of new, used and reproduced Corvair parts west of the east coast! -

We accept VISA and MASTERCARD or can send COD (Cod's \$3.30 extra) or you can mail us in a check with your order. We ship 95% of our orders the same day received and have a "fill-rate" of 94%. When you need parts we get them out to you without delay!

In spite of all this first rate service we have something else the others don't - the lowest prices anywhere. Because of our volume and our warehouse and factory connections, we can offer you the best prices for first rate merchandise - not junk.

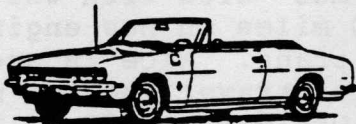
**1991 Catalog  
\$4.00**

BUT - the list goes on- now with our TOLL - FREE order machine line (1-800-825-VAIR) we can even save you money on your call. And you can call this number to place your order 24 hours a day, seven days a week!

HOW ABOUT A FREE NEWSLETTER? Just call the 1-800 number and give us your name and address and that you want a free newsletter - it costs nothing! Let us give you a small preview of what Corvair Underground has to offer you! Thanks for reading our ad!

Loa and Linda Wall

## Wall's CORVAIR UNDERGROUND



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1-503-640-5229 1-800-825-VAIR  
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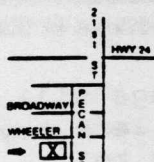
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TERRY ZUNK  
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## WRECKMASTERS

BODY & FRAME



315 So. 14th St.  
Colorado Springs, CO 80904  
(14th & Cimarron, H-Way 24)

Jim J. Keeney  
Owner

Bus. 520-1184  
Res. 634-7378

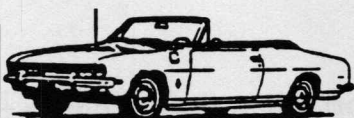
*Quality Collision Repair & Painting*





"Vintage cars are great for reliving youth.  
The first ticket I ever wrote was for a car  
just like this one."

*THE HOUSTON POST*



**Foreign And Domestic Auto Repair**

## **LUQUE'S MOTOR CO**

*Specializing in Corvairs  
Parts and Service*

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634-6434

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Colorado Springs, Colorado 80907

CORVAIR CLUTCH SPECIAL FOR

FEBRUARY & MARCH

PARTS and/or INSTALLATION

INCLUDES BOLTED FLYWHEELS

### **REAR END CLEANLINESS**

Bob Hoffman

Published in the "Vintage Times"

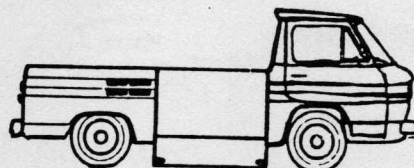
I have been asked so many times how I keep my transmission and rear end (in the car) looking new. I usually just shrug and act innocent. Well there is a way, several companies are making a spray paint that is the color of cast iron. Just clean your transmission and etc. until all grease is gone. Next wire brush with your drill and a rotary wire wheel, spray with Cast Coat. It looks like brand new. VHT brand makes a cast coat in 1400 degree paint so you can do your exhaust manifolds also. This looks great on anything that is natural cast like front and rear brake drums, master cylinders and etc. If you are making a factory stock concourse car, don't put it on your exhaust pipes.

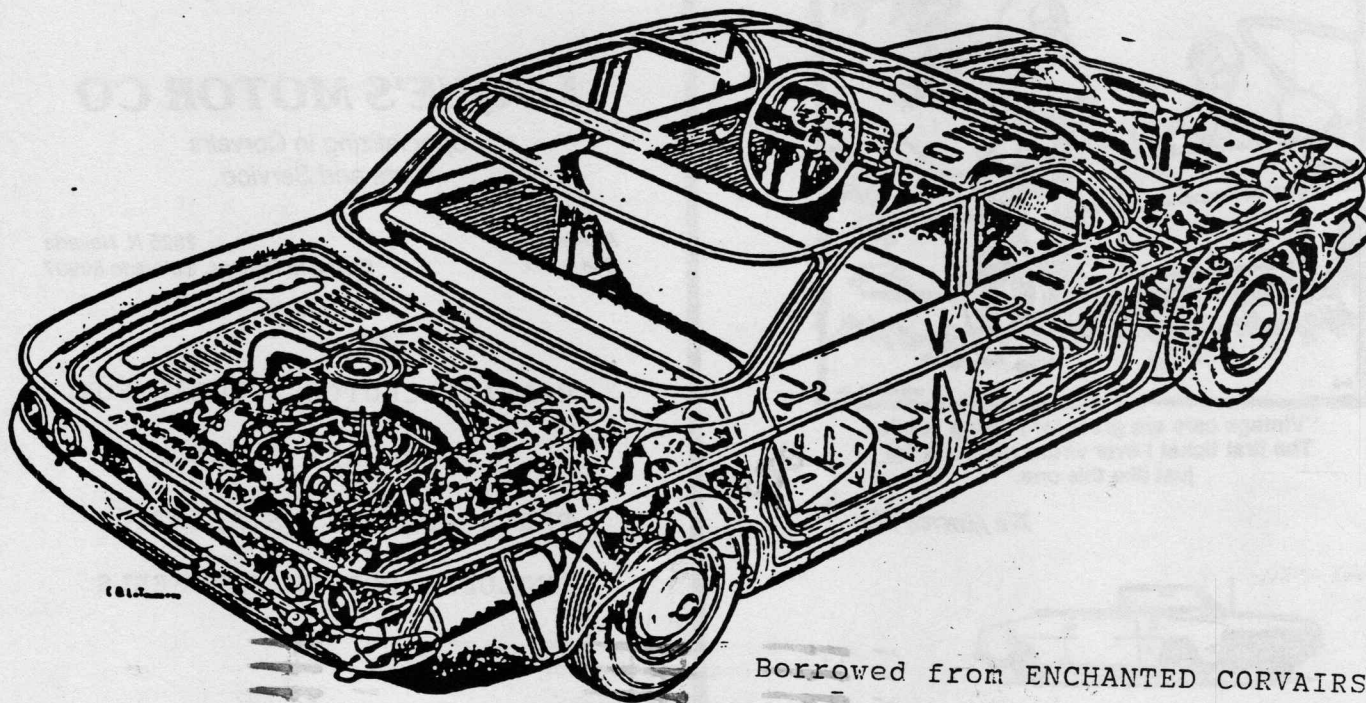
The club members are sorry to see Jim and Lillian Block move to California. We wish them all the best luck in their new home.

Our own Ben Benzel is entering his 1962 Corvair in the 35th Annual Tri-State Auto Show in Denver Convention Center. Good Luck, Ben.

### **WELCOME TO:**

Bradley & Mary Mauger  
3025 Schrider Rd.  
Colo. Springs, CO 80920  
548-8464

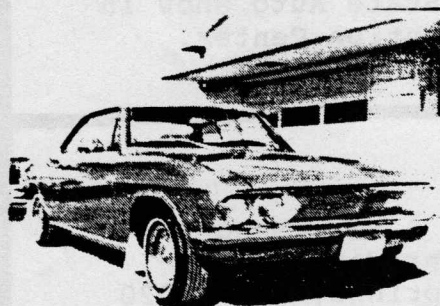




Borrowed from ENCHANTED CORVAIRS



**THE DRIP LINE**  
Pikes Peak Corvair Club  
P.O. Box 15034  
Colorado Springs, Colorado 80935



**SEND TO:**

Mr Walter Hundertmark  
15 El Paso Blvd #26  
Manitou Springs, CO 80829-24



THE

# DRIP LINE

VOL. XV

NO. MARCH 1992



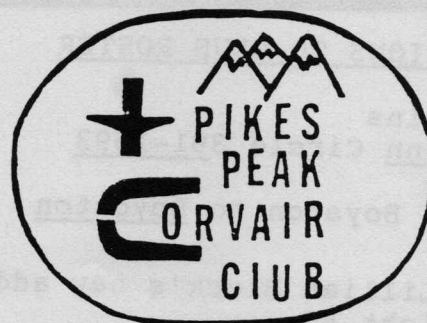
I'M GOING TO OUR NEXT MEETING ON MARCH 25 TO SEE MY CORVAIR FRIENDS AND WIN ONE OF THOSE DANDY DOOR PRIZES.

HAVE YOU CALLED IN YOUR RESERVATIONS FOR THE TRI-STATE MEET?

A Publication of;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA







## PIKES PEAK CORVAIR CLUB

### OFFICERS

President	Steve Goodman	303-934-5027
Vice-President	Larry Neal	570-9694
Secretary	George & Cindy Hupp	548-9248
Treasurer	John Koll	593-1928
Member at Large	Ray Schick	392-8224
O.C.C. Representative	Walter Hundertmark	632-2865
Drip-Line Editor	Bob Wencil	598-6507
Membership	Ben Benzel	598-6886

All correspondence to the club or the officers should be mailed to P.O. Box 15034, Colorado Springs, CO 80935

The Drip-Line is a monthly publication of the Pikes Peak Corvaair Club, a non-profit organization. Deadline for submitting information to the Drip-Line is the first Tuesday of each month for that month's publication. Classified ads are free to members. Business card sized ads advertising business services of both members and non-members is \$2.50 per month. To save time and money, advertisers should send in \$15 for six months or \$30 for one year of advertising. Send your advertising check to Pikes Peak Corvaair Club, Inc., P.O. Box 15034, Colorado Springs, CO 80935.

### APRIL BIRTHDAYS

- 9 Jon Kosh
- 10 Ed Malew
- 13 John Koll
- 28 Woodrow Brown
- 26 Cynthia Hapman
- 26 James Smith

### CORRECTIONS TO CLUB ROSTER

Jeff Rains  
76 Susann Circle 391-1593

Francis Boyston to Boydston

Jim & Lillian Block's new address  
7786 Wight Rd.  
Kelseyville, CA 95451  
(707) 279-1451

## Trivia on wheels

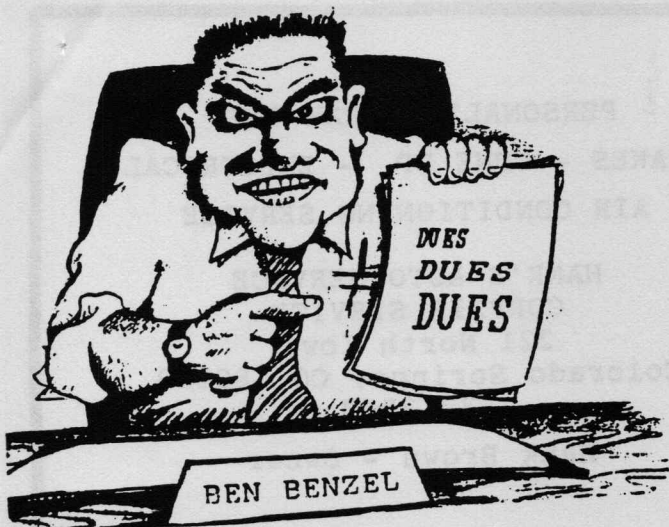
By Bob Francis

*Business Week* magazine reported in its April 28, 1986 issue that Lido Anthony Iacocca, chairman of Chrysler Corp., received compensation, in 1985, of \$11,426,000, thus rating him as the second highest paid executive in the United States.

Iacocca did even better in 1986. He made it to the number one position! His income: \$1.7 million (including \$975,000 bonus), plus \$18.8 million in stock dividends.

Not bad for a determined auto man whose first paycheck from the Ford Motor Co. (dated 8-31-'46) netted him only \$39.40.

Old Cars



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Jessie Barnett	2/92
Jim Block	3/92
Woodrow Brown	2/92
Dale Carraway	3/92
Ruth Goodman	3/92
Walter Hundertmark	3/92
* Terry McKenna	1/92
Tom Pluister	3/92
Jeff Rains	2/92
John Rosales	3/92

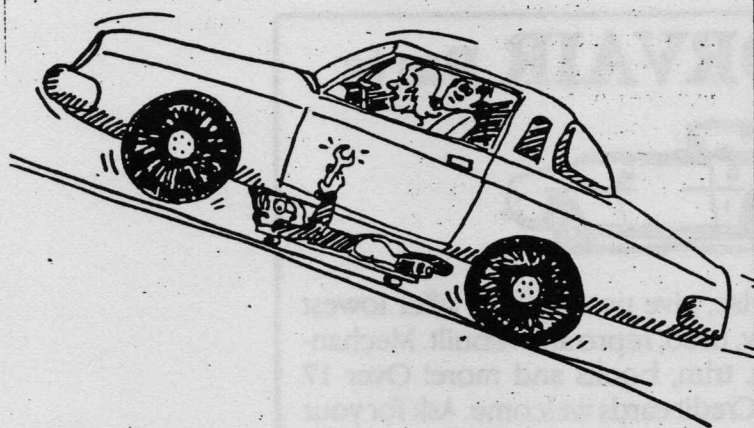
\* Denotes FINAL NOTICE. PLEASE ACT NOW!!

Lets welcome Gary L. Bailey to our club. Gary proudly owns a 65 Convertible (Ben's former car). Enjoy Corvairing Gary.

--Ben

## TOUR TEJON:

16 - 17 May 92. As a club lets try and get some nice cars on display. Want to? Call Ben at 598-6886.



© 1990 mile simart

"THERE'S THAT NOISE AGAIN.... ARE YOU SURE THE MECHANIC FINISHED FIXING THIS THING?"

## Auction

By Albert Drake

Most car nuts have an insatiable desire to own as many cars and parts as we can afford and have room to store. We pack the basement, garage and storage shed with whatever we can haul home. A parts car sits behind the garage, covered with a tarp, its interior filled to the sagging headliner with engine parts, bumpers, trim strips. Most car nuts yearn for a pole barn; the guy with a pole barn has his filled, and yearns for a second barn. We seldom think that someday someone is going to have to deal with all this metal.

Wendell Anderson of Eaton Rapids, Mich. collected all his life. He passed away two years ago and last month his collection was sold at auction. Buyers came from all over the Midwest and Canada, and in a single day what had taken him 45 years to collect was dispersed.

From OLD CARS



# WRECKMASTERS

BODY & FRAME



**Jim J. Keeney**  
Owner

315 So. 14th St.  
Colorado Springs, CO 80904  
(14th & Cimarron, H-Way 24)

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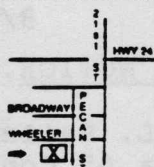
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Hank Brown - Owner



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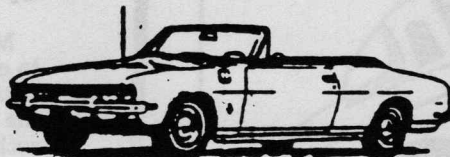
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## Discount CORVAIR Parts



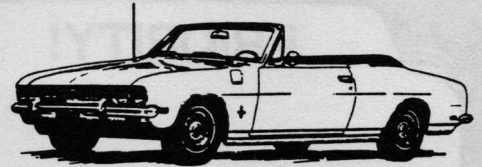
Before you buy somewhere else, give us a call! We offer lowest prices on all Corvair parts. New, used, repro and rebuilt. Mechanical, interior, exterior, wiring, trim, books and more! Over 17 years of fast same day service. Credit cards welcome. Ask for your free newsletter or our giant catalog only \$4.00.

**CORVAIR UNDERGROUND**

**PO Box 404, Hillsborn, OR 97123**

**1-800-825-VAIR**





The Pikes Peak Corvair club was called to order 26 Feb. 1992 at 7:30 pm. by president Steve Goodman. There were 17 members present.

The minutes of the meeting stand...

#### THE TREASURERS REPORT:

John Koll said the balance stands steady at \$1,330.00. Let's spend some of that cash!!

#### OLD BUSINESS:

This year tour Tejon will not be in conflict with any other corvair events so, let's bring those lean mean motor machines out! We voted by secret ballot on whether we should remain members of the O.C.C. The outcome was 5 to stay in and 10 to drop out. So that's it folks. We as a club will air some of our grievances in a letter that will be printed in the Drip Line.

#### NEW BUSINESS:

Only Ben Benzel entered his corvair in the tri state. We also have a new member, Gary Baily and we also had a visitor Mike Pede. Welcome back to Ray and Ni plus Art Luke dropped in to say Hi. We now have 58 members. We have been informed that Dale Caraway is very sick in the hospital so flowers will be sent from the club. We hope to see the Caraways very soon and our thoughts and prayers are with you.

#### O.C.C. REPORT:

Well Walt we will have to find a new position for you. Would you like to wash my corvair? ha! Perhaps the new group that is forming in colorado springs will pan out. Keep us posted.

The meeting was adjourned at 8:30 pm. with door prizes to follow.

Respectfully Submitted  
Cindi Hupp

P.S. I hope to have a word processor for the next issue. I miss my computer and I hope you will be able to tell a difference

*Cindi Hupp*

A fellow wrote to a mail-order house, "Please send me the engine you show on page 878, and if it's any good, I'll send you a check."

A week later he received the reply: "Please send check. If it's any good, we'll send you the engine."



# TRI-STATE MEET

MAY 29, 30, 31, 1992

Las Vegas, New Mexico

Make reservations at:

Comfort Inn

Phone: (505)425-1100

or write to:

2500 North Grand Avenue

Las Vegas, NM 87701

A room with 2 queen size beds is \$35.26 including tax.  
But reservations **MUST** be made by April 20th. After  
April 20th the rates will be higher.

(Do NOT use the 800 number for this rate.)

*Tri-State Meet* this year will be at Las Vegas, New Mexico. May 29, 30, 31, 1992. Headquarters is at the Comfort Inn at 2500 North Grand Avenue, (505)425-1100. Reservations **MUST** be made by April 20th to receive the discount. A room with two queen size beds (children under 18 free!) is

**\$35.26.** You have a choice of smoking or

non-smoking rooms. After April 20th the

room rate is \$48.49. (Do not use the 800 number

you will not get the discount!) Be sure you tell them you

are with the Tri-State Corvair

There will be a guided tour to the *Montezuma*

*Castle* and *Fort Union*, guides to take us through

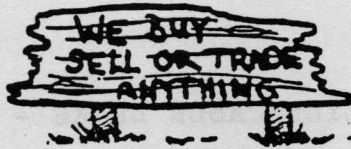
the town to point out some historical sites. There

are hot springs available for those who love

to sit and soak. On the way down to New

Mexico there is the *Cumbres Toltec Scenic Railroad* trip and lots to see in Santa Fe.





ALMOST  
*John*

## CARS FOR SALE

1965 Monza Convertible. 110/4 spd. Light metallic blue with white power top. 95K mi. 3,000 miles on new engine, and 6,000 on rebuilt trans. Nice in and out--I have one too many cars for traveling, so must sell! \$3,500. Call Dean Orfield at 472-4310.  
Plus late model back glass--real good \$60.00.

For Sale: Lots of NOS GM & used parts for sale and very reasonable. Call with your needs. George Hupp  
(719) 548-9248.

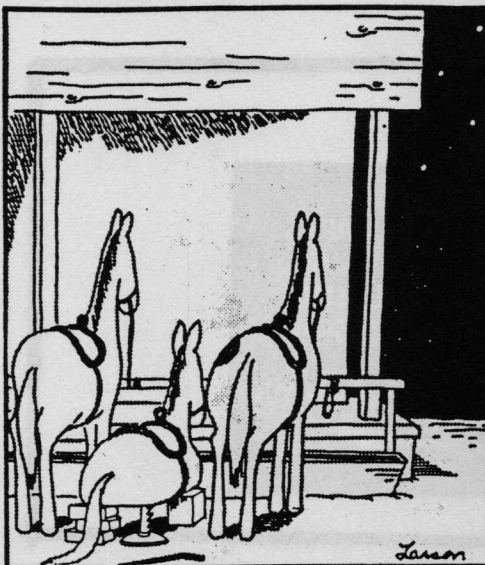
For Sale: Parting out 10 Corvairs early and late models, trucks and vans. Art Luque (719) 634-6434.

For Sale: Shrink Tubing to repair leaking Powerglide cables. Large or small diameter. Includes instructions sheet: \$1.50 for 2 inch length, \$3 for 6 inch length.  
Francis Boydston (505) 821-1506.  
6829 Kelly N.E., Albuquerque, NM 87109.

NOTE: Also still rebuilding carburetors, auto transmissions, flywheels, starters, generators, alternators and late model shift tubes.

Wanted: Window for my 1966 Corvair Monza 2 door (right-hand door). Please call Ray Donegon at (719) 473-4860, if you have this item for sale.

For Sale: 1966 CORVAIR. 110 hp 2 door automatic. Everything works--No rust--needs restored--have receipts for all work done since we purchased--needs tires.  
Jim or Ruby Watt, 1224 North Farragut Ave.,  
Colorado Springs, CO 80909  
(719) 635-4987 Garaged at another location.



Never park your horse in a bad part of town.



**OPENING LOCKED TRUNK:** To open a trunk without destroying the lock, remove the headlight bucket. Using a 7/16" wrench, you can now remove the trunk lock assembly by reaching in through the hole behind the bucket. If you are a purest, you're going to have to remove the horn shield under the fender because of that one through bolt in the center of the headlight bucket. (Since I re-located my horns, there is no shield or bolt on my '63 or '61.)

Dave Pierce, Vair Gram (March 1990),  
City Car Club Corvairs



## FIXING POWERGLIDE CABLE LEAKS - by - Francis Boydston

Thanks to some research by Wendell Walker, I have decided to market a repair kit to fix Corvair automatic transmission cable leaks.

I would imagine nearly everyone in our Club who has had an automatic Corvair has at one time or another experienced a leak in the shift cable near the rear of the cable, either because of shrinking or cracking of the cable covering or because the covering has had a hole worn in it.

Wendell discovered a type of shrink tubing in a size that is perfect to seal the leak. The tubing is large enough to slide over the front end of the cable and back to the site of the leak. Apply heat and the tubing shrinks down to fit tightly around the cable. There is sealing material inside the tubing that does an excellent job of sealing the leak.

I will also stock a slightly larger size shrink tubing which will slide over the cable mount which goes into the transmission. Using this size will save you the problem of removing the cable from the tunnel and the instrument panel; you can just remove the connector at the rear, slip on the larger tubing, replace the cable, then heat-shrink the tubing to seal around both connector and cable. If you already have the entire cable out, it's preferable to use the smaller tubing as the resulting repair is a little neater.

My price is going to be \$1.50 for a 2-inch piece and \$3.00 for a 6-inch piece, regardless of diameter. An instruction sheet will be furnished.

This job requires a source of heat. A propane torch, a good hot hairdryer, or even a cigarette lighter will work. I prefer the propane torch.

The above article came from Enchanted Corvairs newsletter last month. Francis Boydston is a member and he has an ad in the for sale section of this newsletter.

DOES YOUR HUSBAND  
MISBEHAVE  
GRUNT AND GRUMBLE  
RANT AND RAVE  
SHOOT THE BRUTE SOME

**Burma-Shave**

DON'T LOSE  
YOUR HEAD  
TO GAIN A MINUTE  
YOU NEED YOUR HEAD  
YOUR BRAINS ARE IN IT

**Burma-Shave**

PAST  
SCHOOLHOUSES  
TAKE IT SLOW  
LET THE LITTLE  
SHAVERS GROW

**Burma-Shave**

## EMERGENCY PROCEDURE FOR A STRIPPED SPARK PLUG HOLE

Ever put in a spark plug and have that sinking feeling as you tighten and it keeps right on turning? Here is a temporary fix. Place the threaded portion of the plug in a vice. Protect the plugs threads from the vice jaws with pieces of aluminum, copper ect. Now tighten the vice just enough to slightly egg shape the threaded portion of the plug. Try it in the stripped hole. If it is not snug, squeeze it just a little more. Tighten the plug in carefully and not too heavy on the torque. Be sure the seal washer is tight and doing its job. Now you will be able to drive your vehicle to where the plug hole can be repaired with a helicoil or what ever method you wish.

## TORQUING YOUR SPARK PLUGS

As a long time aircraft mechanic I fully realize the importance of properly tightened spark plugs. The proper torque not only insures that the plug will not vibrate out but insures that it will not overheat. The plug heat is dissipated through the threads into the surrounding metal. Proper torque also insures a tight pressure seal. I am sure that by now my reader is saying "Ho Hum, so what else is new". Here are thoughts that are new and I have never before seen them expressed in print. A man standing with torque wrench in hand, having just torqued a plug to the proper torque and torqued the threads right out of the head, will probably not be much impressed with proper torquing at the moment. All he knows is that he is in big trouble. What had started out to be a simple tune up has turned into a monster.

What was this man doing wrong? The answer is "nothing". The only thing is that the specs. were written for heads that were cast at least ten years ago and as far back as nineteen. The plugs are threaded into soft aluminum, not cast iron as on other cars or into a special insert as used on aircraft. The plugs have been changed many times over the years. They have been cross threaded, over torqued, the heads overheated, short reach plugs used, threads not cleaned with a thread chaser, put in loose. You name it.

## TORQUING YOUR SPARK PLUGS continued.

Now comes MR. GOOD WRENCH, doing everything just right and he is stuck with the disaster.

Corvair plug torque in my manuals is called out at 15 to 20 foot lbs. If you are using a torque wrench, use the low end. Five foot pounds makes quite a difference to elderly aluminum threads.

On my Vairs I use a 6" 3/8" drive ratchet to tighten my plugs. I find that I have a good feel of what is going on with that length of tool. If it turns in too hard you can feel it, or if its cross threading, you can tell before you do too much damage. Also you can feel when the gasket seats.

If you use a 1/2" drive ratchet or breaker bar to tighten your plugs, be careful. With the longer leverage your feel is cut down and you're stronger than you think. As far as feel goes, the torque wrench has the least. After I have finished tightening my plugs, I may go over them with a torque wrench just to see where the torque actually is and perhaps even them up a bit.

When using a torque wrench, hold everything straight and square. Allowing an extension to slant outward, increases torque drastically.

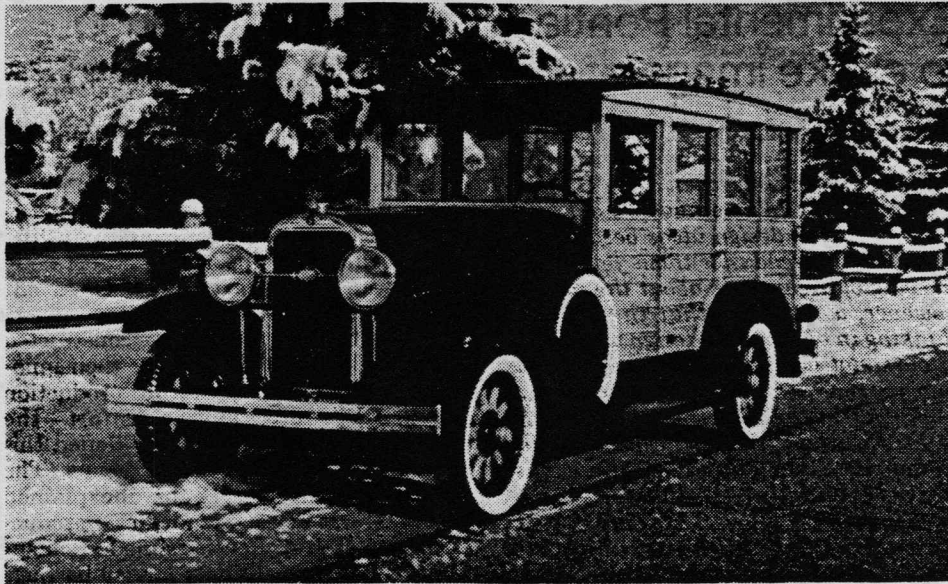
With a little thought and care those simple tune ups will stay simple.

## COOLING FLAPPER DOORS. ARE THE BUSHINGS BROKEN OR MISSING?

I understand that these can still be purchased from some sources. However, when I need one it is usually right now. I just flare a piece of copper tubing and then cut the flare off, leaving about 1/4" of tube with the flare. Flatten the flared area a little further with a hammer. Smooth up with a file or emery paper and you're ready to finish assembling your cooling doors.



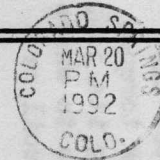
This clipping appeared in the December 12, 1991 issue of Old Cars



## All-season Oldsmobile

This immaculate and rare 1929 Oldsmobile woodie is owned by John K. Koll of Colorado Springs, Colo. The car features a body by Cantrell, which built wooden station wagon bodies for several marques. The new-for-'29 oval Olds emblem centered in the headlight bar is also visible.

**THE DRIP LINE**  
Pikes Peak Corvair Club  
P.O. Box 15034  
Colorado Springs, Colorado 80935



**SEND TO:**

Mr Walter Hundertmark  
15 El Paso Blvd #26  
Manitou Springs, CO 80829-24

THE

# DRIP LINE

VOL. XV

NO. APRIL 1992



I HAVE ALREADY FILLED OUT REGISTRATION FORM FOR TOUR TEJON SO THAT BEN GETS IT BEFORE APRIL 17th.

HAVE YOU CALLED IN YOUR RESERVATIONS FOR THE TRI-STATE MEET?

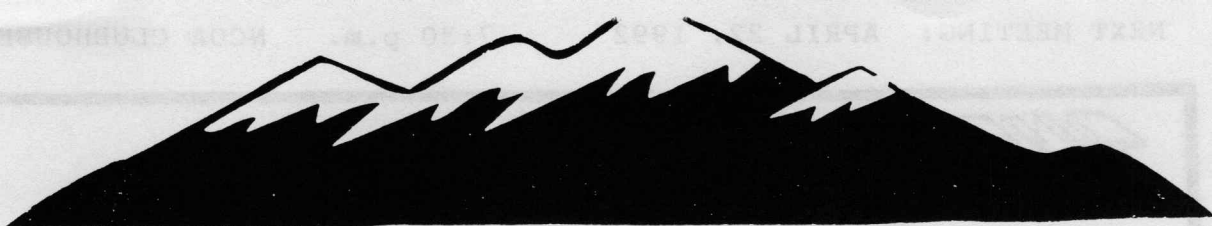
A Publication of;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA







## PIKES PEAK CORVAIR CLUB

### OFFICERS

President	Steve Goodman	303-934-5027
Vice-President	Larry Neal	570-9694
Secretary	George & Cindy Hupp	548-9248
Treasurer	John Koll	593-1928
Member at Large	Ray Schick	392-8224
O.C.C. Representative	Walter Hundertmark	632-2865
Drip-Line Editor	Bob Wencil	598-6507
Membership	Ben Benzel	598-6886

All correspondence to the club or the officers should be mailed to P.O. Box 15034, Colorado Springs, CO 80935

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---

### NOTES FROM THE PREZ

Some how the mail got lost for last month and so there were no notes. First of all, thanks to all that attended the last two meetings. Of prime importance is getting your reservations into the Comfort Inn at Las Vegas, NM for the upcoming Tri-state meet. Second is that the Tour Tejon car show will not conflict this year and I hope that we have a good turn out on May 16. Last is that in this issue of the DRIPLINE is the resignation letter that I sent to the OCC. It was also in last months lost mail. Hope to see you at the April meeting.

---

### MAY BIRTHDAYS

4 Bertie McDonald	23 Carl White
13 Ronald Lezon	26 Betty Jo Bohart
14 Bobbi Koll	27 Dale Carraway
18 Gary Bailey	31 Chuck Harlow
18 Ovis Rosales	

Our long-time member and good friend, Ed Malew, has been under the weather but by the time this newsletter reaches him, we hope he will be feeling real good.

## TOUR TEJON

This year the Tour Tejon is scheduled for the 16 and 17 of May. Sunday May 17 will be the car show. This is for a worthy benefit and I hope that we will have a bunch of Corvairs on the street.

## TRI-STATE

This year the annual Tri-State meet will be held in Los Vegas, NM on the last weekend of May. There will be sightseeing, tours and a show and shine plus a dinner Saturday night. Next year will be RMC (Denvers ) turn and the word is they are picking Alamosa. The following year will be our turn again. Try to get away on Friday May 29 and drive down. The phone for reservations is (505) 425-1100.

## PULLED STUDS

If you work on enough Corvair or VW engines you will find a soft stud while torquing the heads. Usually it is not your fault, the person before you either did not work up the torque range (10-15-20, etc) or pulled too hard. Sometimes though it is not anyones fault except old age. According to a metallurgist aluminum can lose the tensile strength if it is subjected to enough heat or enough stretching.

Air cooled engines expand and contract a bunch more than water cooled engines. Combine that with a difference in expansion/contraction between the aluminum and the cast iron cylinders and the head studs are pulled on severely each time the engine is brought up to normal temps and then shut off. Notice I said normal, when a car climbs a hill, the temp is above normal and then the coast down the other side quickly cools the engine again. Ask anyone who has a turbo car, I have seen 500 degrees climbing Parvin Pass or even Rabbit Ears, reach the top and be at less than 300 degrees in 5 minutes.

Keeping your engine clean is probably the only recourse, old age is kind of like fate, it will just happen. The worst leak that I can think of to promote non-cooling around the case and through the fins on the cylinders and heads is the top cover (under the fan). The only way is to remove the fan shroud and retorque the top cover and replace the o-ring on the vent tube. You should also clean the cylinder fins and the fin openings in the heads. This is a time consuming operation, remove the bottom sheet metal and put a light under the head and then with hacksaw blades, long drill bits, anything to stick into the fins, clean until light comes through the openings.

Like I said, it will not help with old age, it will give the engine a better chance to breath. Incidentally, in my reference to the stretching/shrinking of the engine, that is the reason there are hydraulic lifters in the Corvair. VW has solids and must be adjusted constantly. Any VW that I build, I install hydraulics in them too, makes for a much quieter engine.

Steve Goodman

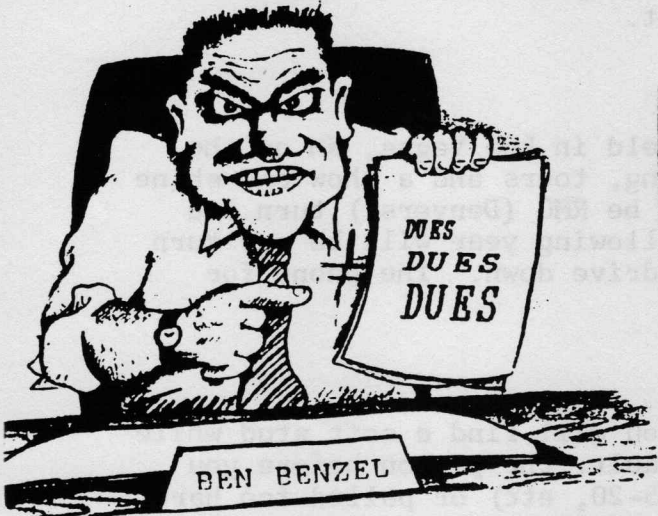
## ALL CHEVY SWAP MEET

The annual All Chevy swap meet will be held on May 24 at the Merchandise Mart, 58th and I-25. The Denver Corvair club is part of that swap meet. There are some Corvair parts showing up each year so if you need something, drive up.

Steve



## MEMBERSHIP



The following named members have dues now due or past due. Membership in the Pikes Peak Corvair Club is very important to us and very reasonable. The \$10.00 per year dues can be mailed to Pikes Peak Corvair Club, Inc., P.O. Box 15034, Colorado Springs, CO 80935. Please call Ben Benzel at 598-6886 if you have a question.

Dale Carraway	3/92
Walt Hundertmark	3/92
Jon Kosh	4/92
Ed Malew	4/92
Tom Pluister	3/92
* Jeff Rains	2/92

\*Denotes final notice.

New members in our club are:

MIKE & JULIE PEED, 2826 North Institute 80907, 475-7125 and they have a 64 convertible.

BRENDA RAMLO, 120 Steven Drive, 80911, 392-2878, with a 64 Monza coupe.

NORMAN HOFFMAN, 1102 W. Cucharas, 80904, 636-3180 with identical twin 64 4 doors and 65 Greenbrier or two. Let's give them a warm greeting and happy Corvairing.

A nice birthday gift or for any occasion, a membership in CORSA would be a welcome and appreciated gift, see Ben.

Thanks to all the fine folks re-newing dues in a timely manner.  
It is appreciated.

--Ben

TOUR TEJON AUTO JAMBOREE: Please note the letter and entry form for this fine Jamboree elsewhere in the Drip Line. PPCC will be entering the car show in a group on 17 May 92. Please complete the entry form NLT 17 April 92 and get it to Ben ASAP. The Club will pay your \$5.00 car show entry fee. Bring or send money for Poker Run or Sock Hop. Our Club will enter the show together. Ben will work the details for this prior to the show and will advise entrants as to time and meeting point. If you are entering more than 1 car, please reproduce entry form. Call Ben at 598-6886 if you have any questions. Need forms by 17 April 92 repeat 17 April 92.

--Ben

---

CHARACTER IS WHAT YOU ARE IN THE DARK.

## 6th ANNUAL TOUR TEJON AUTO JAMBOREE

### ★ SATURDAY EVENTS ★

#### **POKER RUN:**

\$5.00 entry fee.  
Registration 11 - 12:00 Noon at Pioneer Museum.

Starts at 12:00 Noon.

Will tour the Colorado Springs area -  
detailed maps will be provided.

At each checkpoint there will be games of luck and skill  
and you will draw your lucky card.

Top poker hands and best game scores will win prizes.

#### **SOCK HOP:**

\$5.00 per person.

To be held at the Moose lodge at 1104 S. Circle Dr.

7:00 p.m. - Midnight

Fun and Games plus Great Music

Wear your 50's attire, Prizes for best costume.

Door prizes.

### ★ SUNDAY EVENTS ★

#### **CAR SHOW:**

\$5.00 entry per car.

21 classes to enter.

Trophies to top winners in each class.

Dash Plaques to First 500 entrants.

T-shirts, Food and Drink available for sale during show.

Entrants Eligible for Door Prizes.

#### **VALVE COVER DRAG RACES:**

\$5.00 indiv., \$25.00 Club

Races Start at 12:00 Noon.

Modified & Stock Classes.

For More Information Call:

520-1184 days

634-7378 or 635-1855 evenings.

## REGISTRATION FORM

I would like to enter the Tour Tejon Auto Jamboree

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Make: \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_

Club Affiliation: \_\_\_\_\_

Insurance Co. \_\_\_\_\_

I will be participating in the following events:

Poker Run (Saturday) \_\_\_\_\_ (\$5.00 entry)

Sock Hop (Saturday) \_\_\_\_\_ (\$5.00 per person)

Car Show (Sunday) \_\_\_\_\_ (\$5.00 entry)

Valve Cover Drags (Sunday) \_\_\_\_\_ (\$5.00 indiv - \$25.00 Club)

Total Enclosed \_\_\_\_\_

#### **Liability Waiver**

Applicant agrees to hold harmless Pikes Peak Super Chevy's, it's members and any volunteers from and against any claim which might or does arise out of participation in this event.

All cars must stay in place during show hours.

No car may be moved until after trophy presentation.

No exceptions.

Signed \_\_\_\_\_

SEND ENTRIES TO:

Tour Tejon Auto Jamboree

315 So 14th St.

Colorado Springs, CO 80904

Please Return by May 1st



# WRECKMASTERS

BODY & FRAME



315 So. 14th St.  
Colorado Springs, CO 80904  
(14th & Cimarron, H-Way 24)

**Jim J. Keeney**  
Owner

Bus. 520-1184  
Res. 634-7378

*Quality Collision Repair & Painting*

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CORVAIR SERVICE  
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Colorado Springs, CO 80909  
632-2843

Hank Brown - Owner



**CLASSIC AUTO INTERIORS**  
QUALITY WORK ON ALL MAKES AND MODELS

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**TERRY ZUNK**  
632-9194

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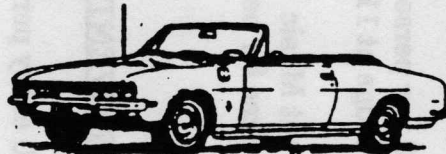
**SERVICE CENTER**  
**E.L. "BEN" Benzel**

Senior Master Counsellor  
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3930 Encino St.  
Colorado Springs, CO 80918

GENERAL AGENT FOR  
**ACADEMY**  
LIFE INSURANCE GROUP

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Before you buy somewhere else, give us a call! We offer lowest prices on all Corvair parts. New, used, repro and rebuilt. Mechanical, interior, exterior, wiring, trim, books and more! Over 17 years of fast same day service. Credit cards welcome. Ask for your free newsletter or our giant catalog only \$4.00.

**CORVAIR UNDERGROUND**  
**PQ Box 404, Hillsboro, OR 97123**  
**1-800-825-VAIR**

The Pikes Peak Corvair club was called to order 25 March 1992 at 7:29 p.m. by president Steve Goodman. There were 17 members present.

The minutes of the meeting stand . . .

**THE TREASURERS REPORT:**

We stand steady at a balance of \$1,399.00.

**OLD BUSINESS:**

Ben Benzel took a second place trophy at the Tri State with his 62 monza coupe. Congratulations to Ben, that is quite an honor for a Corvair. The Corvair club will sponsor Ben for the walk America for the March of Dimes. Ben is going for a ten mile walk on April 26th. I guess we better keep that rocking chair for you! Ha! The cost for a room at the Tri State will be \$32.00 plus tax.

**NEW BUSINESS:**

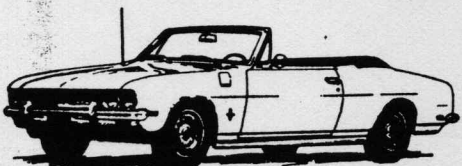
We have had three new members in the last month and all three of them are present tonight. A warm welcome to Brenda with a 1964 Monza coupe and to Norm Hoffman with several 1964 four doors and a Greenbrier. It looks like you are a pro already! And last month's visitor, Mike Pede also joined. Dale Caraway is out of the hospital and we look forward to seeing you at the next meeting, we are glad you are all right. The car show season is upon us and we have many events coming up. Please be sure to look inside your news letter for entry forms. V.I.C.A. Is sponsoring the 4th annual Pikes Peak Community College car show which is Saturday May 2nd. The club is entering Tour Tejon, the entry form is in this news letter with the CLUB'S dead line. The Abby car show is being held the same week end as the Tri State meet, so those of you who are not going to Tri State may wish to enter this show. Some of us feel this is one of the best shows of the year. For more info call Ben or myself. We are planning a brunch at the N.C.O. Club in early June, on the 7th or 14th., no set date yet. Also contact John Koll for tech. tips.

**I.C.C.C. REPORT:**

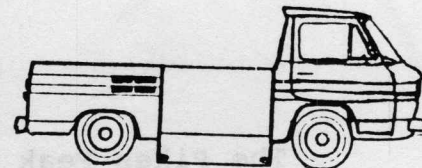
In case some of you are wondering what this is, it stands for Inter Car Club Council. Yes, Walt found something for himself to do! This is the beginning of a new club forming in the Springs and it sounds like it has a good beginning. There are no dues yet and that is on the budget! I am sure that as support grows there will be dues. Our club is now a member and Walt is attending meetings for us. Rob Hernandez of Pueblo is running for the House of Representatives and he supports classic cars so check into it and see were he stands on the issues before you vote. Meeting was adjourned 8:32 p.m. with door prizes to follow.

Respectfully Submitted  
Cindi Huppp

*Cindi Huppp*







# PIKES PEAK COMMUNITY COLLEGE

## 4th ANNUAL

# CAR SHOW SEASON KICKOFF

Sponsored by: Automotive, Auto Body, and Diesel VICA Clubs

### MAY 2nd 1992

10:00 a.m. to 5:00 p.m. at PPCC

CAR SHOW SWAP MEET CAR CORRAL

VALVE COVER DRAG RACES

Classes: \* RESTORED ORIGINAL \* STREET MACHINE

\* MODIFIED \* STREET ROD \* TRUCK \* MINI TRUCK \* 4X4

\* CUSTOM \* MOTORCYCLE \* STOCK MUSCLE CAR

Car Show entry fee is \$5.00 per vehicle. Swap Meet space is \$5.00. Valve Cover Drag entry fee is \$5.00. Entrys received after April 15, 1992 will be charged \$8.00. Check-in 7:00 to 9:00 am. For more information phone:

Wade Knight at 540-7359, Joe Magnuson at 540-7381 or Larry Schneider at 540-7376.

	Vehicle #1	Vehicle #2
Name_____	Year_____	Year_____
Address_____	Make_____	Make_____
City_____State_____Zip_____	Model_____	Model_____
Phone_____	Class_____	Class_____

Mail this portion with fees to: Wade Knight, Pikes Peak Community College  
Box 17. 5675 S. Academy Blvd. Colorado Springs, CO 80906

TOUR TEJON AUTO JAMBOREE  
315 South 14th Street  
Colorado Springs, Colorado 80904



Dear PP Corvair Club,

Pikes Peak Super Chevy's cordially invites your club to join us again at the 6th Annual Tour Tejon Auto Jamboree coming up May 16th and 17th, 1992.

The event will again be held on the streets surrounding the Pioneer's Museum on Tejon and Vermijo Streets. The show will be held on Sunday only, with the Poker Run and Sock Hop being held on Saturday. The entry point will again be at Costilla and Tejon starting at 7:30 a.m. We would like to arrange a special time and separate gate for the car clubs coming in together. Please contact us on this matter a week prior to the show.

Again this year the proceeds from the show will benefit the Make-A-Wish Foundation of Colorado. We will have event T-shirts and hats available again this year. Each entry will receive a dash plaque up to the first 500 entrants. Trophies will be given out on the same basis as last year. Food and drink will be available through the Sertoma Clubs to include breakfast and lunch.

We will host the Valve Cover Drag Races at noon on Sunday during the show. We welcome club entries with the condition we have enough to compete, and of course we welcome individual entries, both stock and modified. We will again have a limited number of vendor booths available.

Enclosed you will find registrations and information on the show. Make as many copies as you need.

Last but not least, please get your entries in early so as to be assured of plenty of space for your club!!! We expect to be at capacity on the Sock Hop also so be sure and buy your tickets early.

We have had to add a new request this year. That is that all cars must stay in place once they are in the show until trophy presentations are complete. This will be strictly enforced as the safety of the spectators depends upon this. We thank you in advance for observing this.

As in the past we are committed to providing the best show in southern Colorado.

You can contact us at 520-1184 days or 634-7378, or 635-1855 evenings.

We hope to see your entire club this year - you won't want to miss it!!

Sincerely,

*Vicki Keeney*  
Vicki Keeney

President-Pikes Peak Super Chevy's



**TRI-STATE MEET****MAY 29, 30, 31, 1992**

Las Vegas, New Mexico

*Make reservations at:*

Comfort Inn

Phone: (505)425-1100

or write to:

2500 North Grand Avenue

Las Vegas, NM 87701

*A room with 2 queen size beds is \$35.26 including tax.**But reservations **MUST** be made by April 20th. After**April 20th the rates will be higher.**(Do NOT use the 800 number for this rate.)***PRIORITY!**

*Tri-State Meet* this year will be at Las Vegas, New Mexico. May 29, 30, 31, 1992. Headquarters is at the Comfort Inn at 2500 North Grand Avenue, (505)425-1100. Reservations **MUST** be made by April 20th to receive the discount. A room with two queen size beds (children under 18 free!) is

**\$35.26.** You have a choice of smoking or non-smoking rooms. After April 20th the room rate is \$48.49. (Do not use the 800 number you will not get the discount!) Be sure you tell them you are with the Tri-State Corvair

There will be a guided tour to the *Montezuma*

*Castle* and *Fort Union*, guides to take us through the town to point out some historical sites. There are hot springs available for those who love

to sit and soak. On the way down to New

Mexico there is the *Cumbres Toltec Scenic Railroad* trip and lots to see in Santa Fe.

**APPOINTMENTS**

February 26, 1992

To the OCC and board members:

Please note that the Pikes Peak Corvair Club voted tonight by a two to one margin the resign from the OCC effective now.

The two points of disagreement are as follows:

1. Retaining the lobbyist at full salary in a year that has no real legislation regarding the old car hobby in the offing. PPCC suggests that the lobbyist be put on a retainer for periods such as this.
2. The apparent backing of the insurance bill by Mr. Pastore for insuring all motorists in the state. PPCC sees this bill as increases in registration fees, higher fuel taxes and poorly run by the government and at the same time forcing people who need more insurance than the state will cover to still buy their own.

Respectfully submitted,

Steve Goodman, president  
Pikes Peak Corvair Club

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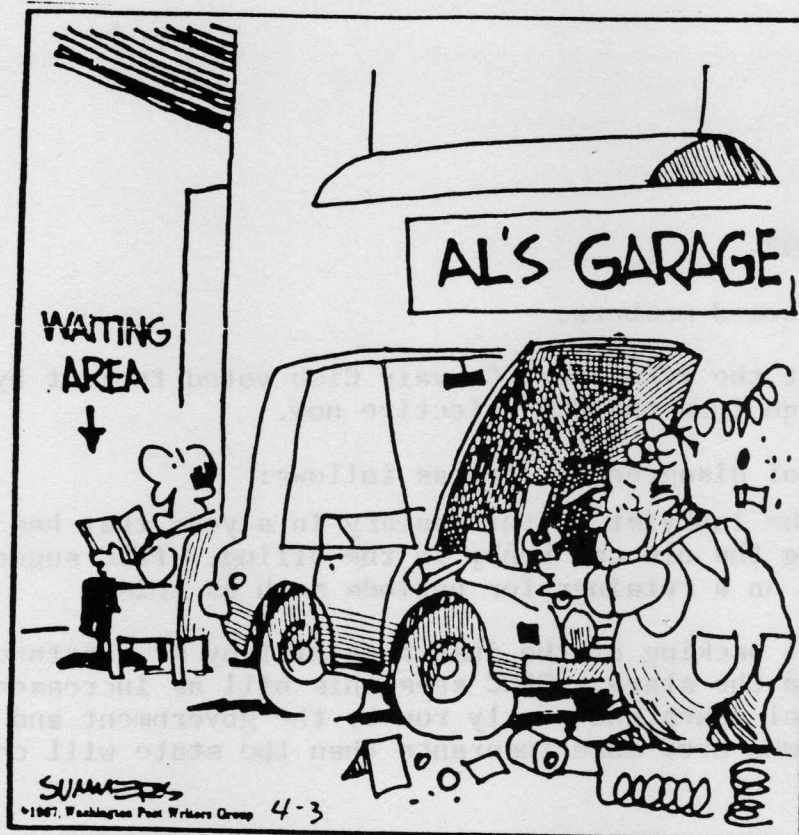
FOR SALE: Lots of NOS GM & used parts for sale and very reasonable.  
Call your needs. George Hupp  
(719) 548-9248.

---



Ben Benzel and his two young friends standing in front of his award winning Corvair. The young ladies are the daughters of Ron and Sandra Lezon.





"I SURE WAS LUCKY TO FIND SOMEONE WHO  
CAN WORK ON REAR-ENGINE MODELS!"

Borrowed from The Rearview of Valley CORSA

---

**THE DRIP LINE**  
Pikes Peak Corvair Club  
P.O. Box 15034  
Colorado Springs, Colorado 80935

---



**SEND TO:**

THE

# DRIP LINE

VOL. XV

NO. MAY 1992



I'M GOING TO OUR NEXT MEETING ON MAY 27th TO SEE MY CORVAIR FRIENDS AND WIN ONE OF THOSE DOOR PRIZES.

A Publication of ;



A CHAPTER of the

CORVAIR SOCIETY of AMERICA





## PIKES PEAK CORVAIR CLUB

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Vice-President	Larry Neal	570-9694
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### NOTES FROM THE PREZ

Thanks to all that attended the April meeting. Thank you too Betty Benzel and Ruth Goodman for the treats afterward. Upcoming is the Tour Tejon car show and the Tri-state in Los Vegas. If you have not entered your car in Tour Tejon, try to come down and look at the cars. It is always a good gathering.

Further upcoming includes the annual cook out at the July meeting. It has not been discussed yet but I am sure it will happen. See you at the May meeting.

---

### SOUTHERN COLO OCC

Walt reports that the Council is moving well. I think PPCC should give it full support. They should have learned from the mistakes of the OCC and should provide a better service of the southern clubs. It is my understanding that a number of clubs have dropped the OCC but most should be picked up by someone else. Keep us informed Walt.

--Steve

*Remember when folks  
got along without something  
if it cost too much?*

The Pikes Peak Corvair Club was called to order 22 April 1992 at 7:30 pm. by president Steve Goodman. There were 16 members present. We have one new member with us tonight, welcome to Paul, with a replica Yenke Stinger!

The minutes of the meeting stand . . .

**THE TREASURERS REPORT:**

John Koll says we now have \$1,329.00 wow we must be collecting interest!

**OLD BUSINESS:**

Dale Caraway is back with us tonight and we are glad to see that he is back on his feet! Ben will call those of us entered for Tour Tejon to let us know where and when to meet. We are hosting the Denver club for brunch, Sunday June 14th 10:30 am. at the N.C.O. club. For reservations call Ben Benzel and reservations are to be no later than June 10th! The price for adults is \$5.95 ea. and \$3.95 for 3-12 and under 3 is free.

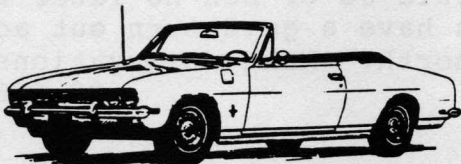
**NEW BUSINESS:**

Corsa has written to us and would like your ideas on how they could get new membership. This is a very good monthly news letter with good articles and I would recommend it to anyone with a corvair. It is very inspirational. We would like to send our sincere sympathy to Dick and Marcia for the loss of her father. Do you have your reservations for the Tri State? Time is running out. Many car shows and so little time! All Chevy swap meet May 24th Denver. First annual all Chevy car show sponsored by the Pikes Peak Camaro club, The Citadel Mall July 25th. Entry \$10.00. The 10th annual Holly Cross Abby show, May 30th entry \$2.00. OCC swap meet Adams county fair grounds Denver, June 6th and 7th. All Chevy day car show and swap meet June 20th, Jefferson county fairgrounds, entry \$15.00. So take your pick and I probably missed a few.

**I.C.C.C. REPORT:**

The council is having some legal problems and hopefully it has all been worked out. This all stemmed from the Mega Mart show so it has been worked out. Vicki Keeney has stepped down from the council and there is a replacement. Lets hope the turmoil is over. We would like to see it all work out.

The meeting was adjourned at 8:30 p.m. with door prizes to follow.



Respectfully Submitted  
Cindi Hupp

*Cindi Hupp*



## MEMBERSHIP

The following named members have dues now due or past due. Membership in the Pikes Peak Corvair Club is very important to us and very reasonable. The \$10.00 per year dues can be mailed to Pikes Peak Corvair Club, Inc., P.O. Box 15034, Colorado Springs, CO 80935 Please call Ben Benzel at 598-6886 if you have a question.

Bertie McDonald	5/92
Charles Riblett	5/92
Francine Webb	5/92

We would like to welcome the following new members to our fine Club.

FRED & ROSIE CALBFLIESH, 6830 Chippawa Rd.,  
80915 - 574-0274

PAUL DeVAUGHN, 3609 Windflower Circle, 80918,  
548--9310, has a 66 CORSA (Yenko #135).

A nice birthday gift or for any occasion, is a membership in Corvair Society of America (CORSA) would be a welcome and appreciated gift, so see Ben.

Thanks to all the fine folks re-newing dues in a timely manner. It is appreciated.

--Ben

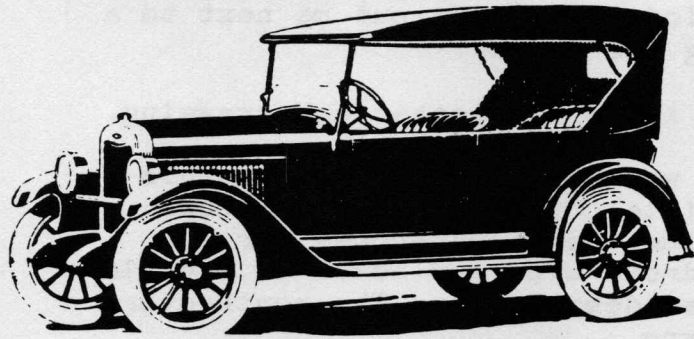
DEAN ORFIELD our Cadet member will graduate from the USAF Academy on May 27th (our meeting nite). We wish Dean alot of success in his future and we will miss him. I believe he will be an Air Traffic Control Officer upon completion of more school. Best Always Lt. Orfield.

TOUR TEJON AUTO JAMBOREE: When you read this, the show on 17 May will be history. Our Club will show 10 nice Corvair vehicles. Those participating and pre-registered are Steve Goodman, Ray Shick, Francine Webb, Ron Lezon, George Hupp, Larry Neal, Tom Pluister Dean Orfield and Walt Hundertmark, and yours truly. Thanks for your work and participation and I hope to see you at the show.

JUNE SUNDAY BRUNCH: Our club in conjunction with Rocky Mountain CORSA will partake in an excellent brunch on 14 JUNE 92, 1030 HOURS, at the NCO Club on the Air Force Academy. Cost: Adults: \$5.95, Children 5-12 \$3.95; Under 5 is free. (Price does not include gratuity) Reservations are a MUST, so please call them to Bettie Jo or Ben no later than 11 June 92. Got it 11 June 92!! Lets have a good turn out and great fellowship with our friends from the north. Make reservations NOW  
598-6886.

--Ben

# 10th Annual Antique & Special Interest Car Show



All Driveable cars for sale  
must be put thru Car Corral

Award Categories 1st & 2nd  
Traveling Trophy  
Dash plaques to first 350 cars

**HOLY CROSS ABBEY**  
east of Canon City, Colorado

**ACTIVITIES:**  
Car Corral  
Flea Market  
Swap Meet  
Craft Show



Grass Display Area for Show Cars  
Setups not permitted in driveways  
Concessions: Serving Continental Breakfast  
Lunch on premises until 4:30 p.m.

For more information or mailing of  
Entry Pre-registration Forms

Make Checks Payable To: **R.G. VMCCA**

Mail To: **KATHY KUNSELMAN**  
2650 E. Main Street  
Canon City, CO 81212

Information: **ELI ATCHISON** (719) 275-7493  
**IVAN MORGAN** (719) 275-5389

## May 30, 1992

Adult Admission: \$2.00  
Registration 6:00 a.m. to 11:30 a.m.

Sponsored by  
**ROYAL GORGE CHAPTER**  
of  
**V.M.C.C.A.**

### PRE-REGISTRATION FORM

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
Phone \_\_\_\_\_

**CAR SHOW ENTRY: \$2.00 pre-registered \$3.00 at gate**  
(Includes admission for driver and one passenger)

**Pre-registration Deadline: May 25, 1992**

Make \_\_\_\_\_ Year \_\_\_\_\_ Model \_\_\_\_\_  
Make \_\_\_\_\_ Year \_\_\_\_\_ Model \_\_\_\_\_  
Make \_\_\_\_\_ Year \_\_\_\_\_ Model \_\_\_\_\_

Swap Meet - 10' x 20' ..... \$10.00  
Flea Market - 10' x 20' ..... \$10.00  
Car Corral - 1 car per space ..... \$15.00  
Craft Space ..... \$10.00

### Number of Spaces

\_\_\_\_\_ Swap Meet .....  
\_\_\_\_\_ Flea Market .....  
\_\_\_\_\_ Car Corral .....  
\_\_\_\_\_ Craft Space .....  
\_\_\_\_\_ Car Entry .....  
\_\_\_\_\_ **Total Enclosed . \$** \_\_\_\_\_

ALL DRIVEABLE CARS FOR SALE MUST BE PUT THROUGH THE CAR CORRAL



Mr. John Koll  
7613 Thunderbird Lane  
Colorado Springs, CO 80919

By way of background, John Koll called his friend Joe back in Minnesota many months ago. He got his wife Sally on the phone and asked for Joe. She said he was in the hospital. John asked what happened. She made some remark about his intelligence and said she would tell him to write to John sometime. His letter is attached.

Dear John,

I apologize for being so long in writing to you, but I have been unable to write due to my injuries. Today my nurse put me next to a typewriter and I am able to type using one finger.

I'll explain my injuries although it is all rather embarrassing.

About ten months ago I heard they were going to tear down this five-story building over in Pleasantville. There had always been rumors that the building had at one time been a warehouse for automobile parts back in the 30s. I drove over and asked if I could look through the building before it was demolished. The contractor said yes, but that I would have to hurry.

I looked through the building and up on fifth floor I found a small storeroom with lots of NOS parts. There were new horns and parking lamps for Model As. I found some Tripp driving lamps and a box of hood ornaments for various cars. There was much more.

I was looking for a way to get the goodies out of the building when I saw a pulley attached to a beam at one of the windows. The workmen had been using a rope to lower material to the ground. Looking out of the window I saw a wooden barrel down in the parking lot.

I climbed down and tied the barrel to the rope. I then pulled the barrel up to the fifth floor window and tied the rope to a stake. Upon returnig to the fifth floor I filled the barrel with the best of the parts I had found.

When I got back down to the ground I untied the rope from the stake. Being excited and thinking about all the parts I had found, I forgot to let go of the rope. Now the barrel and parts weighed about 200 pounds while I weigh about 150.

In the vicinity of the third floor I met the barrel coming down. That is when my shoulder bone got broken and I got the skull fracture. When I reached the fifth floor my hands got pulled into the pulley and severely mangled. (The doctors managed to save my fingers with much surgery.) When the barrel hit the parking lot the bottom broke out and spilled parts, smashing most of the breakable items such as the lights.

Now the empty barrel weighed about 40 pounds while I still weighed 150. In the vicinity of the third floor I met the barrel coming up. That is when my legs got broken. When I hit the ground I broke my hip and and got several cuts from the broken glass.

I finally realized that my problem was from hanging on to the rope so I let go. When the barrel came down it landed on me and broke several ribs.

Doctor says I should get out of the hospital in 2 or 3 months.

Do you know where I could find a cheap car with an automatic transmission? In the divorce Sally got the house and all the cars except the Cameo I drove over here. It got towed in as an abandoned vehicle and sold at the police auction. Sally and Jim (she married that guy she had been seeing) traded the Vette, the CORSA convertible and the Model A roadster in on a Honda. I heard they got a \$1,000 each on the trade in.

I'll send you a new address when I get out of here.

Joe

#### JOINING NATIONAL CORSA

Back in the late 1970s the insurance carrier for National (Corsa) was KKK. They were famous for sponsoring NASCAR stock cars. KKK demanded that each member of a local club be a member of National also. Their reasoning was that the insurance coverage they provided covers us at local meetings, such things as the cook out and even sitting in the meeting room, therefore each member had to join.

When another insurance company took over, they did not have that stipulation. At that same time the chapter plan took effect. The plan did not care about having 100% national members either. They do print yearly in the COMMUNIQUE a list of all the clubs and the percentage that belong to national. The benefits for belonging to national are slim unless you go to the conventions. The best part is that magazine.

At the last meeting it was brought up the fact that few of our members belong to CORSA. I would like to see more members join too. The \$25.00 makes the magazine cost \$2.00 per month, less than most magazines on the newsstands. The list of mini-conventions around the country make it possible for you to attend one of these while you are on vacation too.

The worst concern would be that the insurance carrier would change again and insist that all join national. That usually creates some hard feelings and sometimes causes members to drop from the local club. We certainly would not like to lose any of you.

#### HEAD GASKETS PART 2

Last month we were talking about causes for head gaskets burning. There is a problem sometimes when a head gasket has burned, it is damn hard to get the head off without removing the cylinder too. The carbon build up is so bad that the cylinder sticks tight inside the head.

This requires a great deal of patience, tap the head outward, knock the cylinder in; tap and knock--rock the head up and down, keep the head straight as it comes off the engine. It can be done but it requires some time. When the cylinder comes off the piston, the rings are disturbed which makes it very iffy having a seal again plus compressing the rings is difficult too, even with a split compressor tool. It gets harder too with a 164 engine because the bottom of the cylinder is relieved to clear the crankshaft. When the end of a ring gets into that opening, it will not always stay compressed.

Like I said--PATIENCE and PERSERVERENCE

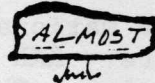
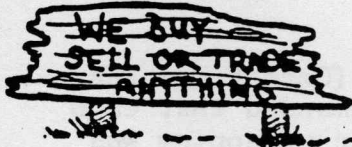
--Steve Goodman



TECH GUIDES: Technical Guides and tips plus decals and club patches are available from our treasurer, John Koll. See members display your pride in PPCC by talking to John at meeting/593-1928.

### JUNE BIRTHDAYS

9 Doreen Dowswell  
9 Ruth Goodman  
16 Sandra Lezon  
19 Ray Schick



### SYMPATHY

The club members extend their deepest sympathy to the family of Ben Benzel on the passing of his brother last week.

Ben and Betty Jo left immediately for the Northwest and consequently was unable to participate in TOUR TEJON. Ben said he would be back in time to attend our May meeting.

### FOR SALE

1963 Monza 2 dr. coupe 80 H.P. 4 sp. 3.27 axle. Black/fawn interior  
Straight body with some rust. Runs and drives good. \$500. obo

1964 Rampside 95 h.p. 4 spd. 41,000 documented miles. Has been  
sitting for 15 years. Little rust, needs restored.  
1 of 851 built. \$1,500.00 obo.  
For either vehicle call George Hupp (719) 548-9248

1965 4 DR 110 4 spd, 34,000 original miles. New carpet, Turquoise green.  
Very Clean. Call Woodrow Brown (303) 872-3434 for more details

Lots of NOS. GM and used parts for sale and very reasonable. Call  
your needs to George Hupp (719) 548-9248.

### LUG NUTS BY DANA SUMMERS



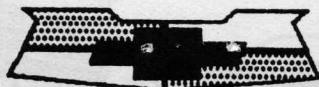
The Houston Post

"AND JUST HOW DOES THIS ILLUSION OF BEING  
AN AUTO MECHANIC MANIFEST ITSELF,  
MR. REVIERE?"



"Maybe you should try another line of work. Perhaps  
you've been an auto mechanic too long."

Borrowed from OCC Newsletter



# ALL CHEVY DAY

## CAR SHOW and SWAP MEET

### YOUR HOST:

**The Rocky Mountain  
Classic Chevy Club**

### SWAP MEET

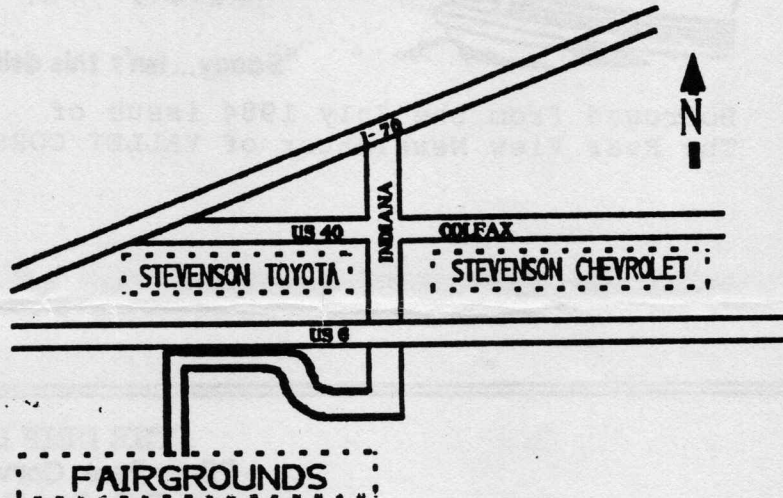
Large spaces approximately  
10' X 20' ARE \$15.00

### MODEL CAR SHOW FOR THE KIDS!

3 divisions:      12 years and under  
                         13-18 years  
                         Adult

**June 20, 1992**

*Any Year Chevy, Any Model*  
**Jefferson County Fairgrounds**  
15200 West 6th Ave



**NO ALCOHOLIC BEVERAGES ALLOWED!!!**

### General Admission:

Adults \$1.00  
Children under 12 free

SEE OR  
CALL BEN  
BENZEL

FOR PRE-REGISTRATION

598-6886

T-SHIRT SALES, CONCESSIONS, MODEL  
CAR CONTEST, AND BATHROOMS  
ARE ALL INDOORS!

**DOOR PRIZES** to be given away through-  
out the day!

**REGISTRATION: 7:30 - 10:30 AM**

**JUDGING: 11:00 AM**

**DASH PLAQUES • TROPHIES**

Entry fee is \$ 15.00. Pre-registrations received by June 13 will get one free T-shirt. Registrations received after June 13 or at the gate will pay \$15.00 but will get no T-shirt. (Please specify T-shirt size on registration blank.) Judging starts at 11:00 AM. Pre-registered entries arriving after judging starts will not be judged. Classification criteria and show info will be included with pre-registration confirmation or upon request. Write to P.O Box 18882, Denver, CO 80218. Classification/Registration on show day: Open at 7:30 AM, closed at 10:30 AM. **NO EXCEPTIONS**

FOR FURTHER INFORMATION, CALL JOHN KAGER, 1-567-2097, OR GREG HORN 367-5810





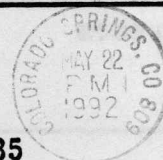
"Saady... Isn't this delivery a little late?"

Borrowed from the July 1984 issue of  
The Rear View Newsletter of VALLEY CORSA

DRAWN BY PAUL G. TISDALE

(MAR. '77)

**THE DRIP LINE**  
Pikes Peak Corvair Club  
P.O. Box 15034  
Colorado Springs, Colorado 80935



**SEND TO:**

Mr Walter Hundertmark  
15 El Paso Blvd #26  
Manitou Springs, CO 80829-245

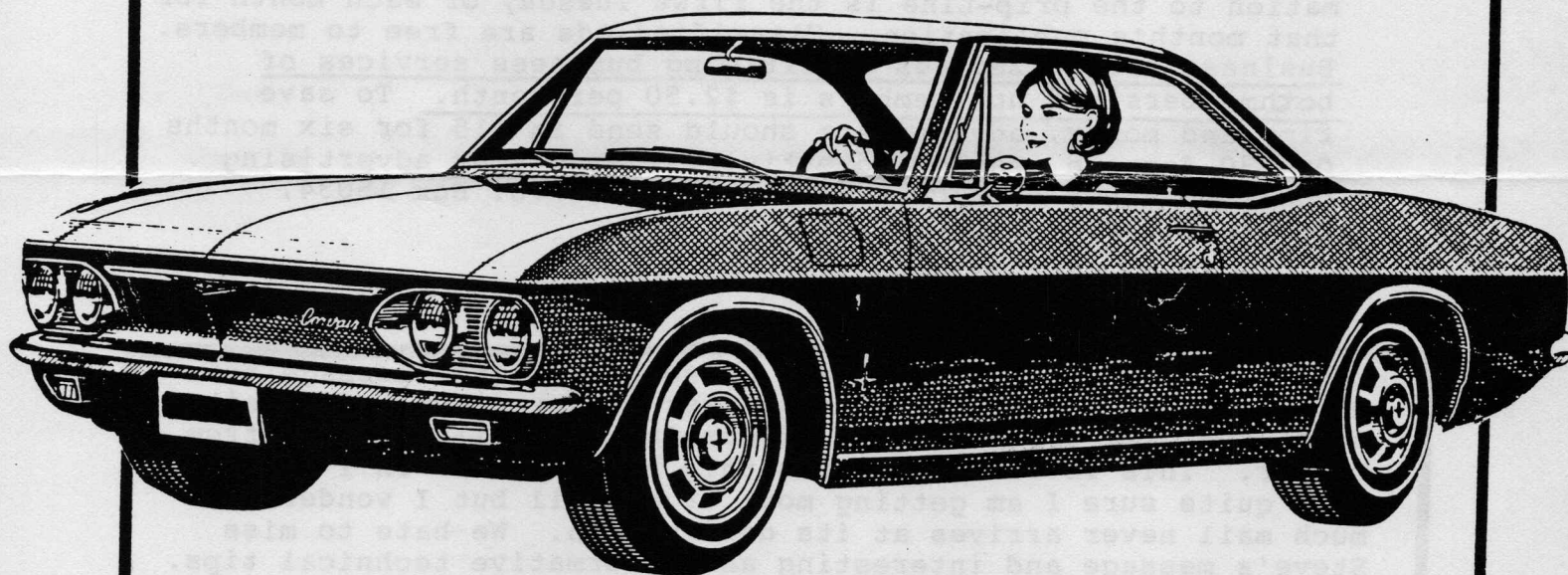
THE

# DRIP LINE

VOL. XV

NO. JUNE 1992

HAPPY  
FATHER'S  
DAY



A Publication of;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA







## PIKES PEAK CORVAIR CLUB

### OFFICERS

President	Steve Goodman	303-934-5027
Vice-President	Larry Neal	570-9694
Secretary	George & Cindy Hupp	548-9248
Treasurer	John Koll	593-1928
Member at Large	Ray Schick	392-8224
O.C.C. Representative	Walter Hundertmark	632-2865
Drip-Line Editor	Bob Wencil	598-6507
Membership	Ben Benzel	598-6886

All correspondence to the club or the officers should be mailed to P.O. Box 15034, Colorado Springs, CO 80935

The Drip-Line is a monthly publication of the Pikes Peak Corvair Club, a non-profit organization. Deadline for submitting information to the Drip-Line is the first Tuesday of each month for that month's publication. Classified ads are free to members. Business card sized ads advertising business services of both members and non-members is \$2.50 per month. To save time and money, advertisers should send in \$15 for six months or \$30 for one year of advertising. Send your advertising check to Pikes Peak Corvair Club, Inc., P.O. Box 15034, Colorado Springs, CO 80935.

Your editor is sorry that there is no President's message this month. Steve mailed the message last Friday night and I waited until the mail arrived today, Wednesday, and still no mail from Denver. This is the third time this has happened in 1 ½ years. I am quite sure I am getting most of my mail but I wonder how much mail never arrives at its destination. We hate to miss Steve's message and interesting and informative technical tips. His technical tips often are used in other club newsletters.

FOR SALE: 1968 110 2 DHT California car. New body work and dark metallic blue acrylic urathane paint. New valve cover gaskets, valves adjusted, engine tuned, AM-FM cassette, extra wheels, original 13" beauty rings and hub caps. Asking \$2,000.00 neg. See at 3026 North Hancock Ave., Colo. Spgs. Phone 635-1882 and ask for Joe.

The Pikes Peak Corvair club was called to order 27 May 1992 at 7:30 pm. by president Steve Goodman. There were 10 members present.

The minutes of the meeting stand . . .

#### **THE TREASURERS REPORT:**

John Koll says we are solvent.

#### **OLD BUSINESS:**

The annual picnic will be moved to Aug. 26th. This also will include our monthly meeting or should I say take it's place? The Pikes Peak Camaro club is hosting the first annual all chevy show July 25th. They are asking full support from our corvair club. I have already entered our corvair. We want this show to be a success as we need an all chevy show in our area. Plus some of my camaro fiends are taking quite a liking to some of our vairs. I would love to "convert " some of those water cooled folks to some air! As a matter of fact one of my hard core camaro friends has gone out and test driven a corvair. The relationship between camaro and corvair is a close one. It would be nice to park our vairs next to some first generation camaro's. So please look in this news letter for your show entry form and let's have a club display!

#### **NEW BUSINESS:**

Congratulations Lieutenant Dean Orfield! Dean graduated May 27th from the Air Force Academy. The Thunderbirds were canceled due to bad weather which was very disappointing to the class of 92. Dean will be in the Springs for one more month and he will be missed by the club as he was an active club member and gave us much support at shows and events. Good luck Dean and keep that vair on the road and join the club in your area. Very important! Contact your Senators and Congress person's about bill S.B.2237. This bill is deadly to all collector and old cars! This bill proposes to get all 1981 and older cars off the road period! Pretty scary if you ask me. Please let your representatives know how you feel about this bad piece of legislation.

#### **I.C.C.C. REPORT:**

The Council is still suffering some what from the inability to organize, after meeting for a year they are still having inner struggles. Our club has sent the I.C.C.C. a check for ten dollars to help pay for postage and to show our support. We have also included the I.C.C.C. on our mailing list for the Drip Line.

The meeting was adjourned at 8:30 pm. with door prizes to follow.



Respectfully Submitted  
Cindi Hupp

*Cindi Hupp*



## MEMBERSHIP

The following named members have dues now due or past due. Membership in the Pikes Peak Corvair Club is very important to us and very reasonable. The \$10.00 per year dues can be mailed to Pikes Peak Corvair Club, Inc., P.O. Box 15034, Colorado Springs, CO 80935. Please call Ben Benzel at 598-6886 if you have a question.

Chuck Harlow 6/92  
\* Charles Riblett 5/92  
\* Francine Webb 5/92

\* Denotes final notice. Please mail NOW!!

We would like to welcome Jim and Debbie Ross, who reside in Canon City to our fine club. They have a 63 Monza convertible and a 62 parts car. We Welcome You!!

A nice birthday gift or for any occasion, is a membership in Corvair Society of America (CORSА) would be a welcome and appreciated gift, so see Ben.

Thanks to all the fine folks re-newing dues in a timely manner. It is appreciated.

--Ben

## CORSA NATIONAL CONVENTION

The CORSA International Convention will be held in Atlanta, Georgia July 28 - August 1, 1992.

We have received a letter from CORSA Concours Chairman, Mike Harrison, looking for judges with or without experience. If you are going to the Convention and are interested, please call Steve Goodman who has the correspondence.

## FOR SALE:

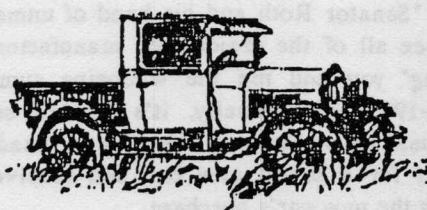
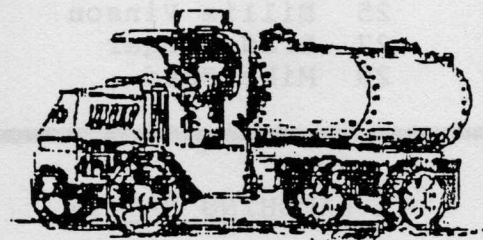
61 Lakewood Station Wagon. Rare, 3 spd, 110 HP, 2 color primer. Must sell due to health complications \$950.00 OBO.  
Dale or Judy Carraway (719) 528-5629.

63 Monza. 2 Dr coupe 80 HP 4 spd 3.27 axle. Black/fawn interior, straight body with some rust. Runs good, needs a little work. \$450.00 OBO. Call George Hupp (719) 548-9248.

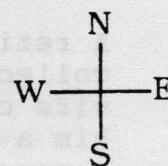
Lots of NOS, GM and used parts for sale and very reasonable. Call your needs to George Hupp (719) 548-9248.



# ANTIQUE TRUCK SHOW

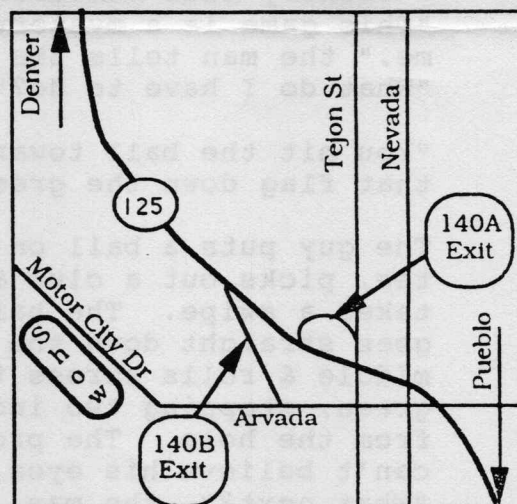


FREE  
Admission



Saturday & Sunday  
June 20, 21, 1992  
8 AM to 6 PM  
Phil Long Ford/Motor City  
Colorado Springs, CO

**Truck Entry Fee \$5.00**



LOCAL CALL  
(719) 598-2466 / 596-0139  
DENVER (303) 659-8884 / 733-3495

THE AMERICAN TRUCK  
HISTORICAL SOCIETY  
INTERMOUNTAIN WEST CHAPTER



## JULY BIRTHDAYS

9 Pat Wood  
11 Evelyn Brown  
13 Ben Benzel  
25 Billie Vinson  
27 Brad Mauger  
29 Mike Peed

## A LAUGHING MATTER

Overheard: "It was time to sit down with my son for a question-and-answer session about sex. I asked the questions, and he gave me the answers".

A retired workaholic auto collector was driving his wife crazy, so she buys him a set of golf clubs & a country club membership. "This game is a mystery to me," the man tells the pro. "What do I have to do?"

"You hit the ball toward that flag down the green".

The guy puts a ball on the tee, picks out a club & takes a swipe. The ball goes straight down the middle & rolls across the green, stopping two inches from the hole. The pro can't believe his eyes. "What next?" the man asks.

"You're supposed to hit the ball into the cup".

"Now you tell me!"

Borrowed from local  
VFW newsletter

**Feeling healthy is often the result of being too busy to brood about feeling bad.**

## Senate Bill 2237 Says "All Old Cars Must Die"

If you're thinking of doing a restoration on a vintage car or truck, or, if like many Americans, you drive a vehicle that was made before 1980, Senate Bill 2237 should get your attention. Senator William Roth of Delaware has introduced S.2237, unofficially known as "the clunker bill", which seeks to eliminate ALL cars manufactured before 1980. According to an article by David Boles in *Custom Power News*, the reasoning behind S.2237 is that cars of yesterday need to meet the stringent emission requirements of today. Boles goes on to say that, "Senator Roth and his band of unmerry men would like to see all of the major auto manufacturers participate in 'giving' you and me the whopping sum of \$2,000 for our pre-1980 car. Actually, it's worded as a \$2,000 credit, so I guess we can all see where this is headed. Trade in the old car for a brand new one and receive a \$2,000 credit towards the new car's purchase.

"As of this writing, the big three auto manufacturers are behind this bill. Big surprise there, since the average age of registered vehicles in America has risen from 2.5 years to 7.5 years since 1980. That is money right out of the big auto manufacturers' mouths. With new car sales in a shambles, a federal program to take old cars off the road would do nothing but fatten the auto manufacturers' latley reduced larder. It would increase the sales of new cars; substantially, if not totally, reduce the used car market; and it would look good politically. They are doing it to save the environment.

"There will be exceptions for musuems, or show-only cars, but for the average Joe Citizen out there in the wilds of America, his '74 El Camino will become but yet another flower pot in the yard. The practical point would be that all the classic cars would be owned by those people who are wealthy enough to retrofit them with the new emission standards. We'd be straining our necks every time we thought we had a glimpse of one while we were driving to our favorite burger joint in our brand new Hyundai!

"It's going to take a public outcry to nip this idiocy in the bud. I don't know about you, but I'd sure be upset if I had to watch my car be crushed because of an idiotic bill like S.2237, and then two years later find out that the emission standards test had been off for years and a terrible mistake had been made."

If you don't like the sound of this, write U.S. Senators Hank Brown and Tim Wirth and let them know how you feel.

Information on S.2237 was submitted by  
ABATE member Mike Thomas of District 8, Durango.



## LAS VEGAS OR BUST by JKK

Las Vegas, New Mexico, that is!

Ten membes of the Pikes Peak Corvair club attended the recent meet in Las Vegas, NM, with five Corvairs. Driving Corvairs were Ben and Betty Joe Benzel, Ray and Nye Schick, Steve and Ruth Goodman, John and Bobbie Koll and Walter Hundertmark. Larry Neal attended without a Corvair due to mechanical problems the previous evening.

The Colorado cars didn't caravan due to speed differentials - Steve at 90 and Walter at 45 with the rest somewhere in between.

The weather was cold and rainy. It rained frequently which kept the "show-car" types busy wiping their cars off while the "slobs" took it as an excellent excuse to leave the cars messy.

Friday evening was register, get acquainted (or reacquanited) and find some dinner. Saturday morning was car show time down at the Plaza. Fortunately, it didn't rain for a while. Some members descended on a local auto parts store which had lots of dusty Corvair parts. Now the store doesn't have so many Corvair parts. No judging was involved.

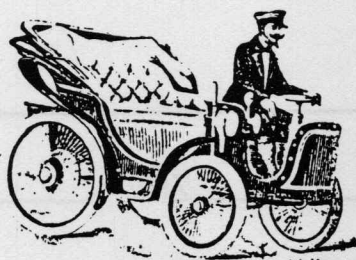
Saturday afternoon was an economy run to visit the ruins of Fort Union. Fort Union was more of a supply depot on the Santa Fe trail rather than being a fighting fort. It was quite large. Unfortunately, it was built out of adobe and is washing away with each rain. Not much is being done to preserve or restore the fort.

The economy run winners claimed is excess of 36 miles per gallon.

Saturday night was banquet time for over 100 people - lots of good food. Ruth, Nye and Ben won maps of the the local county.

About 45 Corvairs were in attendance with most body styles represented. The only breakdown noted was a broken valve spring which our leader, Steve, promptly repaired in the rain in a wet parking lot while other Corvair enthusiasts held a tent and gave encouragement.

The host club did a good job and most everyone had a good time.



In 1883 Guttlieb Daimler invented a "hot tube ignition" -- a tube wherein the air/fuel mixture passed into a tube protruding through the cylinder wall and was thus preheated. From this was derived the word "chauffer," being the name given (after the French word chaud, meaning heat) to the man who warmed up the ignition tubes for his master in the morning when the engine was cold.

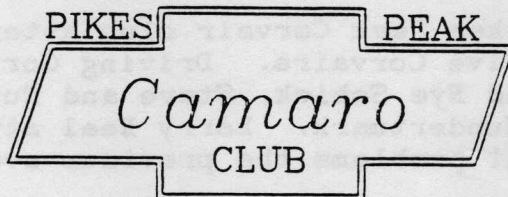
(From: "Merceds-Benz" by Stuart Blandon)



# FIRST ANNUAL PIKES PEAK AREA ALL CHEVY CAR SHOW

OPEN TO ALL MAKES AND MODELS OF CHEVY CARS AND TRUCKS

HOSTED BY



SPONSORED BY

*Conway folks  
try to make  
this!!*

## SPONSOR LOGOS

WHEN: JULY 25 1992 (RAIN DATE JULY 26 1992)

WHERE: THE CITADEL MALL

### **DONATIONS ACCEPTED AT THE GATE FOR THE BENEFIT OF HOSPICE**

ENTRY FEE IS \$10.00 IF RECEIVED BY JULY 10 - \$12.00 AFTER THAT DATE

VALVE COVER DRAG RACE. ENTRY FEE IS \$5.00

CAR CORRAL-CARS THAT ARE FOR SALE ONLY. ENTRY FEE IS \$20.00

MAKE CHECKS PAYABLE TO PIKES PEAK CAMARO CLUB

SEND ENTRIES TO PIKES PEAK CAMARO CLUB P.O. BOX 15064 COLO. SPGS.  
CO 80936

FOR MORE INFORMATION CONTACT BRIAN (596-1160) OR DARREN (550-1796)

### REGISTRATION FORM

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_ ZIP: \_\_\_\_\_

TYPE OF VEHICLE: \_\_\_\_\_ CLASS: STOCK OR MODIFIED \_\_\_\_\_

CHECK-IN WILL START AT 6:00AM AND WILL GO UNTIL 8:30AM

# WRECKMASTERS

BODY & FRAME



**Jim J. Keeney**  
Owner

315 So. 14th St.  
Colorado Springs, CO 80904  
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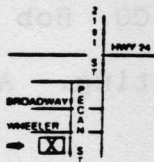
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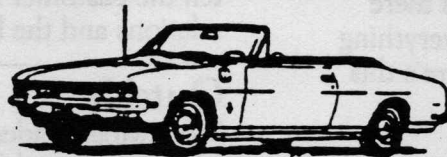
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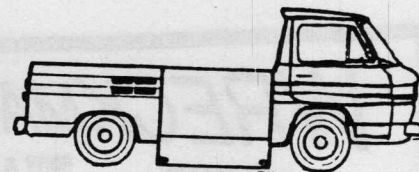


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## UP-COMING AUTO EVENTS



### JUNE

- 14 Corvair Club Sunday Brunch. See page 3 of May newsletter and call Ben Benzel at 598-6886.
- 15 I.C.C.C. Ladies Night Out. Leann Vogt 719-633-3948 or Kat Thomas 719-634-6245.
- 17 I.C.C.C. Meeting, Trolley Coach Restaurant, 7:00 p.m.
- 20 Cruizin Chevys Drive-In Movie Cruise and Car Show, Arcadia Drive-In, Cruizin Chevys. 382-7115
- 20 20th Annual All Chevy Day Car Show and Swap Meet, Jefferson County Fairgrounds, Rocky Mountain Classic Chevy Club. John Hager 303-567-2097 or Doug Horn 303-367-5810.
- 27 Spring Spree Car Show, Colorado Springs, CO Bob Lange 471-7237
- 24 Pikes Peak Corvair General Membership Meeting. AFA NCOA Club House.

### JULY

- 3&4 Pikes Peak Auto Hill Climb
- 25 All Chevy Show, Colorado Springs, CO Pikes Peak Camaro Club Leo Murray 471-9634.

## Cleaning Window Film

### Inside

You may have heard this one before . . . "Is there something wrong with my car? I've tried everything to clean the inside of my windows, but there's this film that just won't come off!"

Customers with this complaint deserve something more than "Don't worry, it's normal." Car interiors create the ideal atmosphere for buildup on the inside of windows. Cigarette smoke, condensation, dust, and so on, can blend in a closed hot car interior to form a "cloud" that eventually coats the windows. The hotter the weather, the quicker the film builds up.

We've found that a solution of one part white vinegar to ten parts water is the best for cleaning the film off the inside of car windows. (It's also one of the window cleaners recommended in the owner's manual.)

Even though you're not in the business of washing people's windows, you might keep a bottle of vinegar solution around. If a really bad case of film comes in for service, clean the inside of the windshield. Leave a note explaining how you "solved" the problem (or tell the customer directly). It's good customer relations and the kind of thing people remember.

### Outside

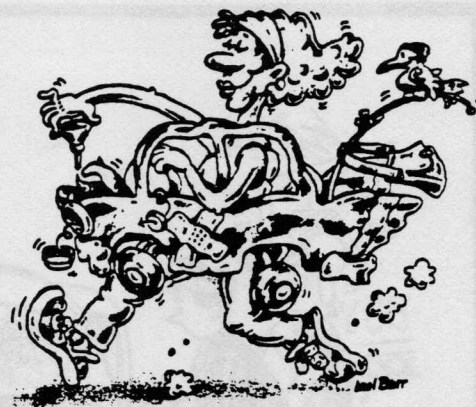
Most wiper blades "smear" or "chatter" because of a build-up of road film on the glass and blades. Before replacing the blades, try this:

Clean the windshield with a mild abrasive cleanser, such as "Soft Scrub" or "Bon Ami Cleaning Powder." Continue to clean the glass until rinse water no longer "beads up," but rather "sheets" off the glass. Clean the blades using a cloth or towel saturated with a 50/50 solution of water and isopropyl alcohol (rubbing alcohol), then rinse the blades well with water.

**HONDA** ServiceNews

By Bailey White

## *Someday the old junker will be a neat car again*



It really makes you feel your age when you get a letter from your insurance agent telling you that the car you bought, only slightly used, the year you got out of college is now an antique. "Beginning with your next payment, your premiums will reflect this change in classification," the letter said.

I went out and looked at the car. I thought back over the years. I could almost hear my uncle's disapproving voice. "You should never buy a used car," he had told me the day I brought it home. Ten years later I drove that used car to his funeral. I drove my sister to the hospital in that car to have her first baby, and I drove to Atlanta in that car when the baby graduated from Georgia Tech with a degree in physics.

"When are you going to get a new car?" my friends asked me.

"I don't need a new car," I said. "This car runs fine."

I changed the oil often, and I kept good tires on it. It always got me where I wanted to go. But the stuffing came out of the backseat and the springs poked through, and the dashboard disintegrated. At 300,000 miles the odometer quit turning, but I didn't really care to know how far I had driven. A hole wore in the floor where my heel rested in front of the accelerator, and the insulation all peeled off the fire wall. "Old piece of junk," my friends whispered. The seat-belt catch finally wore out, and I tied on a huge bronze hook with a fireman's knot.

Then one day on my way to work, the car coughed, sputtered and stopped. "This is it," I thought, and I gave it a pat. "It's been a good car."

The mechanic laughed at me. "You know what's wrong with that car?" he asked. "That car is out of gas." So I slopped some gas in the tank and drove ten more years.

The fuel gauge never worked again after that, but I got to where I could tell when the gas was low by the smell. I think it was the smell of the bottom of the tank. There was also a little smell of brake fluid, a little smell of exhaust, a little smell of oil and, after all the years, a little smell of me. Car smells.

And sounds. The wonderful sound when the engine finally catches on a cold day, and an ominous *tick tick* in July when the radiator is working too hard. The windshield wipers said "Gracie Allen Gracie Allen Gracie Allen." I didn't like a lot of conversation in the car, because I had to keep listening for a little skip that meant I needed to jump out and adjust the carburetor. I kept a screwdriver close at hand, and a pint of brake fluid and a new rotor, just in case. "She's strange," my friends whispered. "And she drives so slow."

I don't know how fast I drove. The speedometer had quit working years ago. But when I would look down through the hole in the floor and see the pavement, a gray blur, whizzing by just inches away from my feet, and feel the tremendous heat from the internal-combustion engine pouring back through the fire wall into my lap, and hear each barely contained explosion, just as a heart attack victim is able to hear her own heartbeat, it didn't feel like slow to me. A whiff of brake fluid would remind me just what a tiny thing I was relying on to stop myself from hurtling along the surface of the Earth at an unnatural speed. When I arrived at my destination, I would slump back, unfasten the seat-belt hook with trembling hands and stagger out. I would gather up my things and give the car a last look. "Thank you, sir," I would say. "We got here one more time."

But after I received that letter I began thinking about buying a new car. I

read the newspaper every night. Finally I found one that sounded good. It was the same make as my car, but almost new. "Call Steve," the ad said. I went to see the car. It was parked in Steve's driveway. It was a fashionable wheat color. There was carpet on the floor and the seats were covered with soft, velvety-feeling stuff. It smelled like acrylic, and vinyl, and Steve. I turned a knob. Mozart's Concerto for Flute and Harp poured out of four speakers. "But how can you listen to the engine with music playing?" I asked Steve.

I turned the key. The car started instantly. I fastened my seat belt. Nothing but a click. Steve got in the passenger seat, and we went for a test drive. We floated down the road. I couldn't hear a sound, but I decided it must be time to shift gears. I stomped around on the floor and grabbed Steve's knee before I remembered the car had automatic transmission.

"You mean you just put it in 'Drive' and drive?" I asked. Steve scrunched himself against his door and clamped his knees together. He tested his seat belt. "Have you ever driven before?" he asked.

I bought it. I rolled all the windows up by mashing a button beside my elbow, set the air-conditioning on "Recirc" and listened to Vivaldi all the way home.

So now I have two cars. I call them my new car and my real car. Most of the time I drive my new car. But on some days I go out to the barn and get in my real car. I shoo the rats out of the backseat and crank up the engine. Even without daily practice my hands and feet know just what to do. My ears perk up, and I sniff the air. I add a little brake fluid, a little water. I sniff again. It'll need gas next week, and an oil change. I back it out and we roll down the road. People stop and look. They smile. "Neat car!" they say.



# TICKLE BOX® by Ted Trogdon



"And are you sure there's plenty of oil in the battery?"

COLLIER'S



"You guys win...it IS an oil leak."

**THE DRIP LINE**  
Pikes Peak Corvair Club  
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Colorado Springs, Colorado 80935



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Mr Walter Hundertmark  
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Manitou Springs, CO 80829-24

THE

# DRIP LINE

VOL. xv NO. JULY 1992



A Publication of ;

A CHAPTER of the



CORVAIR SOCIETY of AMERICA





## PIKES PEAK CORVAIR CLUB

### OFFICERS

President	Steve Goodman	303-934-5027
Vice-President	Larry Neal	570-9694
Secretary	George & Cindy Hupp	548-9248
Treasurer	John Koll	593-1928
Member at Large	Ray Schick	392-8224
O.C.C. Representative	Walter Hundertmark	632-2865
Drip-Line Editor	Bob Wencil	598-6507
Membership	Ben Benzel	598-6886

All correspondence to the club or the officers should be mailed to P.O. Box 15034, Colorado Springs, CO 80935

The Drip-Line is a monthly publication of the Pikes Peak Corvair Club, a non-profit organization. Deadline for submitting information to the Drip-Line is the first Tuesday of each month for that month's publication. Classified ads are free to members. Business card sized ads advertising business services of both members and non-members is \$2.50 per month. To save time and money, advertisers should send in \$15 for six months or \$30 for one year of advertising. Send your advertising check to Pikes Peak Corvair Club, Inc., P.O. Box 15034, Colorado Springs, CO 80935.

### NOTES FROM THE PREZ

Thanks to those few who attended the June meeting. Meeting attendance has been off for the last several months. I always take a shower before driving down so it must be something else. (I hope) Please take note that the location of the Fan Belt Toss has been changed to the Red Lion Inn in Ontario, the same location as the 1990 national meet. Motor homes will be accommodated in the parking lot but no hookups. Also the August meeting will be the annual picnic. Ladies bring a side dish or dessert, the club will furnish drinks and hot dogs and hamburgers. Hope to see more of you in July.

### PPCC HOSTS RMC

Pikes peak Corvair Club hosted the Rocky Mountain Corsa Club from Denver at the NCO club for Brunch June 14. I do not remember the count but the turnout from both clubs was pretty good. Denver is talking about doing a picnic in Castle Rock in the late summer to host us. More on this later. I would like to thank all those PPCC members that turned out and to Ben Benzel for doing the work at the NCO club.

--Steve



## TRI-STATE IN LAS VEGAS

Corvairs of New Mexico hosted the annual Tri-state meet in Los Vegas N. Mex in May. Despite not the most ideal weather, the Saturday parade and car show was not bad at all. It rained Fri afternoon and Sunday coming back. The PPCC members in attendance were Larry Neal, Ben and Betty Benzal, John and Bobbie Koll, Ray and Nye Shick, Walter Hundertmark and Steve and Ruth Goodman.

There were 102 members at the banquet and I thought the motel and banquet facilities were very good. A lot of locals toured past the cars parked on the town square Saturday.

I would like to thank Ray Shick for lending a hand, holding an air hose onto a spark plug hole on young Dave Olwines car while I was under the car replacing a valve spring. I know that after a while Ray got tired of pushing that hose down tight to the head plus it was raining at the time. Thanks to all that were holding a picnic fly over Ray and I, do not know all of those names since I was under the car. Dave had broken a valve spring about 200 miles out of Los Vegas, he and his girl friend had driven up from Dallas, Tex.

Next year RMC will host the meet, scheduled for Alamosa. There was some interest expressed in making the swap meet portion a bit more visible so we will have to see what Denver has in mind. Also this year there was no raffle tickets sold. Makes me wonder if New Mexico funded this out of their own treasury.

## HESSLER RETURNS

Marsh and Carol Hessler (formerly of San Diego) are well known to a lot of our members. They attended the club picnic last year while staying in Estes Park looking for a retirement home, that should read a home to retire in. They are back permently now so we should see them at some of the meetings and functions. Welcome to Colorado.

## YOUNG MEMBERS

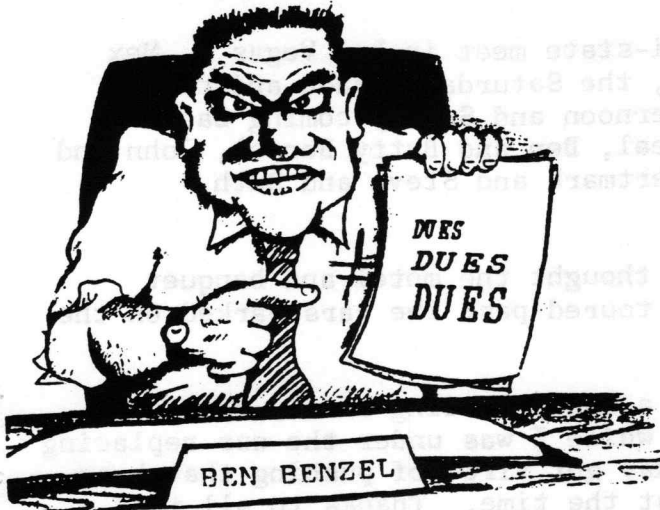
One of the things that I have noticed about Corvair Club functions, there are more older members than ever. Granted there are young folks interested in Corvairs but as the car gets older, interest is not as great with teenagers. I do not know what the answer is to get young folks interested in a car that is older than they are, if anyone has a suggestion, let me know.

## POST OFFICE WOES

To let Bob Wencil off the hook, when he says he did not receive my stuff, not only is he telling the truth; but also understand that I did deliver an envelope to the post office. This has happended more than a couple of times through the last three years. One time several months ago a postal inspector followed the envelope to Bob's house. It only took 6-7 days. The next month he was following it again and I called him to see how it was doing but he had lost track of it too. It did get there but again in several days. Last month I sent the notes to him at the first of the month but he did not get them in time for an early publication date since he was leaving town. I hand carried a set (copies) to Ben but it was too late. Hope the service gets better.



## MEMBERSHIP



The following named members have dues now due or past due. We value your membership in Pikes Peak Corvair Club. The \$10.00 per year dues can be mailed to Pikes Peak Corvair Club Inc., P.O. Box 15034, Colorado Springs, CO 80935. Please call Ben Benzel at 598-6886 if you have a question.

Brian Dubits	7/92
*Chuck Harlow	6/92
George Hupp	7/92
Lorrain Sullivan	7/92
Fred Whobrey	7/92

### \* Final Notice.

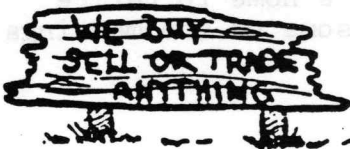
We would like to welcome JIM AND LINDA RICHARDS, WHO RESIDE IN Littleton, CO to our fine club. They own a 66 & 68 Vair. We welcome you.

Also, AL. ROSEBARRON has joined us. Al works nights so will be unable to attend many meetings. He has a 65 CORSA. Thanks for joining us.

A nice gift for any occasion is membership in Corvair Society of America (CORSA) would be a welcome and appreciated gift. See application form elsewhere in this DRIPLINE.

Thanks to all the fine folks who have joined and who have renewed their dues in a timely manner.

--Ben



FOR SALE: 61 Lakewood Station Wagon. Rare 3 spd, 110 HP. Must sell due to health complications. Dale or Judy Carraway (719) 528-5629.

FOR SALE: 63 Monza. 2 Dr Coupe 80 HP 4 spd 3.27 axle. Black/fawn interior. Straight Body. Runs good, needs a little work. \$350.00 OBO. Call George Hupp (719) 548-9248

FOR SALE: Lots of NOS, GM and used parts for sale and very reasonable. Call your needs to George Hupp (719) 548-9248.

## AUGUST BIRTHDAYS

1 Jan Patton	10 Fred Kalfliesh
6 Evelyn Halverson	29 Rosie Kalbfliesh
8 Judy Carraway	30 Bev Mathies
14 Francine Webb	31 Marcia Schuck

### SPRINGSPREE 92 - AUTO SHOW:

PPCC had a nice display at Springspree 92. Club members participating were Francine Webb with her new 63 convertible sporting a new paint job; Sandy Lezon in her 63 model also showing off her new paint job very pretty color and ole Ben with his 62. After two judging teams evaluated, Ben's 62 received the trophy for the Best Original Car Restored Class.

Thanks folks for representing PPCC and to let others know that the Corvaire is still a prize winner.

### UP-COMING AUTO EVENTS

#### JULY

- 25 All Chevy Show, Colorado Springs, CO. Pikes Peak Camaro Club  
Leo Murray 471-9634. At Citadel Mall. (Rain date July 26)

#### AUGUST

- 1 All Chevy Show and Shine, Colorado Camaro Club, Medved Chevrolet.  
Tom Baum (303) 979-4305 or Phil Saba (303) 422-0849
- 9 High Country Chevy's & Safeway Show & Shine. See page 7 for  
complete details. Ben says "Lets go!!"
- 15 & 16 Cruisers Drive-In Classic Weekend, Woodland Park, CO  
(719) 520-1072 R. C. Harrison.
- 19 I.C.C.C. Meeting, Trolley Coach Restaurant, 7:00 p.m.
- 21 Denver Grand Prix. Kathy Koehler (719) 633-4311.
- 28 Our annual PPCC picnic at NCOA Clubhouse.

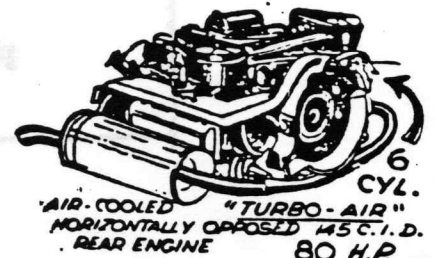
### CLUB PICNIC

Our annual PPCC picnic will be at the NCOA Clubhouse on the USAF Academy on 28 August 92 beginning at about 6:30 p.m.

The club will furnish plate, utensils, napkins, etc., as well as meats and drinks. Members are asked to bring side dishes, salads, beans, desserts, etc. It will be a fun time so put 28 August on your calendar now.



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CORVAIR  
"95"





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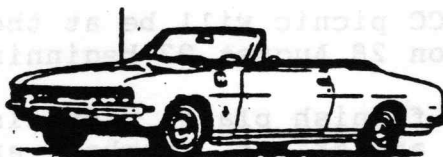
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MEMBERSHIP MEETING - JUNE 24, 1992

Due to the absence of Cindy Hupp, our Club Secretary, and your editor, Ruth Goodman graciously submitted the following notes she took at the meeting.

Meeting called to order at 7:35 p.m. with 9 members in attendance.

Old Business

1. Good turn out for June 14 Sunday Brunch.
2. Color Publication for Old Car News.

New Business

1. Hi-Country Chevy Safeway Show 8/9/92
2. Colorado Corvette & Chevy Show, 6th & Kipling on 7/12/92
3. How many filled in Survey on Dust Cover? None at meeting.
4. Springspreet 6/21/92 in Colorado Springs required \$5.00 entry fee.
5. Ben Benzel won a large trophy at All Chevy Day in Denver 6/20/92.
6. Nylon garage (hail will bounce off) Dealer in Lakewood, CO.
7. Camaro Show 7/25/92.
8. Tour Tejon earned about \$5,000 for charity.
9. Walter H. reported Cruzin Chevys were hailed out on 6/20/92,
10. A big thank you to Betti Joe Benzel for making the cake for refreshments.
11. Our Club picnic is on August 28, 1992. Don't forget to bring your side dishes.

Meeting adjourned 8:10 p.m.





**"All Makes and Models Welcome"**

# **High Country Chevy's & Safeway**

**presents**

## **4th Annual Easter Seals Show & Shine**

**Separate Class  
for Mini Trucks  
All Years**

At the University Hills Mall  
2700 South Colorado Blvd.  
*Just South of I-25 at E. Yale & Colorado Blvd.*

**Pre '76  
Full Size  
Pickups**

**Sunday, August 9th, 1992**

Move-in time 8 am to 10:00 am

Show starts at 11:00 am and goes until 4 pm

Pre-registration \$10.00 includes dash plaque

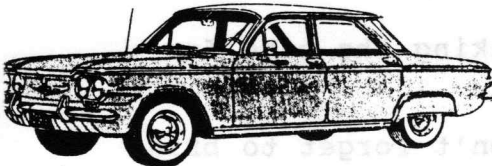
Day of show \$12.00 includes dash plaque

Many Trophies . . . Lots of Prizes . . . Food and Drink Booths . . .  
Club Entry Trophy . . . Vendors . . . Games . . . Music . . . Lots of Fun for All

**Make checks payable to: Easter Seals**

**Mail pre-registration to:**

Frank Minichiello  
14506 E. Baltic Pl.  
Aurora, CO 80014



*Lets go!!  
Ben*

---

### **PRE-REGISTRATION FORM**

Name _____	Car Entry Pre-registration .....\$10.00
Address _____	Number of spaces _____
City _____ State _____ Zip _____	Car Entries ..... _____
<b>CAR SHOW ENTRY: All '76 and newer in same class</b>	
Make _____ Year _____ Model _____	Total Enclosed ..... _____
Make _____ Year _____ Model _____	
Make _____ Year _____ Model _____	

**"Proceeds go to the Easter Seals Foundation"**

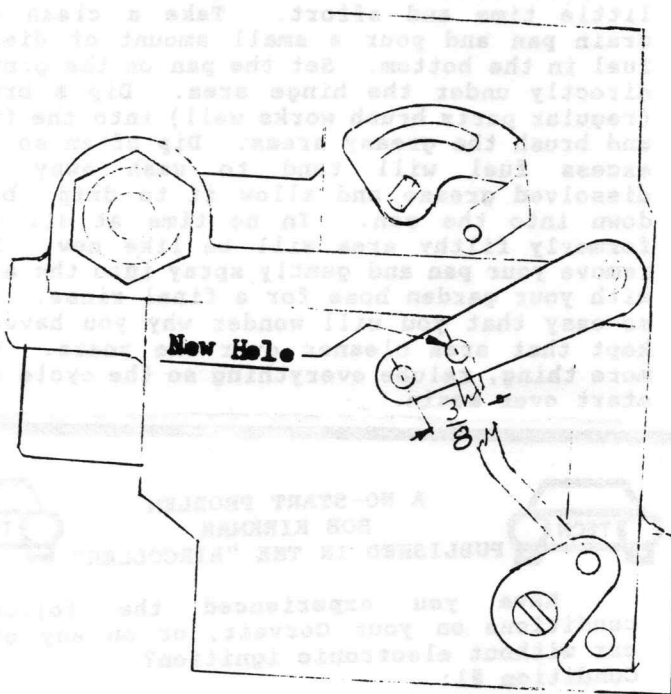
# THE TECHNICAL SIDE

by John Osburn

## ACCELERATION PUMP TIP NO. 06-01-87

The standard Corvair accelerator pump can be modified to give a little quicker action as follows:

On the pump lever, drill another hole as shown approximately  $3\frac{1}{8}$ " toward it's fulcrum, and move the accelerator pump rod to the new hole. You have two choices in retaining it. You can reverse the rod and put the hairpin at the top and the clip at the bottom. The other way is to file a new groove on the plain end of the rod and use a hairpin type retainer on both ends. The left carb can be modified without removing from the engine if you prefer.



\*CLARENCE HALVORSON S.D.C.C.

## PLASTIC FIX TIP NO. 06-02-87

Some hard plastic parts on your Corvair can be repaired or modified using the type cement used for plastic water pipe. Oatey brand cement is locally available, as are other brands, and is excellent for arm-rests, heater and defroster duct repair. It is clear in color and is a solvent type adhesive which causes the plastic to flow and join together.

Recently the armrest of my 69 coupe pulled apart where the screw passes through it into the door. By overlapping some small pieces of water pipe across the broken place I believe I have achieved a successful repair.

\*Lew Rishel, S.D.C.C.

## CARBURETOR SPRING CLIP TIP NO. 06-03-87

The formed wire spring clips that hold the air cleaner cover on the 61-63s, 61-65 vans and the 64-65s with Air Conditioning can be made compatible with your new repaint job by slipping a piece of rubber hose such as that used on the distributor vacuum line over the clip. Use a piece  $3\frac{1}{4}$  inches long, work it over the wire so that it lies across the cover where the wire would contact the cover. Now no paint is scraped off when snapping the clip on or off.

\*John Osburn, S.D.C.C.

VAIRMAIL June 1987

## LUG NUTS

BY DANA SUMMERS

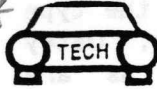


FROM THE CENTRAL PA. CORVAIR CLUB VIA THE CORVAIR HOUSTON NEWSLETTER



The following article was originally printed in Corsa of West LA's "VAIRMAIL". It was recently reprinted in the Colonial Corvair Club "VAIR WAVES".

Editor



### STEERING GEAR ADJUSTMENT

Les Huckins



Here's an adjustment that takes about ten minutes - on the car - without taking anything loose - unlike the shop manual that goes on and on, leading you down the garden path (why do they do that? paid by the word?).

If you have excessive play in your steering wheel, and it's the gear box for a change (usually it's the pitman arm bushing), here's what you can do:

With the wheels in the straight ahead position, rock the steering wheel back and forth, noting how much effort it takes to rock it. Now loosen the large lock nut around the "Worm Bearing Adjuster" nut with a hammer and screwdriver, and tighten the adjuster nut; just "snug". Then rock the wheel and "back up" the adjuster so that there is little or no change in effort necessary to rock the wheel. Next, loosen the lock nut on the "Lash Adjuster" with a 9/16" end wrench, and hold it while you turn in the adjustment with a screwdriver. It will turn easily, so when you reach the "snug" position, rock the wheel again, and see that all of the play has disappeared.

If the wheel is now hard to turn, back off the adjustment slightly, reaching the best compromise of ease-of-turning and lack-of-free-play. Tighten the lock nuts and check for steering gear fluid. Remove the filler plug and poke your little finger in there to check the level. If not up to the top, fill it up, and since it's a secret in the shop manual, I used 140 weight gear oil.



### REAR END CLEANLINESS

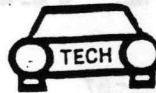
BOB HOFFMAN

PUBLISHED IN THE "VINTAGE TIMES"



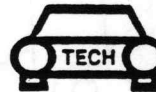
I have been asked so many times how I keep my transmission and rear end (in the car) looking new. I usually just shrug and act innocent. Well there is a way, several companies are making a spray paint that is the color of cast iron. Just clean your transmission and etc until all grease is gone. Next wire brush with your drill and a rotary wire wheel, spray with Cast Coat. It looks like brand new. VHT brand makes a cast coat in 1400 degree paint so you can do your exhaust manifolds also. This looks great on anything that is natural cast like front and rear brake drums, master cylinders and etc. If you are making a factory stock concourse car, don't put it on your exhaust pipes, that is another tech tip.

Borrowed from CORVAIR HOUSTON



### DOOR HINGE AREAS--SO DIRTY--SO HARD TO CLEAN ORVILLE ELIASON CORVAIR ASSISTANCE

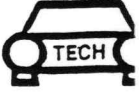
Most of the real dirt is caused by lubricating the hinges and the door hold open mechanism. If you don't lube them they will squeak and sound terrible and worse yet, the door hold open mechanism will wear out and break. They eventually will break anyway on some models, but they will last a lot longer if they are lubed. The only way to go is to clean them when they get to looking bad and then relube them. How many of us have looked into this area and said, "this reminds me of the smile of a beautiful girl with bad teeth". Here is a ten minute way to improve the smile of your little concours queen, with very little time and effort. Take a clean oil drain pan and pour a small amount of diesel fuel in the bottom. Set the pan on the ground directly under the hinge area. Dip a brush (regular parts brush works well) into the fuel and brush the greasy areas. Dip often so the excess fuel will tend to wash away the dissolved grease and allow it to drip back down into the pan. In no time at all the formerly filthy area will be like new. Now remove your pan and gently spray into the area with your garden hose for a final rinse. It's so easy that you will wonder why you haven't kept that area cleaner over the years. One more thing, relube everything so the cycle can start over again.



### A NO-START PROBLEM

BOB KIRKMAN

PUBLISHED IN THE "AIRCOLLER"



Have you experienced the following conditions on your Corvair, or on any other car without electronic ignition?

Condition #1:

Engine will crank and crank, and never "fire". But when you release the ignition key, the engine is running!

Condition #2:

Engine will crank OK, but will never fire. If you add a booster battery it will fire and start OK. After the engine is warm, it will start OK, but the next cold morning it again will not "fire".

The cause for both conditions can be the same. Something has happened to the circuit from the starter solenoid that applies "full 12 volts" to the coil for starting. You then are trying to start on a reduced voltage normally applied to the coil when the engine is running. Heavy battery draw during cold weather cranking can drop this reduced voltage a bit more and it seems that the coil doesn't produce the right spark to fire the engine. Check for a loose connection, or a broken wire at, or from the solenoid. Of course, something could have happened to the brass finger contact inside the solenoid.



# Corvair Society of America

Founded by and for those who still appreciate the Corvair Automobile  
P.O. Box 607, Lemont, IL 60439-0607 • 708/257-6530

## Membership Application

Last Name \_\_\_\_\_ First Name \_\_\_\_\_  
Street Address \_\_\_\_\_  
City \_\_\_\_\_ State/Prov. \_\_\_\_\_ Zip Code \_\_\_\_\_ Country \_\_\_\_\_  
Telephone Number (\_\_\_\_\_) \_\_\_\_\_ Occupation \_\_\_\_\_

### Fee Schedule

- ☐ 1 year membership . . . . . \$25  
☐ 26 month membership . . . . . 50  
☐ \*1 year Canadian membership . . . . . 28  
☐ \*26 month Canadian membership . . . . . 56  
☐ \*1 year overseas membership . . . . . 38  
☐ \*26 month overseas membership . . . . . 76  
\_\_\_\_ Museum Fund Donation . . . . . min. \$1  
\_\_\_\_ Racing Fund Donation . . . . . min \$1

### Museum Fund

A museum fund is established to protect and preserve Corvair memorabilia.

### Racing Fund

This fund provides cash prizes to winning Corvairs entered in national open class racing.

\*Must be paid in U.S. funds.

Please make check or money order payable to CORSA, Inc. and mail to:  
CORSA, Inc., P.O. Box 607, Lemont, IL 60439-0607. Membership includes subscription to the CORSA *Communique*, however there may be a four to six week delay before you receive your first magazine.

CORSA's Board of Directors welcomes you to the Corvair Society of America. To help us better understand your needs and desires, and to aid in charting the direction of future CORSA growth, we request that you take a few moments to answer the following questions.

1. How did you hear about CORSA? \_\_\_\_\_
2. What is your primary interest in Corvairs? (Transportation, restoration, etc.) \_\_\_\_\_
3. How many Corvairs do you have? \_\_\_\_\_ Running \_\_\_\_\_ Restorable \_\_\_\_\_ Parts cars \_\_\_\_\_
4. Are you a long time owner? \_\_\_\_\_ First time owner? \_\_\_\_\_ Previous owner who has reacquired a Corvair? \_\_\_\_\_
5. Approximately how many Corvair-miles do you drive in a year? \_\_\_\_\_
6. Do you do your own mechanical work? \_\_\_\_\_ Body work? Major \_\_\_\_\_ Minor \_\_\_\_\_
7. What other cars do you own or use for daily transportation? \_\_\_\_\_
8. What do you hope to gain from membership in CORSA? (Technical information, parts availability, competition information, social information, etc.) \_\_\_\_\_

CORSA currently has over 130 chapters throughout the world. We encourage membership in our local chapters; if you do not wish to be contacted by a local chapter check the box below. If you already belong to a CORSA chapter, please indicate the chapter number so that we can add it to our records.

- ☐ Please do not contact a CORSA chapter on my behalf. ☒ I belong to CORSA chapter # 809

Sponsor E. BENZEL CORSA ID # BENZEVO

Thank you for your cooperation and, again, welcome to CORSA. Please feel free to contact us or any of your Directors if you have additional questions or suggestions.





Borrowed from Denvair News

**THE DRIP LINE**  
**Pikes Peak Corvair Club**  
**P.O. Box 15034**  
**Colorado Springs, Colorado 80935**



**SEND TO:**

Mr Walter Hundertmark  
 15 El Paso Blvd #26  
 Manitow Springs, CO 80829-245

THE

# DRIP LINE

VOL. XV

NO. AUGUST 1992



Bob & Wanda Wencil's 1966 Monza hardtop

*Estes Park Members*

A Publication of;



A CHAPTER of the

CORVAIR SOCIETY of AMERICA





## PIKES PEAK CORVAIR CLUB

### OFFICERS

President	Steve Goodman	303-934-5027
Vice-President	Larry Neal	570-9694
Secretary	George & Cindy Hupp	548-9248
Treasurer	John Koll	593-1928
Member at Large	Ray Schick	392-8224
O.C.C. Representative	Walter Hundertmark	632-2865
Drip-Line Editor	Bob Wencil	598-6507
Membership	Ben Benzel	598-6886

All correspondence to the club or the officers should be mailed to P.O. Box 15034, Colorado Springs, CO 80935

The Drip-Line is a monthly publication of the Pikes Peak Corvair Club, a non-profit organization. Deadline for submitting information to the Drip-Line is the first Tuesday of each month for that month's publication. Classified ads are free to members. Business card sized ads advertising business services of both members and non-members is \$2.50 per month. To save time and money, advertisers should send in \$15 for six months or \$30 for one year of advertising. Send your advertising check to Pikes Peak Corvair Club, Inc., P.O. Box 15034, Colorado Springs, CO 80935.

### NOTES FROM THE PREZ

Thanks to all that attended the July meeting. Bobby Koll is in the hospital, hope she is feeling better and home soon. Reports are that Ed Maylew is also feeling better, hope he and Dorothy can get back to the meetings soon.

The August meeting will be a picnic. Starting time is 6-6:30pm, normal meeting night. The club will furnish meats, buns, drinks and tools, the ladies are asked to bring side dishes, salads or desserts, one only of course. Hope to see you all there.

### Labor Day Balloon Classic! Sept. 5,6,7

We have been invited to display our cars at this years Balloon Classic at Memorial park. This should be a fun outing for all with a pancake breakfast in the morning (we get free passes!), Hanglider demonstrations, R/C aircraft, and more. They expect over 100 balloons and 30,000 spectators, so this will be an excellent opportunity to show off our cars! The club decided to participate on Sunday Sept. 6. This is an early morning event and we need to be there by 5:30-6:00 am, and the event should be over by 10:00 am. If you are interested in attending this event or want more information call Larry Neal at 570-9694. See you there!

The Pikes Peak Corvair club was called to order 22 July 1992 at 7:30 pm. by president Steve Goodman. There were 11 members present.

The minutes of the meeting stand . . .

**THE TREASURERS REPORT:**

John Koll says we are solvent at \$1,200.00. We have the new clark's catalog available for \$3.00 ea. to club members.

**OLD BUSINESS:**

Next month is the annual club picnic on Wednesday August 26th at 6:00pm. Bring a side dish, the club will provide meats and buns, plates and drinks.

**NEW BUSINESS:**

We need to be thinking about Christmas reservations already! Walt is looking into the prospect of having our party at a hotel here in town. If the price is right perhaps we can try something different this year. Larry Neal has gotten information about the club showing this year at the Balloon classic at Memorial park on the week end of Sept. 5th, 6th, 7th. We may choose which day as this will start very early. A thank you To Ruth Goodman for bringing cake, it was delicious.

**I.C.C.C. REPORT:**

The council is thinking of having a picnic in Aug. or Sept. All clubs will be invited, we will let you know if and when this is to occur.

The meeting was adjourned at 8:30 pm. With door prizes to follow.

Respectfully submitted  
Cindi Hupp

*Cindi Hupp*

**ANNUAL CLUB PICNIC**

Our annual picnic and August meeting will be at the NCOA Clubhouse on the USAF Academy on 26 August 92 beginning at about 6:30 p.m.

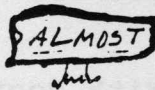
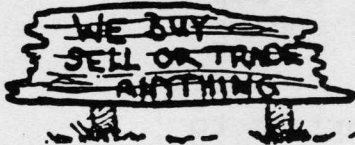
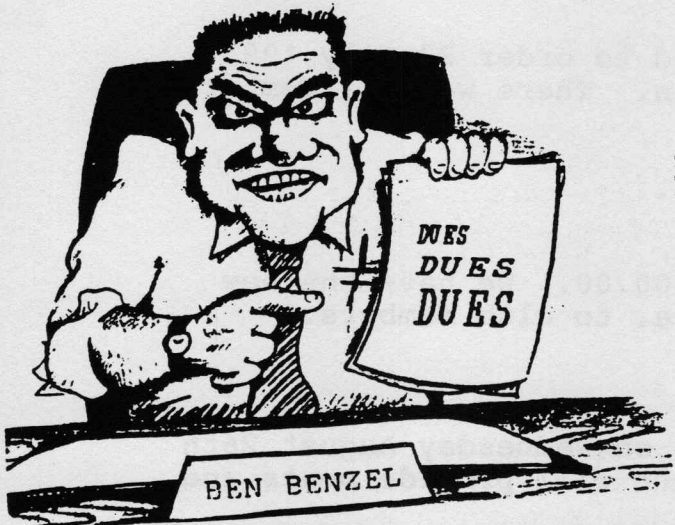
The club will furnish plates, utensils, napkins, etc., as well as meats and drinks. Members are asked to bring side dishes, salads, beans, desserts, etc., one only of course. This will be a fun time so put 26 August on your calendar now.



## MEMBERSHIP

The following named members have dues now due or past due. We value your membership in the Pikes Peak Corvair Club. The \$10.00 per year dues can be mailed to Pikes Peak Corvair Club Inc., P.O. Box 15034, Colorado Springs, CO 80935. Please call Ben Benzel at 598-6886 if you have a question.

Frederick Dodd 8/92  
\*Brian Dubits 7/92  
David Hapman 8/92  
Sidney Jones 8/92  
Jan Patton 8/92  
\*Lorrain Sullivan 7/92  
\*Fred Whobrey 7/92  
\* Final Notice



We want to welcome Jerry & Wanda Murphy who reside at 7251 N. Sioux Circle, Colorado Springs, CO 80915, to our fine little club. Jerry works on the USAFA and they own a 67 4 DR with 27,000 actual miles. The Corvair came up here from Texas, so it needs to get acclimated. Right Jerry?

Also, back in Colorado from California are Marshall and Carole Hesler who joined PPCC. They reside in the beautiful area of Estes Park, P.O. Box 872 with zip of 80517. Marsh likes to recondition cars and has a 64 Rampside and 66 CORSA convertible. We thank both families for joining PPCC. Could we meet you all at the picnic?

--Ben

FOR SALE: 1961 Rampside, 4spd, '65 110hp car engine w/alternator. Sort of rusty and bumpy but the bed is solid. Runs well and has good brakes. Needs some work but is useable as is. \$850.00 OBO. For more information call Larry Neal at 570-9694.

FOR SALE: 1964 Monza Coupe. For more details call Steve Mikita at 382-8851.

## SEPTEMBER BIRTHDAYS

9 John Rosales  
15 Dorothy Malew  
16 Linda Richards  
18 Jim Block

21 Mary Mauger  
22 John Glusick  
30 James Bohart  
11 David Hapman

Patience is the ability to idle your motor when you feel like stripping your gears.

From WPS-Dottie Schmid

## TECH TIPS

### WATCH THOSE GROUNDS

I may have talked about this before but it bears repeating. Grounds from the battery are connected to both the frame and to the engine. The early cars have the ground cable to the side of the frame and then over to the generator bracket. Some also have small braid straps from the engine sheet metal to the sides of the engine compartment. Late cars have the large cable going to the engine by the alternator brace and a 10 ga wire from the battery post down the frame. Most lates also have 3 braid straps from the engine sheet metal to the sides of the engine compartment. FC is like early models. When only one ground is connected, either to the engine or the frame but not to the other several bad things can happen. Either the starter will drag, barely turning the engine over leaving you to believe that the battery is down or the engine will not turn over at all. Equally bad is the ground will search for a connecting point, in most cases the emergency brake cable and sometimes the clutch cable and in rare instances the PG shift cable. When this happens the clutch or emergency brake cable will be severely weakened or burn right through. The PG shift cable will be stiff to operate or seized in place. In any case a sizable repair bill when it could have been remedied by checking the ground connections.

### OCTANE RATINGS

Walt handed me a couple of articles about fuel octane ratings and asked for my comments in the DRIPLINE. First of all since I am not an engineer, I think I can get in real trouble trying to explain octane rating methods. The gist of the one article was the fact that many people are using too high an octane gas than their car needs. That is true especially in the newer cars that are computer controlled. I think that all of us know that the higher the compression in the engine the need for higher octane gas. The Corvair was originally designed (in 60) to use plain old regular, using a comp ratio of 8:1. With the 102hp engine plus the later turbo, 140 and even the 110 the suggestion was to use premium. In the early years that amounted to 97 octane usually. The 95hp in the late cars was designed for regular on purpose. It was not used in Corsa models and was a lesser hp engine.

With the highest octane rating to being 91 or 92 this would seem to be the choice of all but the lower hp engines but this is not necessarily so. Speaking from my experiences the middle gas of 87 seems to suit my turbos and 140s just fine and the 92 does not seem to make that much difference. I do have cars coming into the shop that run better with the 92 octane. I do not know whether my combustion chambers are cleaner than those cars or whether my cars are a little richer in jetting. I do know that the lack of lead does not leave the carbon deposits on the pistons and around the valves and on the turbo wheel. This may help a clean engine run on the lesser gas. Also some of the cars that are more tending to ping are driven only around town and never see distance driving at highway speeds, leading me to believe that the carbon build up on their engines is greater than mine.

The real bottom line is to experiment with the gas and it takes more than a couple of tanks to check the performance of each car. Like I say, this is more from my experience and experimenting than with technical knowledge.

Thanks to Steve Goodman for above tips



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Hank Brown - Owner



# NCOA®

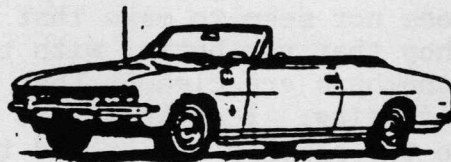
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**1-800-825-VAIR**

# BEWARE: THE LEGISLATURES ARE IN SESSION!



**F**our friends who live in four different counties here in the Atlanta Metropolitan area own gullwing Mercedes. Recently, one of them received his tag (license plate) renewal forms in the mail from the State of Georgia. The bill? \$3289.60! The funny thing is that one of the others, who lives only six or seven miles away (but in a different county) got a bill for \$12.99 for the plates on *his* prize-winning gullwing, a much better car than the unrestored model with the big tax bill.

The truth is that collector cars are a high profile item in these days of tax-starved local and state governments. If you collect stamps, coins, art, or hoard diamonds, gold, or silver, the revenueurs never find out about you. Or if you squander your money on wine, women and song you are exempt from taxes designed to punish the thrifty and reward the profligate.

Car collectors preserve a portion of the history of the country, making these mechanical artifacts available (during parades, tours and trips to the gas station, not even mentioning the car shows) to the general public without the cost in tax dollars that a state museum of transportation would soak up. Most of these cars have paid their dues over the years in license plate charges covering anywhere from 25 to 100 years of fees. Many collectors use their cars so little that the cost of buying license plates amounts to more than a dollar for every mile of driving.

My father used to say that no man's life, liberty or property was safe while the legislature is in session. In these fiscally desperate times, this is especially true. After all, if you collect cars you must be rich, right? And if you're rich, let's tax the hell out of you!

The whole concept of license plate fees was based upon the idea that those who use the roads should pay for their building and maintenance. Not bad thinking up to a point. A gasoline tax, however, is more equitable because those that use the roads the most will pay the most. License plates help even out the inequities created by the use of heavy trucks which are much harder on the highways than passenger cars and which also result in a far higher-per-mile construction cost.

(We wouldn't need those 12-inch plus thick pavements if they were being used solely by Camaros and Escorts.)

There are 159 counties here in Georgia and each county sets its own mill rate for the tag tax. The problem began when one of the local officials "discovered" an old car value guide. Applying it indiscriminately and regardless of the condition of the cars (which no one from the tax office ever inspected), they sent out bills reflecting the values in top condition found

in the book. It was a veritable gold mine for the county and many hapless car owners who had paid \$15 the previous year received a bill for \$300 or more. This virus is spreading in the state and one county after another is now joining the gold rush.

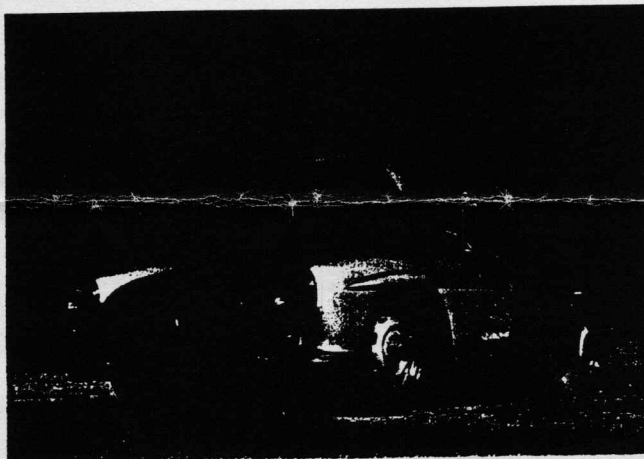
To offset this plague, a new group has been formed to get legislative relief for the inequities that have been generated. It is called the Georgia Association of Motor Clubs (California has had a similar organization for years) and its goals are to serve as a legislative watchdog guarding against new legislation detrimental to the automobile

hobby, and it lobbies against unfair vehicle registration fee and tax policies, discriminatory equipment legislation and even initiates legislation favorable to the restoration and preservation of these historical vehicles. A lobbyist has been hired to be on hand at the capitol. Most of the major car clubs have joined the organization. They pay dues to cover the expenses, and regular meetings are held to discuss legislation and to initiate contact with state senators and representatives by individual car owners.

Steve Rinaldo\* is the group chairman and can handle membership inquiries and furnish additional information to interested collectors. The price of tax equity is eternal vigilance, to paraphrase the old quotation. Readers in states without an umbrella organization would be well advised to initiate action to this end through their own local car club. Or, to put it in fractured Latin: *Nole permitere illegitimi carborundum!*

\*Mr. Rinaldo's phone number is (404)578-0251

DONALD R. PETERSON



*Imagine paying over \$3200 for license plates for this beauty!*



## UP-COMING AUTO EVENTS

### AUGUST

- 21 Denver Grand Prix. Kathy Koehler (719) 633-4311.
- 26 Our annual PPCC picnic at NCOA Clubhouse. Please arrive between 6 and 6:30 p.m. for the best picnic in the Pikes Peak Region. See page 2 for details. Don't miss it.

### SEPTEMBER

- 6 Balloon Classic at Memorial Park. See page 1 for complete details.
- 19 I.C.C.C. Meeting, Trolley Coach Restaurant at 7 p.m.

We are happy to report that BOBBI KOLL returned home from hospital on August 7. It is so good to see Bobbi up and getting around with John in their beautiful cars. We all hope you have a rapid recovery at home.



On Sunday, August 9, Ben Benzel drove his special Corvair up to Denver for the Easter Seals Benefit at the University Mall to help the Denver Corvair Club win the participation award. Incidentally, Ben won 1st prize place in the rear engine-air cooled class.

Congratulations, Ben!!

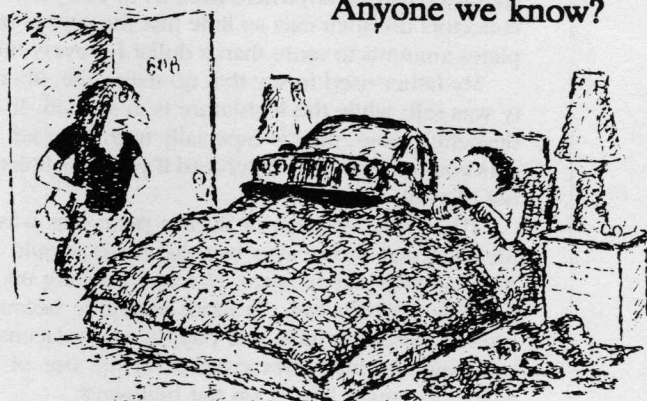


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"I knew you were having an affair with your car!"

Thanks to SDCC

## COLLECTORS AUTO INSURANCE

If you don't drive your old car on a daily basis and are looking for very reasonable "collector" car insurance, you may want to try Condon and Skelly. They have a local agent of American Insurance Exchange 500 North Circle Drive, Suite 206. You may want to give them a call at (719) 636-3948.

--Ben B.

---

### What's the difference between heaven and hell?

In heaven, the Italians are the lovers, the French are the chefs, the English are the policemen, the Germans are the engineers, the Russians are the musicians, the Japanese build cars, the Americans are the farmers, and everything is run by the Swiss.

In hell, the Swiss are the lovers, the English are the chefs, the Germans are the policemen, the French are the engineers, the Japanese are the musicians, the Americans build cars, the Russians are the farmers, and everything is run by the Italians.

Thanks to Corvairs of N.M.

---

## VEHICLE'S SURVIVAL RATE

THREE FACTORS AFFECT A VEHICLE'S SURVIVAL RATE. THEY ARE: TOUGHNESS OR STAMINA OF THE ORIGINAL CONSTRUCTION, COLLECTOR DESIRABILITY, AND BODY STYLE. THOUGH IT CARRIED A UNIT BODY AT A TIME WHEN THIS CONSTRUCTION WAS EXTREMELY RUST-PRONE, THE CORVAIR WAS A WELL-BUILT AUTOMOBILE. ITS SURVIVAL POTENTIAL GETS A PLUS IN THIS CATEGORY. AS A DESIRABLE COLLECTOR CAR, THE CORVAIR IS A MIXED ENTITY. CORVAIRS HAVEN'T ATTRACTED THE WIDE-SPREAD POPULARITY OF THE

MUSTANG, BUT DEVOTEES TO THESE LITTLE AIR COOLED CARS TAKE TO THEM WITH A PASSION. AS TO BODY STYLE, WORKING MODELS (VANS AND STATION WAGONS) HAVE THE LOWEST SURVIVAL RATES. CONVERTIBLES ARE ALSO CASUALTY-PRONE (WHEN THE TOP GOES SO DOES THE REST OF THE CAR), BUT THESE ARE ALSO THE MODELS THAT COLLECTORS WORK THE HARDEST TO PRESERVE. WHILE WE KNOW OF NO PUBLISHED FIGURES ON CORVAIR SURVIVAL RATES, PROBABLY NO MORE THAN TEN PERCENT OF THE ORIGINAL PRODUCTION STILL EXISTS, POSSIBLY LESS.

From Corvair Houston

---

## Maintenance-Free Battery Charging Voltage

If you are using a new maintenance-free calcium grid battery, there is a chance you are running around with it partially charged. Your voltage regulator was originally set for a battery with 2.0 volts per cell. Calcium grid batteries have 2.1 volts per cell, which means you should raise your regulator setting by 0.6 volts to reach a full charge. The setting should be between 14.0 and 14.4 volts.

Under the cover of your voltage regulator you will find two relays. (If you have a solid state regulator, you are out of luck here.) Increased spring force on one will raise the voltage. You can tell which

one by aiding the spring force with your finger -- the voltage will go up as you press. The spring is adjustable with a screw on some models and by bending a tang on others. Use a digital voltmeter to measure the voltage.

(This is NOT one of those cases where if a little is good, a lot is better. Adjust the voltage to the range of 14.0 to 14.4 only. Higher voltages will boil the battery dry, damaging the battery.)

From the Corvair Houston newsletter



Old Car Council  
of Colorado Inc.  
P.O. Box 280042  
Lakewood, CO 80228  
303-893-8656



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Rust Ahrens, C.E.O.  
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Drug Enforcement Admin.

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Christopher Bonner L.C.S.W.  
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  - from turn of the century, to the high performance turbos of today, including street rods, muscle cars, and a lot more.
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- roaring 20's, swing, jazz, turn of the century, fabulous 50's & up
  - Free British Double Decker Bus rides
  - Cast your vote for the "Best of Show" etc.
- Trophies will be awarded to car owners in various categories
- Open to the public, discounted tickets on sale at all front range King Soopers Stores or \$1.00 more at the door

**DATE: Sunday, August 23, 1992**

**LOCATION: Mission Viejo Corporate Complex,  
8822 South Ridgeline Blvd., Highlands Ranch, Colorado  
off Bway. & Plaza Drive**

**TIME: 10:00 a.m. to 6:00 p.m.**

**Prices: \$5.00 adults, 3.00 kids 7-18 & seniors, kids under 6 free**

**SPONSORED by: OLD CAR COUNCIL of COLORADO**

#### Other Contributing Sponsors:

Mission Viejo Company, La Bac, Nolte & Associates, Cahners Publishing, Software AG, Paul's Place, KWGN-TV Channel 2, Waste Management, Sweetness & Company, Coke-a-Cola, Jaycees, British Double Decker Bus, Moore & Company, Affiliated National Banks, King Soopers, Maximum Talent, Highlands Ranch Travel, and KHIH Radio

A Classic Car Brochure will be printed and distributed. It will be free to the public and will be paid for by business ads.

# ***Second Annual James Dean Daze***

***Classic Car Meet  
Limon, Colorado***

**Saturday, September 12, 1992**

## ***Classes:***

**Classic  
Custom  
Antique  
Street Rod  
Street Machine  
Best of Show**

## ***Activities:***

**Parade  
Judging of car classes  
Professional photographer  
Dash plaques  
T-shirts  
Chinese Fire Drill  
Face painting  
Lip Sync contest  
Hula Hoop contest**

**James Dean look-alike  
contest  
Bubble gum blowing contest  
Dance contest  
Dance at Fire Station to  
The Kuzins Band  
Concessions  
Beer Garden  
3-D Movie "The Maze"**

Second Annual James Dean Daze

Saturday, September 12, 1992  
Limon, Colorado

Pre-Registration

Pre - 1970s cars

719-775-2346

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Telephone: \_\_\_\_\_

Type of Car: \_\_\_\_\_

Year and Make: \_\_\_\_\_

Pre-Registration Fee: \$20.00

Day of Event: \$25.00

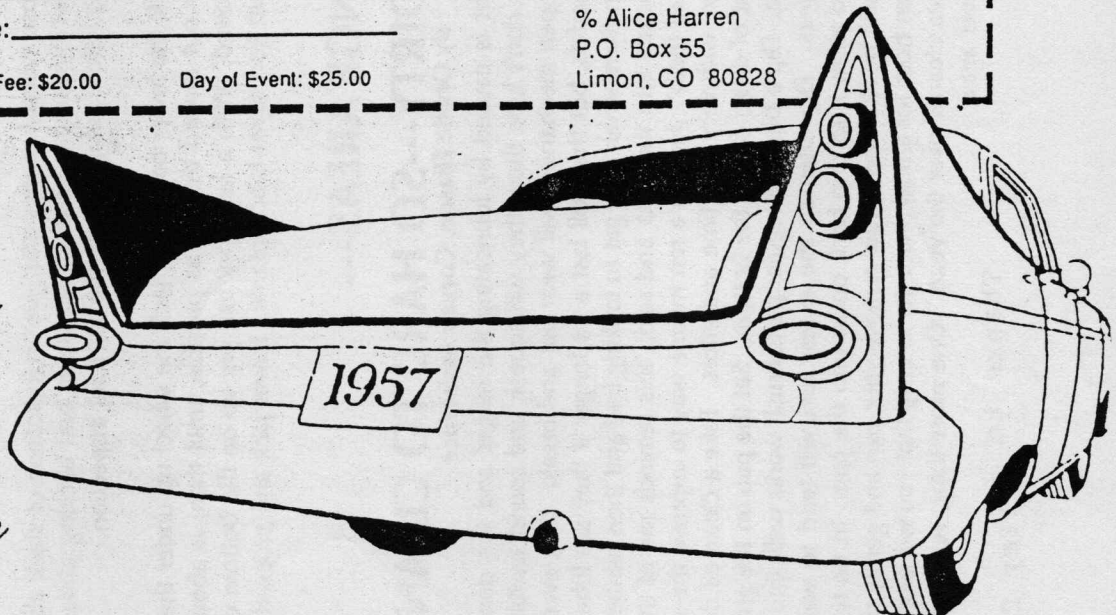
### ***CIRCLE ONE:***

Classic   Custom   Antique   Street Rod   Street Machine

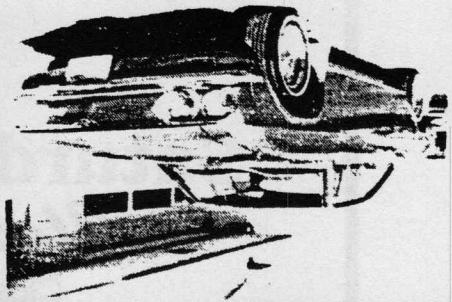
***TO RECEIVE PACKET, enclose fee  
with registration form and mail to:***

Limon Promotions Council  
% Alice Harren  
P.O. Box 55  
Limon, CO 80828

*Sponsored  
by the  
Limon  
Promotions  
Council*







SEND TO:

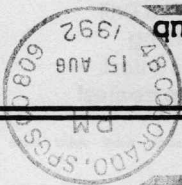
Mr Walter Hundertmark  
15 El Paso Blvd #26  
Mantion Springs, CO 80829-24

Colorado Springs, Colorado 80935

P.O. Box 15034

Pikes Peak Corvair Club

THE DRIP LINE



## A QUICK CHECK ON CORVAIR BALL JOINTS

Howard King - Corvair Houston

Since bad ball joints can cause lots of problems, here's a quick, easy way to check them:

First - With the vehicle on a flat, smooth surface, inspect the upper ball joints. Grasp the top of a front tire with both hands, push and pull, in and out, with a movement across the car. Any play is unacceptable. Go to the opposite side and check it the same way.

**NOTE:** Loose wheel bearings can give an indication of slack also. To check this, look for movement between the drum and backing plate. Repair any bearing play before going on with the ball joint inspection.

Second - To check the lower ball joints, jack the wheel up under the control arm with the jack as far out toward the tire as possible, until there is about a two inch clearance to the ground. With a large pry bar, pry up on the bottom of the tire. A 1/16" or less play, up and down is acceptable. Lower jack and proceed to the other side.

## DOOR HINGE AREAS---

### SO DIRTY---SO HARD TO CLEAN!

By Orville Eliason, Corvair Assistance

Most of the real dirt is caused by lubricating the hinges and the door hold open mechanism. If you don't lube them they will squeak and sound terrible and worse yet, the door hold-open mechanism will wear out and break. they eventually break anyway on some models, but they will last a lot longer if they are lubed. The only way to go is to clean them when they get to looking bad and then relube them. How many of us have looked into this area and said, "this reminds me of the smile of a beautiful girl with bad teeth". Here is a ten minute way to improve the smile of your little concours queen, with very little time and effort. Take a clean oil drain pan and pour a small amount of diesel fuel in the bottom. Set the pan on the ground directly under the hinge area. Dip a brush (a regular parts brush works well) into the fuel and brush the greasy areas. Dip often so the excess fuel will tend to wash away the dissolved grease and allow it to drip back down into the pan. In no time at all the formerly filthy area will be like new. Now remove your pan and gently spray into the area with your garden hose for a final rinse. Its so easy that you will wonder why you haven't kept that area cleaner over the years. One more thing, relube everything so the cycle can start over again.

Thanks to Valley Corsa

NEXT MEETING: Sept. 23, 1992

7:30 p.m. NCOA CLUB HOUSE

THE

# DRIP LINE

VOL. XV

NO. SEPTEMBER 1992



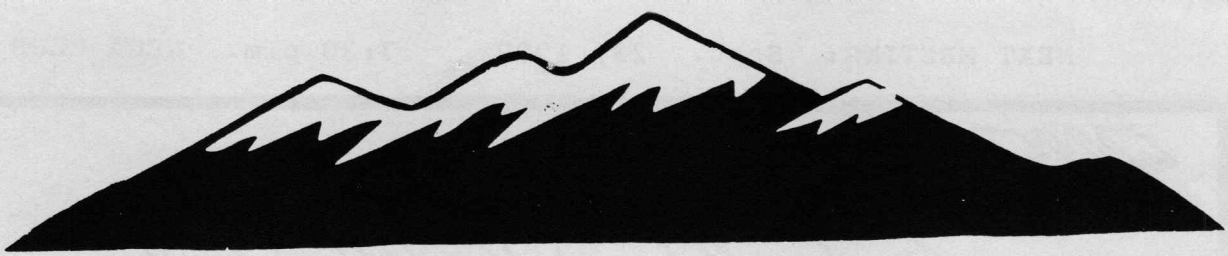
A Publication of ;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA







## PIKES PEAK CORVAIR CLUB

### OFFICERS

President	Steve Goodman	303-934-5027
Vice-President	Larry Neal	570-9694
Secretary	George & Cindy Hupp	548-9248
Treasurer	John Koll	593-1928
Member at Large	Ray Schick	392-8224
O.C.C. Representative	Walter Hundertmark	632-2865
Drip-Line Editor	Bob Wencil	598-6507
Membership	Ben Benzel	598-6886

All correspondence to the club or the officers should be mailed to P.O. Box 15034, Colorado Springs, CO 80935

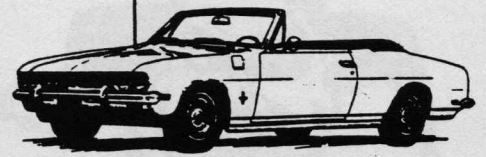
The Drip-Line is a monthly publication of the Pikes Peak Corvair Club, a non-profit organization. Deadline for submitting information to the Drip-Line is the first Tuesday of each month for that month's publication. Classified ads are free to members. Business card sized ads advertising business services of both members and non-members is \$2.50 per month. To save time and money, advertisers should send in \$15 for six months or \$30 for one year of advertising. Send your advertising check to Pikes Peak Corvair Club, Inc., P.O. Box 15034, Colorado Springs, CO 80935.

### NOTES FROM THE PREZ

Thank you all for attending the annual picnic meeting on August 26. We had a very good turn out, good food and a good time. There were guests also. Thank you Ben for doing the cooking. Thank you ladies for bringing excellent dishes also. By the time you read this the car show at the Balloon Classic will be completed. A report will be given at the September meeting. Hope to see you all there.

### NOTE FROM THE EDITOR

Thanks to those ladies who helped clean up the kitchen after the picnic. We all need to keep in mind that there is no custodian at the clubhouse so unless our members help clean up, Ben has to do it. Let's all help so we can continue to use this fine meeting place.



The Pikes Peak Corvair club was called to order 25 Aug 1992 at 7:33 pm. by president Steve Goodman. There were 22 members present. This was our annual picnic, with visitors Marsh and Carol Hesler and Bill Johnson.

The minutes of the meeting stand . . .

**THE TREASURERS REPORT:**

\$1,200.00

**OLD BUSINESS:**

We need to check on the Christmas party and were we want to have it. We will continue to discuss it at an other meeting. We also have a plentiful supply of Clark's catalogs available to club members for \$3.00 ea.

**NEW BUSINESS:**

We will also be ordering the new Wall's catalogs. The Aspen tour will be Sept 27th Sunday, meet at Dennys on Bijou at 8:30 am.

**I.C.C.C. REPORT:**

Walt was not present.

A very special thank you to every one who participated in the pot luck and thank you to Ben Benzel for all of his hard work and great B.G.Q.! The food and company was great and thank you all!

Meeting was adjourned at 7:55pm. with door prizes to follow.

Respectfully Submitted,  
Cindi Hupp

*Cindi Hupp*

**OLD CHEVY TRUCKS**

**\* BUY \* SELL \* TRADE \***

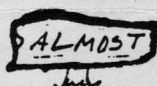
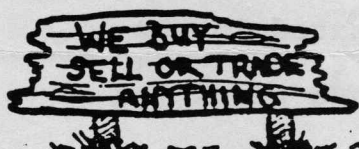
USED PARTS INVENTORY  
LOCATOR SERVICE  
ERED OR KIR

**591-8699**

Colorado Springs (719)

Bobbi Koll had to return to Memorial Hospital since the last newsletter. Today, September 9th, John reported that Bobbi was feeling a little better and she was talking about going home but he thinks it will be a few more days. Hopefully Bobbi will be home by the time you receive this newsletter. Bobbi, you are in our thoughts and prayers.





## MEMBERSHIP

The following named members have dues now due or past due. We value your membership in the Pikes Peak Corvair Club. The \$10.00 per year dues can be mailed to Pikes Peak Corvair Club Inc., P.O. Box 15034, Colorado Springs, CO 80935. Please call Ben Benzel at 598-6886 if you have a question.

* Frederick Dodd	8/92
* David Hapmen	8/92
* Sidney Jones	8/92
* Jan Patton	8/92
Larry Neal	9/92
James Smith	9/92
Bill Woodman	9/92
Carl White	9/92

\*Final Notice: Please consider continuing your membership.

Just a Reminder: Your club has tech tips available to loan as well as a few tools. Also new members are encouraged to get their Club decals, patches, etc. Please contact John Koll at 593-1928 for your needs. If you would like to order a PPCC name tag call Ben Benzel at 598-6886. Cost is \$5.00 each for these very nice name tags.

--Ben

FOR SALE: Slightly flawed Clarks upholstery kit for a 1965 Corvair Convertible. (Black) Excellent for everyday like new. Only \$150.00. Call George Hupp for info. 548-9248

FOR SALE; Baby hand fed Cockatiels for sale. Banded and sweet ready NOW. \$60.00 each. Call Cindi Hupp at 548-9248.

FOR SALE: Car manuals for Corvairs.  
Call Fred R. Davis  
591-8699

## OCTOBER BIRTHDAYS

3 Richard Sierka  
12 Tommy Harlow  
16 Jim Wood

17 Bob Wencil  
18 Walter Hundertmark

Gem of the Day: Happiness is when you find your glasses soon enough to remember what you wanted them for.

--Gazette Telegraph

# FIRST ANNUAL BOOKS <sup>AND</sup> Bunch BASH

BRING YOUR SPECIAL  
INTEREST, ANTIQUE,  
CLASSIC, HOT ROD,  
CUSTOM, SPORTS CAR, RACE  
CAR OR MOTORCYCLE TO:

COLORADO

  
**Car  
Books**

**CAR SHOW**

— • SATURDAY • —

SEPT. 19 • 11:00-3:00

5102 SO. BROADWAY • BROOKRIDGE CENTER

in DENVER

NO  
ENTRY FEE  
OR ADMISSION

HOT FOOD AND  
COLD DRINKS  
AVAILABLE

DOOR PRIZES  
GIVEN AWAY  
HOURLY

LIVE D. J.  
PLAYING 50's  
& 60's MUSIC

CLOWN FOR  
THE KIDS

FACE PAINTING  
& BALLOONS

FUN,  
FUN!

COME ON DOWN... ENJOY THE  
OUTDOOR CAR SHOW, BROWSE IN DENVER'S  
LARGEST AUTOMOTIVE/MOTORCYCLE BOOKSTORE,  
HAVE A BITE TO EAT AND ENJOY A FUN FAMILY DAY!



# WRECKMASTERS

BODY & FRAME



**Jim J. Keeney**  
Owner

315 So. 14th St.  
Colorado Springs, CO 80904  
(14th & Cimarron, H-Way 24)

Bus. 520-1184  
Res. 634-7378

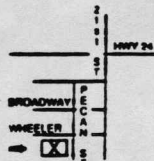
*Quality Collision Repair & Painting*



## CLASSIC AUTO INTERIORS

QUALITY WORK ON ALL MAKES AND MODELS

1314 PECAN ST.  
COLO. SPGS., CO 80904



**TERRY ZUNK**  
632-9194

**PLEASE SUPPORT  
OUR  
ADVERTISERS**

PERSONALIZED CAR CARE

BRAKES - TUNE UP - ELECTRICAL

AIR CONDITIONING SERVICE

HANK'S AUTO SERVICE

CORVAIR SERVICE

221 North Iowa  
Colorado Springs, CO 80909  
632-2843

Hank Brown - Owner



# NCOA®

SERVICE CENTER

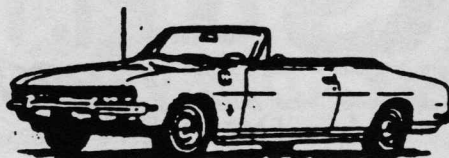
**E.L. "BEN" Benzel**

Senior Master Counsellor  
(719) 599-9725

3930 Encino St.  
Colorado Springs, CO 80918

GENERAL AGENT FOR  
**ACADEMY**  
LIFE INSURANCE GROUP

## Discount CORVAIR Parts



Before you buy somewhere else, give us a call! We offer lowest prices on all Corvair parts. New, used, repro and rebuilt. Mechanical, interior, exterior, wiring, trim, books and more! Over 17 years of fast same day service. Credit cards welcome. Ask for your free newsletter or our giant catalog only \$4.00.

**CORVAIR UNDERGROUND**

**PO Box 404, Hillsborn, OR 97123**

**1-800-825-VAIR**

# Swap Meet

**September 20, 1992**

**at Phil Long Ford in Motor City**

**Hosted by Pikes Peak Super Chevys**

**Parts for all makes & models - New & Used**

**Vendors welcome after 6:00 a.m.**

**spaces are 10 x 20 at \$15 each.**

**Pre - Registration deadline is Sept. 10**

**all spaces after Sept. 10 will be \$5 more = \$20**

**Please make checks payable to:**

**Pikes Peak Super Chevys**

**P.O. Box 6764 Colorado Springs, CO 80934**

**Info. call (719) 473-2364 or 596-7646**

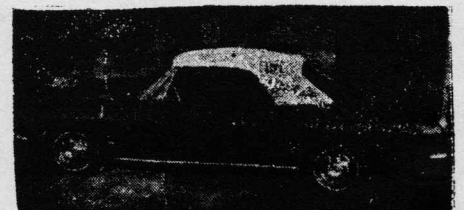
**Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**Telephone:** \_\_\_\_\_

**Number of spaces:** \_\_\_\_\_

**Number of spaces** \_\_\_\_\_ **x (\$15 or \$20) =** \_\_\_\_\_





## ASPEN TOUR

This year the Aspen Tour will be September 27. We will meet at Denny's on I-25 and Bijou at 8:30am and leave around 9:00. Hopefully we will end up in Buena Vista in the noon range for lunch at Delany's Depot.

## CHRISTMAS PARTY

Since reservations need to be early for parties, last month Walt offered to check with a place that he knew about. He did not have any information at the August meeting. A short discussion decided that for the price the NCO club offered a good choice. Hopefully Walt will have some info at the September meeting so we can decide. Do not forget that along with the Xmas party is elections so volunteer yourself or someone else for a job.

## MORE ON GAS AND OCTANE

In last month's DRIPLINE I talked about the quality of fuel for your car. basically what I said was to experiment with the lesser octanes, a lot of the time they will work in your car, saving you money. The common terms of poor gas is to say that the car pings. Actually it is probably predetonation, caused by the timing being too far advanced for the octane of the fuel. It seems to be most common in automatic trans cars. When you hear the tell-tale rattling you know that either the timing is advanced or the gas is poor.

BUT--there is more to it than that. Carbon build up in the heads and on the pistons can get hot enough on the edges that that heat will also fire the air/fuel mixture under compression. The obvious solution is to drive your car on the highway more and get rid of the carbon. The no-lead gas actually helps in these cases because the carbon buildup does not occur as much with the lack of lead.

The other problem may be too lean of main jet in the carbs. Lean mixtures promote heat, heat will amplify the ease of ping; the more you ping (that builds heat also) the easier the ping is to occur. The solution is to richen the main jet. Usually a .002 larger jet will help considerably, plus the timing does not have to be retarded thus your engine has a little more snap. Fuel mileage is not affected due to the fact that the engine will run better with the timing in the proper place than retarded.

Part of the reason that powerglide cars ping easier is because the engine always has a load on it plus the shift point to drive drops the engine rpm lower than shifting through the gears on a four speed. Also at idle at a traffic light, a stick shift is idling in neutral and the engine is running free. It is very important to have all sheet metal in place and the summer/winter plate in place and doubly so for an automatic. Any extra heat in the engine will only aggravate the problem. Another trick is to remove the bottom sheet metal where the thermostat is in the summer. This will really lower the head temps (50 degrees or more in my turbo cars). This way the heads are a little cooler.

It still boils down to experimenting with your car, but it is fun to do some experimenting once in a while. Now that the weather is already cooling down, summer heat is not really a problem until next.

--Steve G.



El  
Paso  
County

## AUTOMOTIVE PRODUCTS RECYCLING DIRECTORY



IF YOU ARE NOT BUYING RECYCLED  
YOU ARE NOT RECYCLING !

Prepared by the El Paso County Solid Waste  
Management Department and Wecycle

### Why Recycling Oil Helps The Environment And Saves Energy...



• Used oil from a single oil change can ruin a million gallons of fresh water - a year's supply for 50 people. Used oil is insoluble, persistent, and can contain toxic chemicals and heavy metals. It's slow to degrade. It sticks to everything from beach sand to bird feathers. Used oil is a major source of oil pollution in our nation's waterways.

• "Do-it-yourselfers" - consumers who change their own oil - generate at least 200 million gallons of used oil every year. Americans who change their own oil throw away 120 million gallons of recoverable motor oil by dumping it on the ground, by pouring it down storm drains, or by putting it in trash cans.

• Recycling this oil would save the United States 1.3 million barrels of oil per day. One gallon of used oil provides the same 2.5 quarts of lubricating oil as 42 gallons of crude oil.

• The more waste we generate, the more we have to treat, store, and dispose of. So recycling makes more sense today than ever.

• Improper waste management costs money - your money! You pay in higher consumer prices, taxes for environmental cleanups, and increased health care costs when wastes are improperly managed.

• Recycling saves money and protects the environment. So help be part of the solution, not part of the problem. Recycle used oil and other automotive products, such as batteries.

• The auto industry has been a leader in recycling with its long history of reusing parts and scrapping old cars into new steel products. Many of the fluids and parts of an automobile can be recycled as described below.

### Oil

Motor oil picks up lead and other toxic heavy metals in your car engine. It can be filtered and reused or diluted and used as industrial fuel by an oil processing facility. Oil never loses its ability to lubricate! It just needs to be reprocessed in order to be used again. You'll save valuable resources by recycling your oil. It takes 67 gallons of crude oil to make one gallon of motor oil but it takes less than two gallons of used motor oil to make that same gallon. Take your dirty oil in a clean plastic container to one of the locations listed in this directory.

### Antifreeze

The United States uses more than 250 million gallons of antifreeze every year. When used in your car, antifreeze picks up lead and copper from your car radiator. Antifreeze is poisonous to humans and animals. Reuse your old antifreeze by filtering it and putting it back into your vehicle radiator. Call your mechanic to see if they have an antifreeze recycling machine.

### Tires

In the United States, 278 million tires are disposed of every year - 45 million of these are used as retreads for new tires, 44 million are incinerated for energy and the rest are placed in landfills or tire dumps. Most of Colorado Springs' tires are being buried, in hopes that in the future it will be economically feasible to recycle them. Many trash haulers charge for tire pickup because of the problems tires cause in a landfill. Sears Southgate Auto Center is accepting some tires from the public because of their large retread line of tires.

### Brake Fluid

Brake fluid should be changed by your mechanic. If you have collected some, do not dispose of it. Save the fluid in a tightly sealed container and bring it to one of the El Paso County Household Hazardous Waste Collection Programs.

### Freon

All cars with air conditioning currently have freon-based coolants. If the coolant leaks it can damage the atmosphere. All mechanics dealing with this material must have a machine for recycling freon.

### What Can You Do?

#### Recycle!

Today, almost 60 percent of the nation's automotive oil is changed by consumers themselves.

Recycle used oil from cars, trucks, boats, motorcycles, recreational vehicles, and lawnmowers.

#### It's Easy to Recycle Used Oil...



Put your used oil in clean, tightly closed containers and take it to one of the oil recovery sites listed in this directory. Remember...

don't mix any of the following:

- oil
- paint
- gasoline
- solvents
- antifreeze
- other chemicals

El Paso County Solid Waste Management  
Department Information Line 520-6479.

To contact John D. Fisher, Solid Waste Management  
Director, call (719) 520-4467.



Printed on Recycled Paper

#### Oil Recovery Sites

- |  |          |
|--|----------|
| 1. Action Amoco<br>327 S. Circle Dr.<br>5 gallon maximum                             | 577-4242 |
| 2. Amoco ACA/809<br>120 Rockrimmon Blvd., S.<br>2 gallon maximum                     | 594-0272 |
| 3. Auto Tech Plaza<br>770 W. Fillmore<br>5 gallon maximum                            | 635-2430 |
| 4. Burch Bay Auto<br>3508 E. Boulder #C<br>5 gallon maximum                          | 596-8177 |
| 5. Carefree Plaza Amoco<br>4325 S. Carefree Circle<br>5 gallon maximum               | 597-9644 |
| 6. Crystal Hills Service<br>141 Manitou Avenue<br>4 gallon maximum - no charge       | 685-9817 |
| 7. Don's Fillmore Service, Inc.<br>1302 E. Fillmore<br>\$1 per gallon                | 473-1941 |
| 8. Grease Monkey<br>3795 Airport Road<br>1 gallon maximum                            | 570-6112 |
| 9. Grease Monkey<br>425 E. Cheyenne Mountain Blvd.<br>1 gallon maximum - no charge   | 527-1199 |
| 10. J-E-T Repairs & Service<br>4th & Victor Ave., Victor, CO<br>No limit - no charge | 689-2325 |
| 11. Jiffy Lube<br>All locations shown on map<br>2 gallons free - \$2 ea. add. gallon | 528-1403 |
| 12. Monument Plaza Texaco<br>581 Highway 105, Monument<br>No limit - \$1 per gallon  | 481-3033 |
| 13. Pikeview Pointe Amoco<br>2773 Briargate Blvd.<br>5 gallon maximum                | 528-1846 |
| 14. Rapid Lube<br>Hwy. 67 Red Feather, Woodland Pk.<br>10 gallon maximum - no charge | 687-0670 |

- |   |          |
|---|----------|
| 15. Red Rock Amoco<br>3104 W. Colorado Ave.<br>5 gallon maximum - no charge             | 634-8976 |
| 16. Sears Auto Center<br>Southgate Rd. & S. Nevada Ave.<br>5 gallon maximum - no charge | 579-6128 |
| 17. South Nevada Texaco<br>1611 S. Nevada Ave.<br>No limit - \$.25 per gallon           | 577-9222 |
| 18. Texaco - Acacia Park<br>225 N. Nevada Ave.<br>No limit - \$.25 per gallon           | 632-7473 |
| 19. Tomahawk Truck Stop<br>I-25 Exit 128 in Fountain<br>\$.50 per gallon                | 382-5473 |
| 20. Village 7 Amoco<br>3810 Village Seven Rd.<br>5 gallon maximum - no charge           | 596-0713 |

**Auto/Truck Used/Retread Tire Recycling Facilities**  
See the telephone directory Yellow Pages under Tire Dealers

**Tire Disposal Facility**  
Midway Tire Disposal/Recycling  
I-25 Exit 119 south of Fountain, CO 382-3019

**Automobile Parts - Used & Rebuilt**  
See the telephone directory Yellow Pages under Automobile Parts and Supply - Used & Rebuilt by part classification.

#### Automobile Battery Recycling Facilities

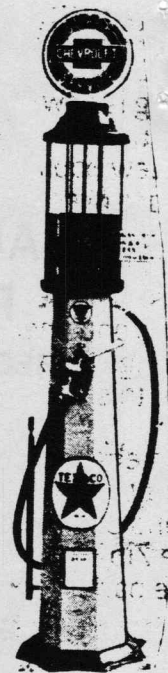
- |   |          |
|---|----------|
| 21. American Battery Corp.<br>2342 E. Platte Ave.                     | 578-9121 |
| 22. Hensley Battery & Electric Supply<br>711 N. Pine                  | 635-3841 |
| 23. Mooney's Battery Warehouse Service<br>2526 E. Platte Pl.          | 632-1343 |
| 24. National Battery Corp.<br>2500 E. Boulder Ave.                    | 630-7528 |
| Western Scrap Processing Co., Inc.<br>3315 S. Drennan Industrial Loop | 390-7986 |



UP-COMING AUTO EVENTS

*Sept.*

- 19 & 20 Loveland Swap Meet at Larimer County Fair Grounds.  
20 Phil Long Swap Meet  
23 Membership meeting 7:30 p.m. NCOA Club House.  
27 Our club's Aspen Tour. See page 7 for details.



"TAKE TIME"

TAKE TIME TO THINK - it is the source of power.

TAKE TIME TO PLAY - it is the secret of perpetual youth.

TAKE TIME TO READ - it is the fountain of wisdom.

TAKE TIME TO PRAY - it is the greatest power on earth.

TAKE TIME TO LOVE AND BE LOVED - it is a God-given privilege.

TAKE TIME TO BE FRIENDLY - it is the road to happiness.

TAKE TIME TO LAUGH - it is the music of the soul.

TAKE TIME TO GIVE - it is too short a day to be selfish.

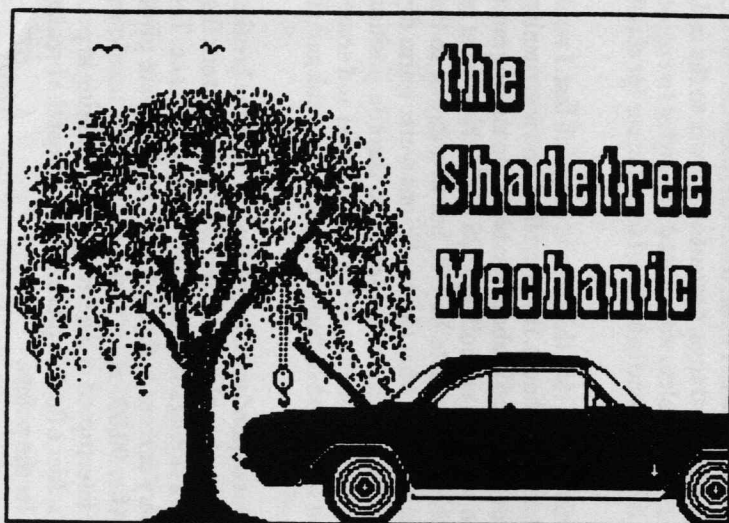
TAKE TIME TO WORK - it is the secret of success.

TAKE TIME TO COME TO MEETINGS - it is the basis of a lasting friendship.



--B. Hanken

Borrowed from VFW newsletter



Well, the rainy (?) season should be about over now, so its time to see if any damage has been done that can be fixed easier now than later.

1. Trunk. Open the trunk and remove all those tools, rags, sacks of cement, and other necessary stuff. Check the floor under the mat for water and rust. Treat as required. I recommend wirebrushing with an electric drill or air tool, followed by an application of "Extend" (a rust treatment chemical available at NAPA, Jarco, etc), allowed to dry at least 24 hours, and then covering with a treatment of fiberglass resin, and painting to your choice. Check the bumper mounting bolts for signs of water leakage. They were originally installed with a type of soft putty to (hopefully) keep water out, but that may have been removed when Marsh took the good bumper off and put that one on before he sold you the car. You can treat them with RTV or your favorite type of stuff, all at once, if you also want to clean and repaint the inside of the bumper, or one at a time. While everything is out of the trunk is a good time to repaint or touch up. Spatter paint is available in spray cans or in quarts at NAPA and other places. You'll need at least two spray cans to re-do the entire trunk.

2. Brake master cylinder. Remove the top and check fluid level. Fill as necessary. Check for signs of fluid leakage around the brake line fittings. If the master cylinder is rusty, you might consider treating it with "Extend", also. Check the mounting bolts for tightness, excessive rust, etc. You can replace one at a time without disturbing the system integrity.

3. Windshield wiper motor. Check the electrical connections for looseness, frayed or about-to-break wires. Repair as necessary. Check mounting bolts for tightness. Well, that's it for this time. Next month it will be good enough weather to get out and get underneath.

## FROM THE GUYS WITH THE GREASY HANDS

### EMERGENCY REPAIR FOR AIR DUCTS

There are times when we check our Corvair air ducts and, to our dismay, they are split and leaking air; causing our engine to overheat. A "quick fix" to get us on our way is to cap off the offending duct until we can find a new hose. Most of us have a handy supply of caps, but simply don't realize it; tin cans often come in standard sizes of 3 and 4 inches (i.e., coffee). Use tin snips to cut the can off 1½ inches from the bottom. Next cut radial slices about ¾ inches apart and about 1 inch deep, leaving about ½ inch uncut from the bottom. Carefully straighten the radial "flaps", and slip a large clamp over the cut section to cap off the duct.

Roger Long

### OIL LEAK CURE

When replacing gaskets which are made of paper (front & rear housings, top cover, oil filter adapter, etc), spray them with common aluminum paint; giving them a good soaking. Do this just before assembly, allowing a few minutes drying time so you don't get wet paint all over yourself. The paint seals the pores of the gasket, and fills minute imperfections in the castings as well. The paint also enhances heat transfer between the parts and lessens differential expansion of the parts which leads to bolt loosening.

also Roger Long

### PAINTING TIP

To prevent "fish eyes" when painting small parts, spray them with carburetor cleaner, and wipe with a clean cloth. Ranger Hal Halvorson

### CARBURETOR HOLD-DOWN NUTS

Connecting rod end cap nuts make good hold-downs for carbs. They are smaller in diameter, and leave room for your socket. Hal again

### OIL FILLER CAP LEAKAGE

Most Corvairs seep oil at the filler cap. Use a radiator pressure cap which has a baffle which will keep oil from spraying directly against the underside of the cap. You may have to add a gasket and shorten the locking lip. Still Hal

### HEATER DUCT CLAMPS

A quick and clean heater duct clamp is a large nylon electrical tie strap- pull it tight. Yep, Hal

### GAS TANK SENDING UNIT REMOVAL TOOL

A useful tool for removing the sending unit is a lawn sprinkler head tool; having a spanner on one end, and a ¾ inch box-end on the other.

"D" Demastes



Thanks to San Diego Corvair Club 3/91



## IGNITION SYSTEM DIAGNOSIS -- Why does this thing miss?

I have recently had the experience of diagnosing the ignition system in my Convertible. Now keep in mind that this ignition system is just about as stock as you can get, there are no added "black boxes", or the like. It is as it was designed by GM.

The first indication of problems was a slight hesitation on acceleration during warm up. This would sometimes manifest itself as an occasional miss or as much as multiple cylinders in a row missing, the feeling was just like a too lean of a fuel/air mixture. Sounds like carburation and choke adjustments, right? The next indication was the same type of miss or hesitation on acceleration up a slight hill. The car was fully warmed up at the time as it had just done 5 to 6 miles at 55 MPH. The next day, I used to car to run some errands, went out to the highway and it began to run rough at freeway speeds, something that was new. I exited the freeway and dropped my speed to about 30 to 35 MPH. I ended up pulling into Roy's Western Smorgy in Kennewick. The engine died as I pulled in.

I decided to troubleshoot the problem on the spot. It can't be that difficult, now can it? I checked for power to the coil, even jumping past the key to "hotwire" the ignition, no help. I determined that the spark was weak at the coil high voltage lead, this ruled out plugs, high voltage wires, cap, and rotor. Next, I checked the dwell and points. The points were worn badly, but not completely shot. I decided to change them, only to find my new set that I had been carrying was in the 140. I cleaned the points and re-installed them. it seemed to run better, but not correct. I drove to where I work and changed the points out with a modified set of 1960 points. Things seemed to be just fine. After about an hour, I used the car again. It exhibited the same random miss. I parked the car, took care of the errand, and it ran fine. OK, now things are getting strange, new points, power to the coil, could it be a bad coil? Sure acted like it, as the problem was related somewhat to engine temperature. I then changed the coil and things seemed to be fine, I used the car for about 30 miles that day without incident.

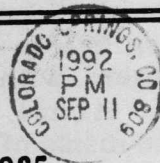
The next day was uneventful until evening. After this, things went downhill fast. I went to use the car after it had cooled off for about 3 or 4 hours. It started fine, and was running a little rough, with random missing. That degenerated in about two blocks to missing most of the time, with barely enough power to keep the car rolling at 25 MPH. Now what to change? I changed out the condenser, things seemed to be OK, but in a day or so the problem was back to a lesser degree. Lets sum up what the conditions were: warm dry weather; no rain or other moisture; related to engine temperature, throttle position (sometimes), and disturbing the distributor components; the problem could and sometimes would not be throttle dependent if it was severe enough; the spark was weak and altogether missing whenever the engine would miss.

Do you have it figured out yet? The points depend upon grounding through the breaker plate to complete the primary circuit. The breaker plate rides on three nylon buttons that also provide electrical insulation as well as a sliding surface for the vacuum advance. The ONLY real "reliable" path for the primary current is through the breaker plate pivot. When this gets a little dirty and loose (After 90,000 miles of use since major teardown, what do you expect?) the current will get interrupted at the wrong time, resulting in poor output from the coil. The solution was to solder a flexible piece of wire across the breaker plate halves to provide a reliable ground for the points.

Brian Dierks - VairViews-Columbia Basin Corvairs

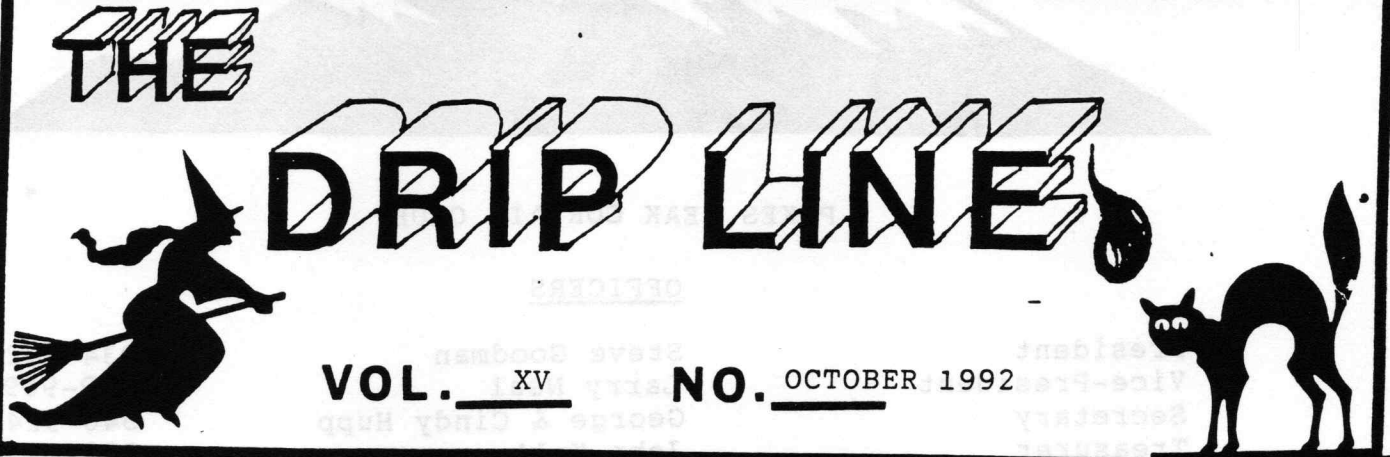
THE DRIP LINE  
Pikes Peak Corvair Club  
P.O. Box 15034

Colorado Springs, Colorado 80935



SEND TO:

Mr Walter Hundertmark  
15 El Paso Blvd #26  
Manitow Springs, CO 80829-245



## THE POOR MAN'S PORSCHE !?

### CORVAIR vs. PORSCHE

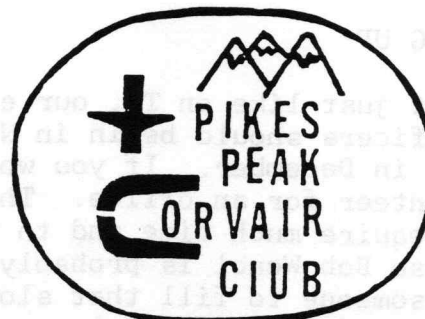
	1965-66 Corvaair Convert Corsa	1976 914 Porsche 2.0	1976 911S Porsche	1976 Turbo Carrera Porsche	1966 Corvaair Monza Coupe
Price	\$3,200+	\$8,835	\$15,545	\$26,000	\$2350
Curb Weight	2665	2250	2475	2785	N/A
Weight List. F/R	N/A	47/53	42/58	38/62	N/A
Wheelbase	108 in.	96.5 in	89.4 in	89.4 in	108 in
Track F/R	55/57.2 in	52.8/54.4	54/53.2	56.4/59.1	N/A
Height	51.5 in	48.4 in	52 in	52 in	51.3
Ground Clearance	5 in	5.1 in	7.1 in	5.9 in	N/A
Fuel Capacity	14 gal	16.4 gal	21.1 gal	21.1 gal	14 gal
Engine Disp. CC/CID	2685/164	1971/120	2687/164	2993/183	2685/164
Comp Ratio	8.25:1	7.6:1	8.5:1	6.5:1	9.25:1
BHP @ RPM	180 @ 5500	84 @ 4900	157 @ 5800	234 @ 5500	110 @ 4400
Torque @ RPM	265 @ 3200	94 @ 4000	168 @ 4000	246 @ 4500	N/A
1/4-Mile Time	15.6 sec	19.2 sec	15.8 sec	15.2 sec	N/A
	78 MPH	74 MPH	91 MPH	99.5 MPH	
0-60 MPH	9.7 sec	12.7	7.5 sec	6.7 sec	13.9 sec
Fuel Economy	20 MPG	26.5 MPG	20 MPG	17.MPG	26+- MPG
Final Drive Ratio	3.55:1	3.15:1	3.18:1	4.22:1	3.27 or 3.55

ROAD &amp; TRACK

A Publication of;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA







## PIKES PEAK CORVAIR CLUB

### OFFICERS

President	Steve Goodman	303-934-5027
Vice-President	Larry Neal	570-9694
Secretary	George & Cindy Hupp	548-9248
Treasurer	John Koll	593-1928
Member at Large	Ray Schick	392-8224
O.C.C. Representative	Walter Hundertmark	632-2865
Drip-Line Editor	Bob Wencil	598-6507
Membership	Ben Benzel	598-6886

All correspondence to the club or the officers should be mailed to P.O. Box 15034, Colorado Springs, CO 80935

The Drip-Line is a monthly publication of the Pikes Peak Corvair Club, a non-profit organization. Deadline for submitting information to the Drip-Line is the first Tuesday of each month for that month's publication. Classified ads are free to members. Business card sized ads advertising business services of both members and non-members is \$2.50 per month. To save time and money, advertisers should send in \$15 for six months or \$30 for one year of advertising. Send your advertising check to Pikes Peak Corvair Club, Inc., P.O. Box 15034, Colorado Springs, CO 80935.

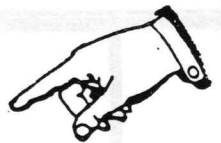
### NOTES FROM THE PREZ

Thanks to all that attended the September meeting. I would like to say thanks to those that put their cars in the Balloon Festival show during Labor Day and to Larry Neal for taking care of arrangements. Also thanks to those that showed for the Aspen Tour. It was especially nice to see Bobby Koll out amongst us again and also to see Ed Maylew back too. See you all at the October meeting.

### ELECTIONS COMING UP

Please note that just like on TV, our elections are getting closer too. The slate of officers should be in in November with elections held at the Christmas party in December. If you would like to become involved with the club more, volunteer for an office. The Vice Pres and Secretary positions really do not require much time and to tell the truth, neither does the Presidents. Also Bob Wencil is probably tired of doing the newsletter by now so we need someone to fill that slot too. If you are interested, call Ben Benzel or myself or Larry Neal.

---Steve G.



If you have lived well, laughed often, and loved much, consider yourself a success.

## MEMBERSHIP

The following named members have dues now due or past due. We value your membership in the Pikes Peak Corvair Club. The 10.0 per year dues can be mailed to Pikes Peak Corvair Club Inc., P.O. Box 15034, Colorado Springs, CO 80935. Please call Ben Benzel at 598-6886 if you have a question.

* Andy Dodd	8/92
Ellen Fisher	10/92
John Glusick	10/92
Omar Halverson	10/92
Ronald Lezon	10/92
Bill Mattics	10/92
Bud Morgan	10/92
Larry Neal	9/92
James Smith	9/92
Bill Woodman	0/92

\* Indicates final notice.

## WELCOME

We want to welcome BOB & JOANN FEASEL who reside at 209 N. Institute, Colo. Springs, CO 80903, to our fine little club. They own a 1961 - 4Dr. Thanks for joining and good to see you at the last meeting and the Aspen Tour.

--Ben



## NEW CATALOGS

CLARKS CORVAIR and "THE CORVAIR BOOK" from WALLS are available thru our Club at very reasonable rates.

For a catalog, see our Treasurer, John Koll, at the next meeting. A Corvair owner cannot be without this item.

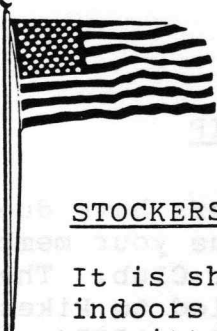
## CHRISTMAS PARTY NEWS FLASH

Our Christmas Party is going to be held at GUISEPPE'S OLD DEPOT RESTAURANT, 10 South Sierra Madre 6:30 p.m. Wednesday evening, December 16.

We will have our own part of restaurant and will have a multiple choice menu. All meals including salad bar and gratuity should go for 10.00 or less. We will have a sample menu to choose from in advance. Why not go to your calendar right now and reserve December 16 for this fun event?

--Walt Hundertmark





## STOCKERS 27th ANNUAL CUSTOM AUTO EXPO:

It is showtime on November 7 & 8 for this quality show to be held indoors at Phil Long Ford. Proceeds from this fine expo are committed to the Tri County Easter Seals Society. All entries must be pre-inspected with entry deadline of October 24, 1992. See official entry blank elsewhere in this Dripline.



# NCOA®

**SERVICE CENTER**

**E.L. "BEN" Benzel**

Senior Master Counselor

(719) 599-9725

GENERAL AGENT FOR  
**ACADEMY**  
LIFE INSURANCE GROUP

3930 Encino St.  
Colorado Springs, CO 80918

## DISHONORABLE DISCHARGE

Cleanliness is next to Godliness, or at least close to a nice hot rod. Many slow battery discharge problems can be traced to a dirty battery top. Electricity can travel across the debris and grime that accumulates on top of a battery and cause a slow discharge. This is also why battery discharge on concrete floors; it has nothing to do with sitting on concrete, it discharges because the top is dirty.

D. Baker, Corvair Houst

PERSONALIZED CAR CARE  
BRAKES - TUNE UP - ELECTRICAL  
AIR CONDITIONING SERVICE

HANK'S AUTO SERVICE  
CORVAIR SERVICE  
221 North Iowa  
Colorado Springs, CO 80909  
632-2843

Hank Brown - Owner

A LETTER written in a childish scrawl came to the post office addressed to "God". A postal employee, not knowing exactly what to do with the letter, opened it and read: "Dear God, my name is Jimmy. I am six years old. My father is dead and my mother is having a hard time raising me and my sister. Would you please send us \$500?"

The postal employee was touched. He showed the letter to his fellow workers and all decided to kick in a few dollars each and send it to the family. They were able to raise \$300.

A couple of weeks later they received a second letter. The boy thanked God, but ended with this request: "Next time would you please deliver the money directly to our home? If you send it through the post office they deduct \$200."

**CORVAIR HOUSTON**

## THE GIRLS Franklin Folger

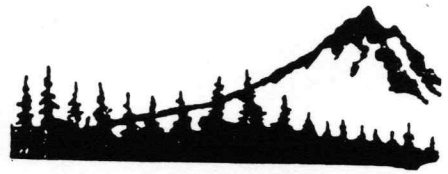


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6-18

"All these things under the hood — just look like a terrible waste of luggage space to me."





#### MINUTES OF THE SEPTEMBER MEETING

The meeting was called to order by President Steve Goodman at 7:30.

Minutes of the last meeting were approved as read.

Treasurer John Koll reported approximately \$1200.00 in the kitty.

OLD BUSINESS: Larry Neal reported on the Balloon Festival.  
Walter reported on 3 restaurants he had found for the Xmas party. A motion was made and seconded and majority voted for Giuseppe Depot. The menu will be printed in the DRIP LINE, plus anyone can order from the regular menu.  
The Aspen Tour was discussed.  
PPCC received entry forms for the fan belt toss in Ontario, Ca.

NEW BUSINESS: The upcoming election was discussed. All offices except treasurer are open.  
The inter-car-club picnic was discussed. Location @ Fox Run, Date October 11.  
The Stockers show is 11/7-11/8.

Ben Benzel stated 2 more new members. The door prize drawing was held.  
Ruth Goodman brought dessert. Thank you Ben for setting up the club house.

Respectfully submitted,

Steve Goodman for Cindy Hupp

#### THANK YOU'

I would like to say thanks to Bob Wencil and his helper Wanda for their efforts each month with the DRIPLINE, the other officers, Larry Neal, Cindy Hupp, John Koll and Ben Benzel for his untiring duties. Also thanks to the ladies that bring desserts to the meetings. Lastly, thanks to those members that attend the meetings and functions.

--Steve G.

#### INTER-CAR-CLUB PICNIC

The car council for the southern region is having a picnic at Fox Run Recreational Park in the Black Forest on October 11. Time is 12:00-4:00. Bring your own plates, tools, beverages, meat, a potluck item and chairs. It would be nice for our club if some of the members could show up for this to show support for the council. If any additional info is needed, call Walt Hundertmark. Incidentally, I left Walt out in my thank you notes but he is still pursuing the legislative situation with this club. Thank you, Walt.

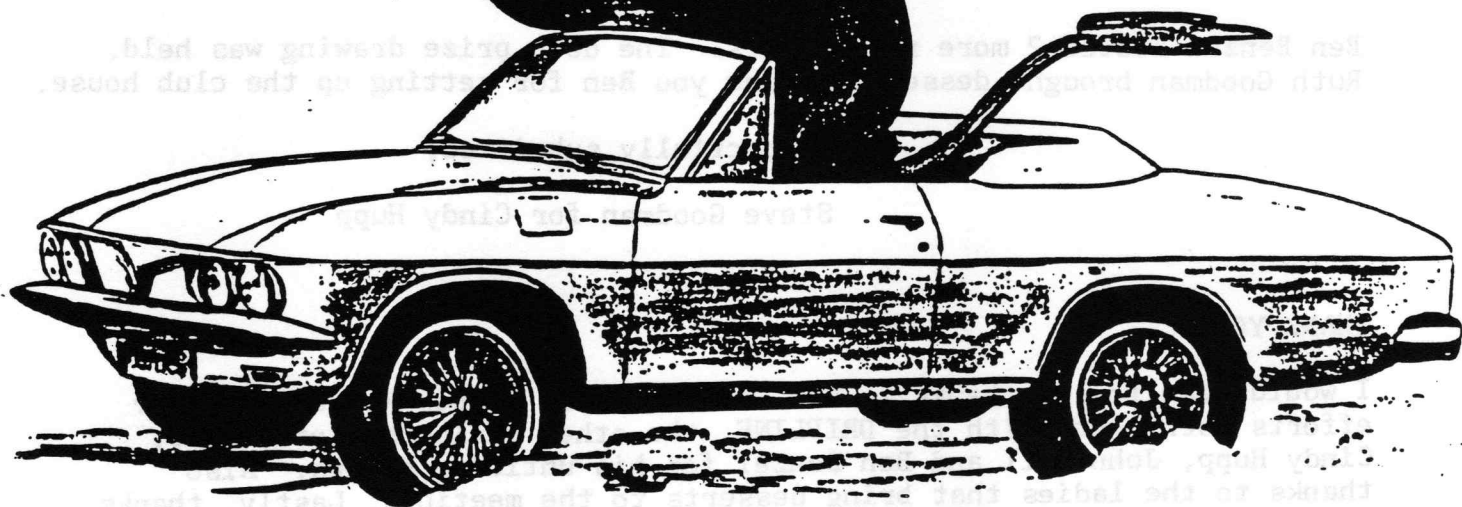
--Steve G.



GWFBT & SM

Ontario,

California



November 13, 14, 15, 1992  
*Vintage* corsa

We have info available  
if you are planning on  
attending. Call Ben Benzyl  
at 598-6886.

# 50th Anniversary

1042

1992

Mr. and Mrs. Frank V. Lucy

Mr. and Mrs. Robert J. Kane

request the pleasure of your company

at a Reception in honour of the

Fiftieth Wedding Anniversary

of their parents

Mr. and Mrs. James R. Block

on Sunday, the twenty-ninth of November

Nineteen hundred and ninety-two

at two o'clock in the afternoon

The Milwaukie Center

5440 S.E. Kellogg Creek Drive

Milwaukie, Oregon

No gifts, please.

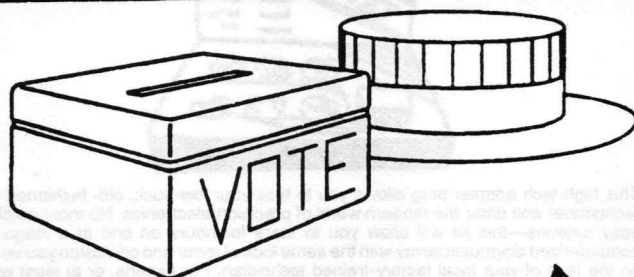
## NOVEMBER BIRTHDAYS

- 4 Carl Webb
- 6 Steve Goodman
- 7 Jerry Murphy
- 9 Dottie Smith
- 10 Wanda Wencil
- 22 Dick Schuck
- 30 Larry Neal

LILLIAN BLOCK reports from Kelseyville, CA that they will get their new house in 1993.

We all wish them good luck and happiness in California.

*Jim & Lillian Block*  
*7786 Haight Road*  
*Kelseyville, CA 95451*  
*(707) 279-1451*



## YOUR ONE VOTE

How important is one vote? Consider the following:

In 1645 — One vote gave Oliver Cromwell control of England.

In 1649 — One vote caused Charles I of England to be executed.

In 1776 — One vote gave America the English language instead of German.

In 1845 — One vote brought Texas into the Union.

In 1868 — One vote saved President Andrew Johnson from impeachment.

In 1876 — One vote gave Rutherford B. Hayes the presidency of the United States.

In 1876 — One vote changed France from a monarchy to a republic.

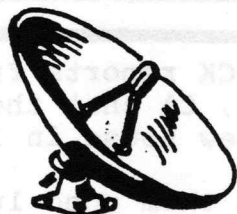
In 1923 — One vote gave Adolph Hitler leadership of the Nazi Party.

Thanks to Allen Warner of Roaring River, N.C., for furnishing that bit of information previously published by the American Forces Press Service.



**New & Hot**  
TOO NEW TO INDEX

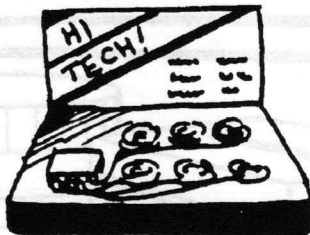
## CORVAIR SATELLITE DISH KIT



Cellular phone or TV antennas? Nonsense! Now turn your neighbors green with envy when they spot your new satellite dish mounted firmly to the trunk lid of your Corvair. This is an actual operating dish, however power draw makes it necessary to park your Corvair and run jumper cables to a buddy's car. But you're used to that, anyhow. Note: Slightly affects forward vision; not egal in any State we've found, so as usual with W & Co. accessories, you're on your own.

XX12111 Corvair Satellite Dish .....\$295.99

## CORVAIR ALDL CONNECTOR



This high-tech adapter plug allows you to toss your low-buck, old-fashioned dwell tachometer and enter the modern world of precision electronics. No more quick and easy tuneups—this kit will allow you to stare for hours on end at a mega-buck computerized diagnostic array with the same look of terror and confusion you've seen on the face of your local factory-trained technician. For experts, or at least people who think they're experts, only—requires days of rewiring, cutting, welding, sheet metal work, pasting, drinking and heavy cursing. As usual with W & Co., once you've bought it, it's yours, 'cause we won't take it back.

XX21111 Corvair ALDL Connector ..... \$59.95

## TRABANT LAWN ORNAMENT



This beautiful lawn ornament will be the talk of your town—and probably your local zoning board, too. Not a cheap reproduction, but an actual Trabant. Maybe one of the actual vehicles that carried a freedom-loving East German (Barely) to the west. The sunlight reflects beautifully off of the cracked glass and crazed plastic surfaces. A wonderful time telling device, too. Full instructions tell you how to gauge the changing of the seasons by the oil slick that will rapidly form under your Trabant. Note: Although your Trabant will be as fully operational as any of them ever were, not only do federal regulations prevent you from driving it, but OSHA rules forbid your entering its interior.

XX11211 Trabant Lawn Ornament ..... \$5.95 (Plus shipping)

## CORVAIR SUPPORTER



Tired of your neighbors lording it over you with their yuppie car bras? Now's your chance to one-up them with the unique, new Corvair Jockstrap! It's made of the same high quality material you remember from highschool PE. Easy to install, universal fit. Functional too—sops up those pesky oil leaks, and holds together the rear sheet metal on more marginal Corvairs. Fully washable, but then you never washed your highschool one either—did you? XX11121 Corvair Supporter .....\$25.95

### IMPORTANT

ORDERED FROM CATALOG NO.

TYPE OF VEHICLE:

- ☐ CORVAIR ☐ SLED ☐ OX CART  
☐ CHEAP JUNK ☐ DON'T KNOW

MAKE: (ERSKINE, NASH, ETC)

MODEL: (BISCAYNE, ETC)

YEAR

BODY: (YES, NO)

ENGINE? CYL?

☐ POWER ANYTHING?

☐ DOORS?

## EURO KIT



Now add the current Euro-look to your Corvair. Kit includes all the material to make all the bright trim on the model of your choice match body color. Kits are a particularly good match for Sears Best Weather Beater Exterior latex paint. Kits vary by model, so make sure you order the right one.

XX11112

Monza/Corsa Euro Kit \$89.95

XX11111

500 Series Euro Kit .....95

NOT BLOODY LIKELY THIS WILL BE YOUR:

**Last Catalog!**  
BUT SEND MONEY ANYWAY!

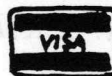
DONT EVEN THINK ABOUT TRYING TO

**ORDER BY MAIL or PHONE**

- We can't accept Check • Money Order
- VISA or MASTERCARD

DONT TRY TO

**CHARGE IT**



**PHONE  
(DISCONNECTED)**

**24 hours-a-day-7 days-a-week**

NOTE: OUR RECENT FRAUD CONVECTION MEANS WE CAN ACCEPT CASH ONLY!—LEAVE IT BY YOUR DOOR—OUR BOYS WILL FIND IT!

**Important warning:**  
Everything in this ad is a product of the fevered minds of Larry C., M.B., & Pete S. If you still are foolish enough to send us money, you'll get virtually nothing in return—just like real life.

**LMWITLESS&CO.**

1517 HOPELESS LANE  
BARRIER REAF, NEVADA

Thanks to Chicagoland Corvair Airhorn

Ingredients needed:

- 4 c. finely sifted floor rust
- 1/2 c. defroster fuzz (sifted)
- 2 ft. finely chopped vacuum hose
- 1/4 tsp. brake lining dust
- 1 c. melted wheel bearing grease
- 1/2 c. windshield washer fluid
- 2 doz. O-rings for garnish if desired

Mix the dry ingredients thoroughly with a 1962 forward control 3-speed shift lever, using the full shift pattern. Blend in melted grease. Add windshield washer fluid while continuing to stir. Spoon into two 8-inch "500" hubcaps. Garnish with O-rings and place on pre-heated turbocharger. Bake at 3500 RPM until O-rings are brittle. Place on oil pans and serve.

This cake goes well with most Corvair events.



## BONES

The body of every organization is structured from four kinds of bones.

1. There are the WISHBONES, who spend all their time wishing someone else would do the work.
2. Then there are the JAWBONES, who do all the talking, but little else.
3. The KNUCKLEBONES knock everything anyone else tries to do.
4. Fortunately, in every organization, there are also the BACKBONES, who get under the load and do most of the work.

Contributed by Jay Hyde

### The Average Man

The average man to get by these days has to be something of a contortionist. As witness: He's got to keep his back to the wall and his ear to the ground. Then he's expected to put his shoulder to the wheel, his nose to the grindstone, keep a level head and both feet on the ground. At the same time, he must look for the silver lining with his head in the clouds—to say nothing of keeping his eye on the ball.

Buford B. Lich

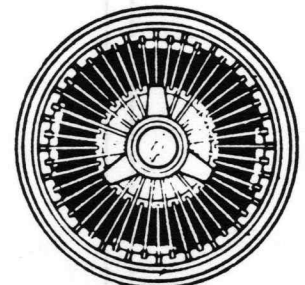
## Sure grip, no slip

By wrapping an old leather belt around a spin-on oil filter and threading the end of the belt through the buckle, you will be able to remove even the most stubborn of filters that conventional filter wrenches won't touch.

The harder you pull, the tighter the grip. The long length of the belt also allows for extra leverage and can be routed to a clear, remote area where an assistant can also help pull on an over-tightened or stuck filter. No need to worry about the filter being crushed because pressure is evenly distributed around its entire circumference.

My old, worn out belt may be too small to keep my pants up anymore, but it has not yet found a filter that it can't loosen.

This week's *Old Cars* TECHnician badge goes to **Bruce Cummins** of Metropolis, Ill.





**OFFICIAL ENTRY BLANK**

**STOCKERS, INC.**  
315 S. 14th Street  
Colorado Springs, CO 80904

**27th Annual Custom  
Auto Expo  
November 7 & 8, 1992**

Name \_\_\_\_\_ Phone \_\_\_\_\_  
Address \_\_\_\_\_ City \_\_\_\_\_  
State \_\_\_\_\_ Zip Code \_\_\_\_\_

Make of Vehicle \_\_\_\_\_ Year \_\_\_\_\_  
Model \_\_\_\_\_ Body Modifications \_\_\_\_\_  
Work Done By \_\_\_\_\_ Type & Color of Paint \_\_\_\_\_  
Upholstery By \_\_\_\_\_ Engine Modifications \_\_\_\_\_

Interior Modifications \_\_\_\_\_  
Engine Built By \_\_\_\_\_ Describe Your Display \_\_\_\_\_

Has vehicle won any major awards at other shows? List \_\_\_\_\_  
How many years at this show? \_\_\_\_\_ Display: Individual \_\_\_\_\_ Club \_\_\_\_\_ Commercial \_\_\_\_\_  
For out of town entrants: A 5x7 color photograph MUST accompany this entry form.

Date \_\_\_\_\_ Signature of Entrant \_\_\_\_\_ Age \_\_\_\_\_

(If under 21 parent or guardian must sign.) Signature \_\_\_\_\_  
The applicant in signing this form releases STOCKERS, INC. from all liability for the duration of the event.  
ENTRY FEE \$15.00 PER SPACE / LATE FEE AFTER DEADLINE WILL BE \$20.00  
COMMERCIAL ENTRY FEE \$75.00 PER SPACE  
ALL ENTRIES MUST BE PRE-INSPECTED  
**ENTRY DEADLINE: October 24, 1992**

Any questions, please call: STOCKERS, INC. Phone: 591-1571 on Tuesday or Thursday evenings after 7:30 pm or  
Bob Allen, Co-Chairman, at 635-1855 or Mike Wyett, Co-Chairman, at 594-5602 days, 592-0697 evenings.

**FOR STOCKERS USE ONLY**

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STOCKERS Car Show T-Shirts are \$9.00 each.  
Please put size and quantity.  
Small \_\_\_\_\_ Large \_\_\_\_\_  
Med \_\_\_\_\_ X-Large \_\_\_\_\_

Total Amount Enclosed \_\_\_\_\_

## PANACEA for HOUSTON PEST PROBLEMS

I was filling up at the self service pump recently when the full service pump jockey wandered over and struck up a conversation. He wasn't surprised to see the gas going in the front and the conversation went something like this:

"My late uncle, William Robert Jeeter from over around Beaumont, used to have one of those little cars with the engine in the back. He always thought it was a Volkswagen (the salesman told him it was a special model) but it was really a 1962 4-door Corvair sedan that the dealership took in on a trade and couldn't get rid of. Anyway, he always said it wasn't too bad as a car but it really shined as a mosquito fogger (apparently had an oil leak somewhere around the exhaust manifold) and he always picked up pocket money during the summer by driving through the residential areas at night after rainy spells. Then, too, when the weather was dry, he always parked it over the fire ant mounds in the back yard where it was nearly as effective as that Mirex the government took off the market. The car disappeared from my knowledge in the winter of 1977 after his estate was dispersed, but I wonder occasionally if the new owner realizes just what a versatile car the Corvair really is."

Just then, a Cadillac rolled into the full service island and he wandered off. As I drove away, I couldn't help thinking .... first the Corvair, then Mirex. Is it possible there is a fire ant lobby?

Peyton Bay, Corvair Houston (R)



HAVE YOU EVER WONDERED JUST HOW MANY CORVAIRS CAME FROM GM WITH FACTORY AIR CONDITIONING? A look at the production figures reveal interesting data. Accord-

ing to an article in the July 1973 CORSA Communique, the total car production from 1960 to the end in 1969 was 1,786,243 - all series, except FC's. The article did not contain a break-down for '61 or '62, so all the individual years are not reflected in the numbers noted below. However, the total A/C units installed for all years is presumed to be correct, and is as follows:

1961.....	N/A
1962.....	N/A
1963.....	6,641
1964.....	6,401
1965.....	9,483
1966.....	9,483
1967.....	1,396

TOTAL (A/C) ALL YEARS.....36,555  
TOTAL PRODUCTION.....1,786,243 = 2.05%

For years I have been under the impression that the percentage of air conditioned cars was in the 10% area, but these figures seem to refute that thought. Does anyone have better or more accurate figures to confirm or deny the numbers noted above? The point of all this, I suppose, is that if you have a Corvair with factory A/C, it is one of the rare ones. Does that make it worth more than one without air? In the Houston climate, you bet it does!

BOB BLISSARD, Corvair Houston



**NO WAY - NOT IN MY DISHWASHER!**





# WRECKMASTERS

BODY & FRAME

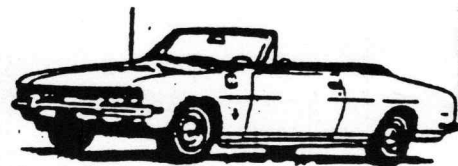


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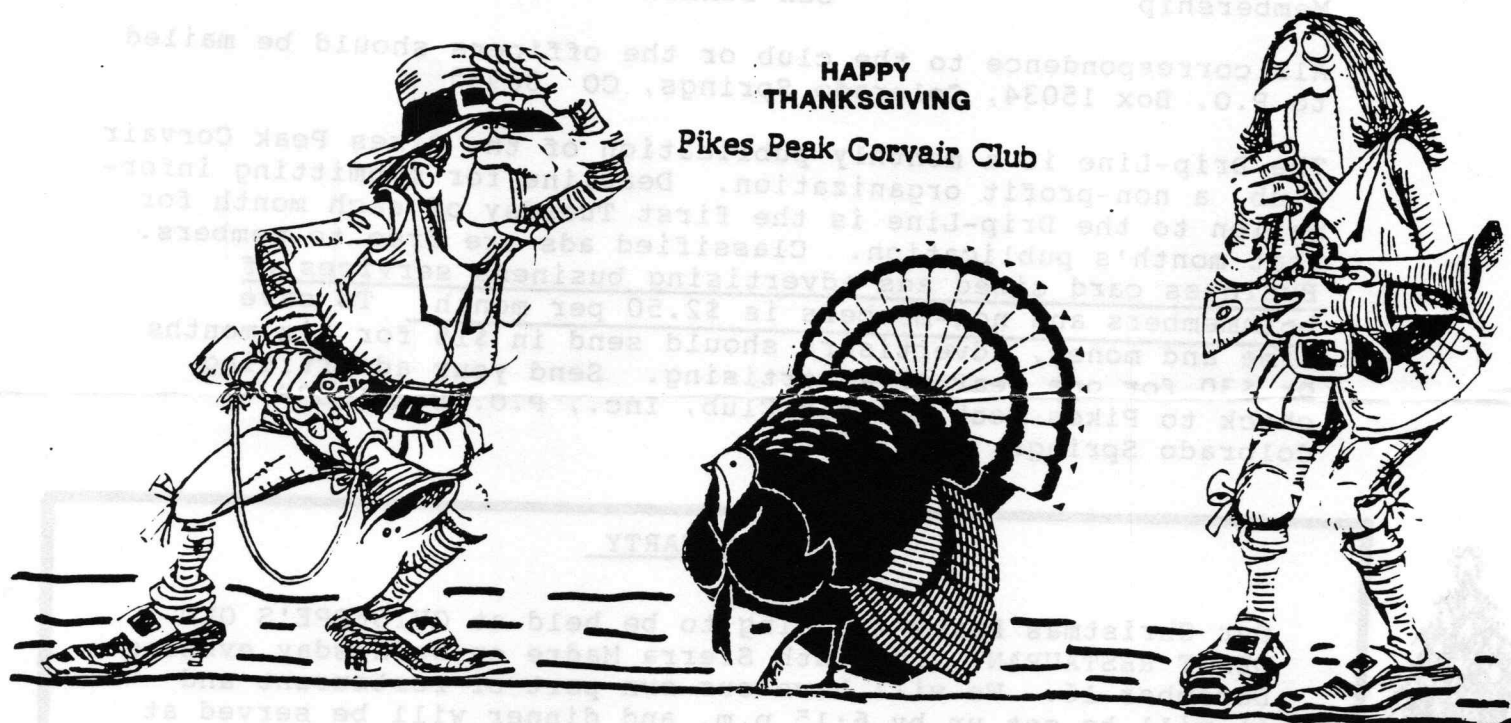
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THE

# DRIP LINE

VOL. XV

NO. NOVEMBER & DECEMBER 1992



HAPPY  
THANKSGIVING

Pikes Peak Corvaair Club

A Publication of ;



A CHAPTER of the

CORVAIR SOCIETY of AMERICA





## PIKES PEAK CORVAIR CLUB

### OFFICERS

President	Steve Goodman	303-934-5027
Vice-President	Larry Neal	570-9694
Secretary	George & Cindy Hupp	548-9248
Treasurer	John Koll	593-1928
Member at Large	Ray Schick	392-8224
I.C.C.C. Representative	Walter Hundertmark	685-9495
Drip-Line Editor	Bob Wencil	598-6507
Membership	Ben Benzel	598-6886

All correspondence to the club or the officers should be mailed to P.O. Box 15034, Colorado Springs, CO 80935

The Drip-Line is a monthly publication of the Pikes Peak Corvair Club, a non-profit organization. Deadline for submitting information to the Drip-Line is the first Tuesday of each month for that month's publication. Classified ads are free to members. Business card sized ads advertising business services of both members and non-members is \$2.50 per month. To save time and money, advertisers should send in \$15 for six months or \$30 for one year of advertising. Send your advertising check to Pikes Peak Corvair Club, Inc., P.O. Box 15034, Colorado Springs, CO 80935.

### CHRISTMAS PARTY

Our Christmas Party is going to be held at GUISEPPE'S OLD DEPOT RESTAURANT, 10 South Sierra Madre on Wednesday evening December 16. We will have our own part of restaurant and it will be set up by 6:15 p.m. and dinner will be served at 6:30 p.m.

The party menu is on the following page. The price of the dinner will be \$10.00 for any choice. We will have a special club cake for dessert.

Reservations are required so please call Walter Hundertmark at 685-9495 now or atleast by December 11. Also mark your calendar today.

The party format will be the same as in the past, a good dinner and gift exchange afterward. Bring a gift for each of you attending, costing less than \$5.00 each. Mark if necessary boy or girl. The gift exchange and swapping has always been the highlight of the evening. Come join the fun and good fellowship for the evening. You will not regret it.



Giuseppe's Old Depot Restaurant. Located in the 103 Year-Old Denver & Rio Grande Train Station.



*Welcome to Giuseppe's*  
OLD DEPOT RESTAURANT

6:30 p.m. December 16 1992

# *Pikes Peak Corvair Club Christmas Party*

*Choices this evening are:*

1. Chef Darden's Lasagna

2. Breast of Chicken Cordon Bleu

*Served over Rice*

3. Louisiana Shrimp Creole

*Served over Rice*

4. Fried Chicken

*With choice of Potato*

5. Spaghetti with:

*Meatballs*

*Meatsauce*

*Italian Sausage*

*Clams*

*Supreme*

Reservations are required so please call Walter Hundertmark at 685-9495 now or atleast by December 11.

*All Above Served with Choice of  
Soup or Salad Bar,  
Garlic Bread,  
and Coffee, Tea, or Soft Drink*



Large Groups on Short Notice\*\*Separate Checks Gladly Issued\*\*10 S. Sierra Madre (719) 635-3111

By Doug Colt ©



## AN AMERICAN ALBUM

A calendar of nostalgia and trivia for the month of  
NOVEMBER

### YEAR

1915 Chicago: 40,000 parade to protest closing of saloons on Sunday> (Remember all the "Blue" laws?)

1924 Gershwin's "Lady Be Good", makes debut in New York.

1925 Grand Ole Opry begins Saturday night "Barn Dance" broadcasts on WSM, Nashville.

1925 Born, Robert F. Kennedy (Dies 6-6-1968.)

1927 Gad!! Price for new Ford auto jumps from \$385.00 to \$570.00.

1928 Washington report shows cigarettes output rising by 1.4 Billion per month, (they were "coffin nails" back then and still are today).

1932 Tomb of Unknown Soldier dedicated (11/11/32).

1940 "The Mark of Zorro" opens in N.Y. with Tyrone Power.

1940 General Eisenhower leads American Forces onto North Africa.

1942 Selective Service extended to 18-year olds. Army strength predicted at 10 million.

1945 President Truman names Ike Chief of Army staff, Chester Nimitz - Navy Chief.

1950 Washington: Roman Catholic bishops protest sex education in public schools -- and today -- ugh!

1952 Harvard's Paul Zall becomes first to use electric shock to treat cardiac arrest.

1954 Ed Sullivan signs 20-year contract with CBS.

Reference: Chronicle of the 20th Century.



## COKE'S THE REAL THING FOR CLEANING CONCRETE

Try this recipe for cleaning up those messy oil spills on your driveway or garage floor.

1. Completely cover the spill with cat litter and grind it in with the sole of your shoe. Sweep up the litter.
2. Pour enough Coke (or other cola) to cover the area of the spill and work it in with a broom. Add enough cola to keep the area damp for 15 to 20 minutes.
3. Rinse off the area with fresh water. This will leave a gray stain which should then be scrubbed with a solution of (1) cup liquid chlorine bleach and (1) cup of liquid laundry detergent mixed into (1) gallon VERY HOT water.

Reprinted from the Copperstate Mustang Club Newsletter which reprinted it from the Sierra Mustang Club Newsletter.

\* \* \* \* \*

Chrysler, Ford, and GM have formed a joint vehicle-recycling partnership to promote and conduct research on developing the technology to recover, reuse and dispose of materials from scraped cars.

Gazette-Telegraph "Industry Notes"

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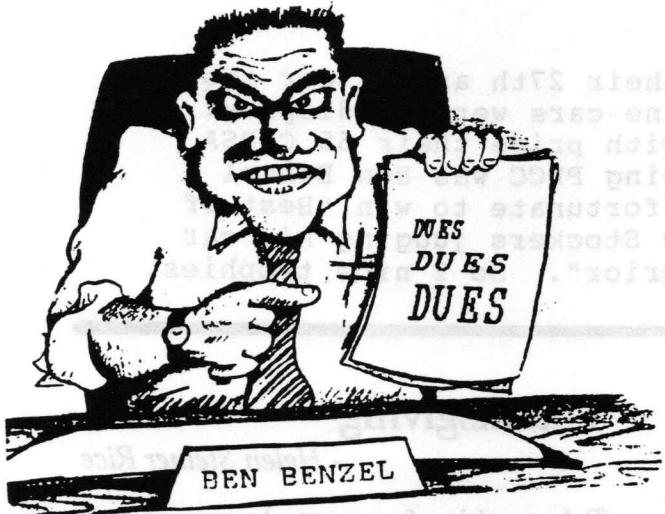
E.L. "BEN" Benzel

Senior Master Counsellor  
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3930 Encino St.  
Colorado Springs, CO 80918

GENERAL AGENT FOR  
**ACADEMY**  
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## MEMBERSHIP



The following named members have dues now due or past due. We value your membership in the Pikes Peak Corvair Club. The \$10.00 per year dues can be mailed to Pikes Peak Corvair Club Inc., P.O. Box 15034, Colorado Springs, CO 80935. Please call Ben Benzel at 598-6886 if you have a question.

John Glusick	10/92
Albert Hilbert	12/92
Evelyn Jean	11/92
Bill Mattics	10/92
Larry Neal	9/92
James Smith	9/92
Lloyd Strode	11/92
Bill Woodman	9/92

Please remit at the earliest.

## WELCOME

We want to welcome Garrie & Linda Fox who reside at 1921 Payton Circle, Colo. Springs, CO 80915, phone 596-5051. They own Corvair powered vehicles and we thank you for joining and we welcome you.



## NEW CATALOGS

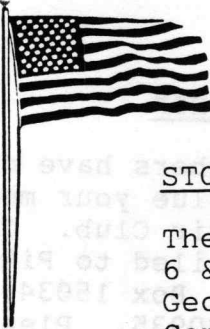
CLARK'S CORVAIR and THE CORVAIR BOOK from WALLS are available from John Koll at very reasonable prices. For a catalog, see our Treasurer John, at the next meeting. Also ask him about our club decals and patches.

## FROM YOUR EDITOR

Your newsletter is late because your editor just returned from a month in sunny and warm Mesa, Arizona. Wanda would have preferred to stay longer. The Snowbirds from the north have been streaming into Arizona for over a month.

One Sunday we were heading south on Greenfield Road behind a Model A Ford. We were unable to pass him until heading west on the Superstition Freeway because he was driving too fast. Two old fellows were driving the Model A 65 miles per hour. They apparently had a high compression head and overdrive. We also saw a couple of nice Corvairs driving around the city with their tops down.





## STOCKERS SHOW

The Stockers Car Club held their 27th annual car show on 6 & 7 November 1992. 146 fine cars were on display. George & Cindy Hupp showed with pride their 65 CORSA Convertible. Also representing PPCC was Ben Benzell with his 62 Monza. Ben was fortunate to win "Best of Class" 58-64, as well as the Stockers judging his car as "Best Original Stock Interior". So 2 nice trophies. Good job, Ben.

## MCS "active"

"Yes, the Milestone Car Society is alive and well," said MCS president Darryl A. Salisbury. He explained that a series of extenuating circumstances had "put business on hold for awhile," but added that the club's publication and annual meet are back on track.

According to Salisbury, newsletter editor Phil Seymour is getting the publication back on a current schedule and changing to a new higher quality format. He also advised that the publication will be mailed first-class.

Bob Kingston, a '65 GTO owner, '47 Lincoln owner Bob Lennon, Mary Gail Peterson, who has a '55 Mercedes gullwing, and '53 Lincoln Capri owner Dave Willard will be running for three open positions on the MCS board.

Salisbury announced that the 1992 MCS Grand National meet will be held at the Gilmore Auto Museum, in Hickory Corners, Mich., from July 31-Aug. 1. This will afford club members the opportunity to stay for the Kalamazoo Antique Auto Restorers' "Red Barn Spectacular" multi-marque meet at the Gilmore farms on Aug. 2. He announced that Tom Comron, Judy Brummer, and Pat Screes will be arranging a mini-caravan to Kalamazoo just prior to the meet.

"The MCS officers and board members are looking forward to many new and interesting things to pump new life into the society," explained the president. "Input is always appreciated; we hope to see many postwar car lovers at MCS events this summer."

MCS is a national club that recognizes a select group of postwar cars, both domestic and imported. The organization's address is 6756 Cornell St., Portage, MI 49002.

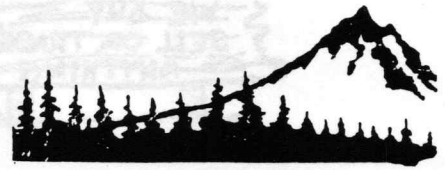
OLD CARS

## Thanksgiving

- Helen Steiner Rice

Take nothing for granted,  
for whenever you do  
The "joy of enjoying"  
is lessened for you --  
For we rob our own lives  
much more than we know,  
When we fail to respond  
or in any way show  
Our thanks for the blessings  
that daily are ours --  
The warmth of the sun,  
the fragrance of flowers,  
The beauty of twilight,  
the freshness of dawn,  
The coolness of dew  
on a green velvet lawn,  
The kind little deeds  
so thoughtfully done,  
The favors of friends  
and the love that someone  
Unselfishly gives us  
in a myriad of ways,  
Expecting no payment  
and no words of praise --  
Oh, great is our loss  
when we no longer find  
A thankful response  
to things of this kind,  
For the joy of enjoying  
and the fullness of living  
Are found in the heart  
that is filled with thanksgiving.





The Piles Peak Corvair Club was called to order 28 October 1992 at 7:30 pm. by president Steve Goodman. There were 19 members present.

The minutes of the meeting stand...

#### **THE TREASURERS REPORT:**

We are solvent with \$1,100.00 we made a donation to the cancer society of \$20.00 in memory of Dan Jean.

#### **OLD BUSINESS:**

We welcome our new members Bud and his wife with their 1964 convertible. (Nice car!) Walt brought a copy of the menu for the Christmas party. It looks good and prices should be \$8.00 - \$11.00 each. The party is at Giuseppe's Depot on December 16th. I can't wait, this is a nice change for the club. I know I will be there and I hope we have full participation. If you have questions call Walt or Ben. It looks like we don't have to pay in advance. If any one is interested in going to George Town on New Years with the Denver club give Steve Goodman a call.

#### **NEW BUSINESS:**

Yes, it is time once again for those wonderful elections. Don't raise your hands all at once everybody! Well it looks like we are going to have a new president, Larry Neal! And Ron Lezon for secretary. John Koll will remain treasurer and Walt will remain I.C.C.C. rep. Larry is going to make a couple of calls on a Vice president. Also we hope that Bob Wencil will continue his good work on news letter editor, this is one of the positions that takes much commitment. We will have a corvair cake for the Christmas party, this will come from the club. We will NOT have a meeting in November as the date falls the night before Thanksgiving. Our next meeting will be held at the Christmas party on December 16th. Remember, no meeting in November! We will be having a gift exchange, bring a gift for yourself and your date. Keep the price \$5.00. This gift exchange is alot of fun! Thank you Ruth for the cake!

#### **I.C.C.C. REPORT:**

Not alot to report at this time, there was a I.C.C.C. picnic.

The meeting was adjourned at 7:45 pm. with door prizes to follow.

Respectfully Submitted,  
Cindi Hupp

*Cindi Hupp*





WE BUY  
SELL OR TRADE  
ANYTHING

ALMOST

FOR SALE: 65 Corvair-CORSA. Lots of extra parts. `2,000 OBO.  
Call Bill or Kim Bohart at (719) 540-0336.

WANTED: Decent 65-69 front bumper. No plating job please.  
Call Marsh Hesler (303) 586-8081 (Estes Park).

### BEN BENZEL

Ben entered the Air Force Academy Hospital on November 16 and at time of this writing on November 19, he was still in hospital. He is hoping to get out today or tomorrow. He said he was enjoying his 1800 calorie diet. Hopefully Ben has been adjusted and fine-tuned so he will be good for another 40 years.

## Petroliana a gas for collectors

The Associated Press

Americans addicted to petroliana will travel hundreds of miles and pay thousands of dollars for auto- and oil-company equipment ranging from old gas pumps to grease containers, oil cans and road maps.

Collectors of vintage petroliana have been known to cut holes in their living room ceilings to accommodate a prized pump and globe, according to an article in the current issue of *Country Living*. Some decorate their garages with signs, maps, oil bottles and brass nozzles.

"For a few car collectors, the 'ultimate' is filling your antique vehicle with gas from a vintage pump," said Scott Anderson, an Iowa petroliana collector and dealer.

Anderson called it "a market as volatile as gasoline."

Some petroliana fans specialize in a particular brand or company. Jerry Keyser, Ohio editor and publisher of the bimonthly magazine of the 3,000-member Petroliana Collectors Association, has an almost complete collection of Sunoco road maps as well as artifacts from Sohio, the Standard Oil Co. of Ohio venture financed in 1870 by John Davison Rockefeller.

According to the book *Check the Oil: Gas Station Collectibles and Prices*, by Anderson and his wife, Debbie, automobile drivers in the late 19th century had to fill their tanks from bulk oil stations at the edge of town or smaller in-town suppliers like the local livery stable, blacksmith or general store.

Using a 5-gallon measuring can and gravity, motorists drew off gasoline from above-ground storage drums and then poured the fuel through a funnel directly into their automobile engines.

In 1905, Sylvanus Bowser invented the first pump to dispense either kerosene or gasoline. The same year, what may have been the first drive-in filling station opened in St. Louis.

Generally, unrestored vintage pumps cost \$50 to \$750, although a real devotee may drop \$3,000 for a restored 1920s Fry Model 117 pump, known for its curvaceous shape as the "Mae West Fry."

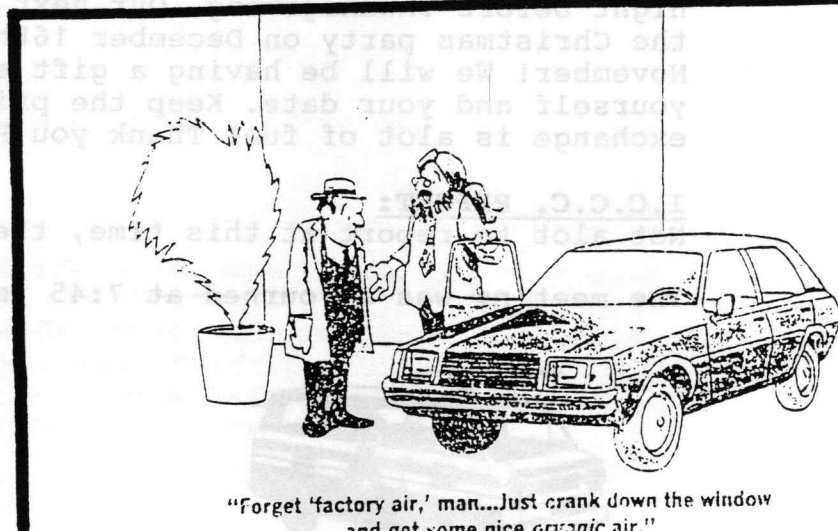
Glass globes are also sought-after collectibles, particularly those with bold graphics, bright colors and designs depicting cars, buffalo, airplanes or American Indians.

Depending on the advertising globe's age, beauty, condition and production numbers, prices range from \$50 to \$4,500.

The intense interest in automotive and petroleum collectibles is one reason why fewer vintage pieces can be discovered on farms or abandoned filling stations along back roads.

Sources for petroliana today are flea markets and auctions as well as fellow collectors and shows specializing in petroliana, antique automobiles and coin-operated machines.

Mesa Tribune



"Forget 'factory air,' man...Just crank down the window and get some nice organic air."

## NO PRESIDENT'S MESSAGE

Steve apparently was busy preparing to go to the GWFBT & SM in Ontario, California. We wonder if Steve or Ruth won the fan belt toss. We hope they had fun and a safe trip.

---

## NEW MODULATOR FOR CORVAIRS WITH POWERGLIDE



Lately, my 1966 Monza Sport Coupe has not been idling correctly, so I checked the hoses on the modulator tube and found that both were in terrible condition. Replaced them and it helped some, but not the way it should be. Decided to replace the modulator. Went to the BIG "A Auto Parts store here in hopewell. Here's what I got. The "old" part number for a Corvair modulator was "CX-26," the new part number is: é28738. Below is what also came inside the box, along with the proper modulator gasket.

Want "economy," turn left--want to drag race, turn right. How about this type of "hot rod" modulator? I left mine at factory preset. Works like the original G.M. unit.

--Ken Bunnell  
CORVAIR HOUSTON

## TAIL LAMPS AND FUSES - Vair Force-Bay State Corvairs, Mass.

The tail lamps on early Corvairs and Forward Control operate from the same fuse as the dash lights. The situation is probably not a coincidence, more likely a clever safety gimmick. A blown fuse could be the result of faulty wiring for a trailer light hook-up. Remember -- no dash lights, no tail lights.

---

## RAIN GUTTER TRIM REMOVAL By Wade Lanning and Corvair Houston

Here's a tip that I saw in a magazine that I tried and found to work on Corvairs. To remove the rain gutter trim without damaging it an old bottle opener (also called a church key) can be used to pry the trim off. I found that using an old wooden pencil between the trim and the bottle opener helped protect the trim and also made the trim easier to remove. One note however, a cheap opener is not strong enough and will bend: It's best to use a good, strong opener.



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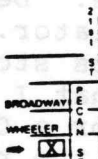
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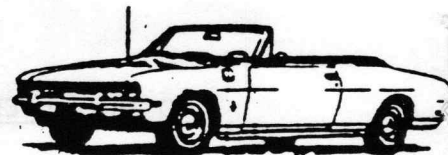
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