



THE

DRIP LINE

A CHAPTER OF THE CORVAIR SOCIETY OF AMERICA

VOL 3

NUMBER 1

JANUARY 1980



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ELECTED OFFICERS

Phil Rose, President	Phone 597-7822
John Dowsell, Vice President	Phone 473-4571
Evelyn Halverson, Secretary	Phone 392-9815
Tommy Harlow, Treasurer	Phone 633-0619
Walt Hundertmark, Membership Chairman	Phone 599-5883

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

JANUARY MEETING

Do not miss the January meeting! It promises to be most interesting. Stan Turpin and Orville McKenzie of Heckendorf Paint Company will be on hand to present some DuPont films and to answer all your paint questions. Hear it from the experts (both are former DuPont factory reps.) Haven't you always wanted to ask an expert about the trade-offs of painting your car with lacquer versus enamel? Attend the meeting, enjoy yourself, and start the new year out right. The meeting will be held January 22, beginning at 7:30 p.m., in the clubhouse of the Diamond Terrace Apartments, 4710 Rusina Road.

DONATIONS

Donations will be accepted at the January meeting for four (4) "I Love My Corvair" license plate frames to be given away.

TRANSPORTATION PARADE

On Saturday, February 2, 1980, the RTD and the City of Denver will kick off the development of the new downtown 16th Street mall with a parade of old transportation equipment. The Old Car Council will participate with an input of vintage cars. We will discuss, at the January meeting, a PPCC caravan to view the parade and visit the Forney Museum.

ROSE'S PETAL

1980 is the beginning of a new decade and with it a bigger and better year for the Pikes Peak Corvair Club. Since the time I have joined the Club, I have taken an interest in Corvairs that I thought was not possible. I hope every member will take an interest and give their ideas at the Club meetings so everyone can benefit from them.

I would like to thank Jim for doing an outstanding job as president this past year. I also want to thank Gabby for the nomination and the members for their vote as the first president of a new and enjoyable decade.

-Phil-

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P.M.I. CAR SHOW

The Pikes Peak Corvair Club has again been invited to participate in the Pueblo Motorsports Incorporated car show to be held March 7th, 8th and 9th. A separate class will be set up for Corvairs and trophies will be awarded. There is a \$5 entry fee.

John Glusick will provide more information and furnish applications at the January meeting. If you would like to enter your car, please let Phil know.

MEMBERSHIP RENEWAL

All members who renew their membership in PPCC, and are not members of CORSA, have thirty days in which to join CORSA. If you do not join within thirty days, your membership in Pikes Peak Corvair Club will be revoked and your \$6 returned.

FEBRUARY RENEWALS

The following members need to renew their dues in February:

Dave Cowen
Bob Gilbert

Chris Moody
Charles Tutt

FROM THE EDITOR

Beginning with this month's Dripline, you have a new editor, that's me -- Dale Baxter. It is already obvious to me what a debt of gratitude we owe John Dowswell for long servitude in this position. Thanks, John, from all of us. Thanks also to Evelyn Halverson who does much of the work in collecting information, putting it together and typing it, and to Richard Palmer in Canon City who does the picture preparation.

I don't anticipate any major changes to the Dripline. Changes I make will be subtle and probably go unnoticed. I do intend to sneak in the answers to the Who's Who column. I'm still trying to figure some of those out! I certainly solicit your comments and suggestions and beg for any material you run onto which you think might be appropriate for the Dripline. I haven't lost the list of help-out volunteers for articles, pictures and event coverage. I'm counting on you.

I also need support for the Car of the Month feature. The car need not be a show car. We are just as interested in your daily driver or builder. A picture and a few words about the car, how you got it, what you think of it, how it performs or whatever, is all that's needed. I will even take the picture if you want. Look for a sign-up sheet at the next meeting.

The nice thing about being editor is that you can write as much or as little as you want or nothing at all. This being the start of a new year, I feel I should comment on either the past or the future. Rather than discussing the successful year gone by, I think I'll make some predictions for 1980. Here they are -

1. Ralph Nader will buy a 1960 Corvair. Then, while trying to get it to execute a roll-over, will run into the back of a Ford Pinto and expire in a blaze of glory.
2. Gabby Markey will construct the only Corvair in Shemya, Alaska from parts sent to him through the mail.

FROM THE EDITOR (continued)

3. Jim Wood will buy a lot in Penrose and buy up all the Corvairs he can get his hands on.
4. CORSA National will respond to one of our letters.
5. Bo Derek (of "10" fame) will have a personalized Corvair constructed for herself by George Barris. This will increase Corvair demand at least 10-fold.

I could go on and on but if you believe this stuff, you'll believe anything, so that's all for this time.

-Dale-

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TECHNICAL ADVISORY COMMITTEE

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

Jim Wood (473-5379) - All Corvairs

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

Bart Como (472-1960) - Automatic transmissions

Bob Dudding (471-7443) - All Corvairs

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

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CLUB ITEMS FOR SALE

The following items are for sale at the monthly Club meetings.

Catalogs: Clark's Corvair Parts \$2.50, supplements 25¢;
Taranta Enterprises \$2.00; American Corvair Parts \$1.50, supplements 25¢.

Club patches: \$3.00 each. Club decals: \$1.75 each or two for \$3.25. 1980 Corvair calendars: \$5.00 each.

I had been looking for a Corvan for some time. Most of the vans I saw needed lots of work.

One Sunday last November, I thought I would drive over to Gabby Markey's house. Later, after leaving Gabby's, I passed a real sharp Corvan going up a hill on the new Garden of the Gods Expressway. Near the C.U. Extension, I slowed down and waved the driver over. I had never seen this van with Wisconsin tags before.

I told the driver anyone with such a van should belong to a Corvair Club. He told me he had moved to Colorado a few months ago. He then told me that since he moved here, what he wanted was a 4-wheel drive pickup. He told me he would sell his Corvan for the needed cash. My mind lit up and I began thinking about whether or not I could come up with the cash quickly. I hoped I could get my hands on this van before anyone else found out about it. One week later, the van was mine.

The van is a 1964 Corvair 95. It is silver gray with a full length burgandy red stripe around it. It was painted a few months before I purchased it. The Corvan originally came from California and was sold in Wisconsin. The body is rust free. The original engine was replaced with a rebuilt 110 engine which has 30,000 miles on it. The owner worked in an electro-plating plant and rechromed many parts, including the bumpers. It has a trailer hitch and has been outfitted with 15 inch steel radial tires.

So far, I have added special chrome wheels of my own, some new outside rearview mirrors, and some seat covers. I have great plans for this Corvan. I plan to make this my great weekend escape vehicle. I plan to insulate, panel and outfit it with cabinets and carpeting. I have just about run out of things to do to my blue 1967 Monza. I really needed another vehicle to work on.

* * * * *

NEW MEMBERS

The Club welcomes new members John and Cheryl Angelbeck and Paul and Lois Peel. The Angelbecks have a 1966 Monza convertible and the Peels have a 1963, 1964 and 1965 convertible.

MINUTES OF THE MEETING

The December 18, 1979 meeting was called to order by President Jim Wood at 7:40 p.m.

Attendance: 25 members and 1 guest.

Treasurer Tommy Harlow reported \$408.54 in the Club treasury.

Old Business

Dave Mattes reported on the Old Car Council meeting. He said OCC had netted \$50 profit from the car show so no proceeds of the show will be going to individual clubs. Dave said OCC hoped to be able to give participating clubs 10% of the door intake next year. Dave said the 1980 car show would be the same date as this year's show. He also said OCC was unhappy with the signs displayed on the cars and would furnish the signs next year.

Jim asked for an Old Car Council representative for 1980. The position involves attending the OCC meetings which are held the first Wednesday of each month in Denver. The OCC representative will be reimbursed \$5.00 for gas. Anyone interested in the job should contact Jim.

Jim reminded members that in order to renew their dues, they must also belong to CORSA.

New Business

Jim said the P.M.I. car show will be held in February. John Glusick will furnish more information about the car show at the January meeting. Anyone interested in entering their car should let Jim know.

Jim said Dale Baxter had volunteered to accept the position of newsletter editor. Anyone willing to help write articles for the newsletter should contact Dale.

Jim said that Tommy Harlow and Evelyn Halverson had agreed to continue serving in their positions as Treasurer and Secretary, respectively.

Jim said John Dowswell was running for the office of Vice President and asked for nominations from the floor. Phil Rose was nominated and accepted the nomination. Upon a vote by members present, John Dowswell was elected Vice President.

Jim said Art Luque was running for the office of President and asked for any nominations from the floor. Phil Rose was nominated and accepted the nomination. Upon a vote by the membership, Phil Rose was elected President.

Jim said Bob Dudding, Jose Martinez and Doreen Van-Buskirk were running for a two year term as Member-at-Large. After a vote was taken, Doreen VanBuskirk was chosen Member-at-Large.

Theresa Jones was the winner of the December door prize, a "I Love My Corvair" license plate frame".

Phil Rose suggested the Club organize an all-Chevy swap meet in the Colorado Springs area. Jim suggested Phil get in touch with other Chevy clubs in the area to see if they were interested in participating.

Discussion was held on members' Corvair problems.

There being no further business, the meeting adjourned at 8:40 p.m. for the showing of a film.

Respectfully submitted,

Evelyn Halverson, Secretary

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HAPPY BIRTHDAY!!!

January 1 - Arthur J. Thompson
4 - John Angelbeck
9 - Chris Moody
10 - Susan Locklear, John Dowsell
11 - Peggy Douglas
13 - Kay Munson
16 - Barbara Como
17 - Gerald Peterson
23 - Joe Rubio, Peter Saraceno
25 - Merle Miller

CAR PLATES

Collector plates for cars 25 years and older (1955). No restrictions and cost about the same as regular plates. Send to: Dept. of Revenue, 140 West 6th, Denver, 80204.

AS THE OIL FLIES

John and Doreen Dowswell spent Christmas in Mexico City with their children and families. By the way, if you are hunting for inexpensive gas, John tells us that he paid 45¢ to 60¢ a gallon.

If you have been wondering why George Harris hasn't been to any meetings lately, it's because he and his brother have been busy building a helicopter. George gives us these stats on it: Two seater, 27 feet long, 130 HP outboard marine engine. The FAA has recently certified it to be flight-worthy. Congratulations, George!

Congratulations also to you and Jeanette on the birth of your new son, Ryan George.

Our Old Car Council representative for 1980 is Walt Hundertmark, and John Koll will serve as alternate. OCC meetings are held the first Wednesday of each month in Denver. If you would like to attend one of these meetings, let Walt or John know.

Have you taken time to look at the Club scrapbook lately? All that excellent collating is due to Carol Crombie and her artistic ideas. We know it was a lot of work, Carol, and we appreciate it.

Our new historian is Pat Markey. If you have any articles or pictures for the scrapbook, please give them to her.

John Glusick is now teaching his own classes in sheet metal at the University of Southern Colorado.

A big thanks to Dale Baxter for providing the projector and screen for our films.

If you would like to drop Gabby a line, his new address in Shemya, Alaska is 5073 ABG, P.O. Box 731, APO Seattle 98736.

If you have any news about what you or any of our members are doing, be sure to tell us. We are interested in everyone in the Club.

Hope everyone's holidays were happy and 1980 has begun as a good year.

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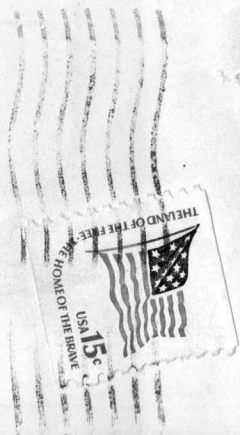
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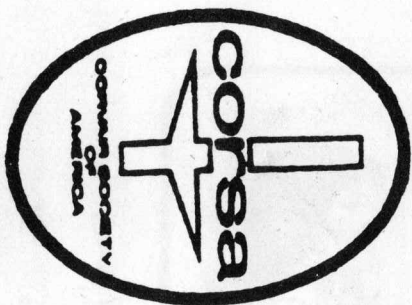
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PIKES PEAK CORVAIR CLUB
P.O. BOX 15034
COLORADO SPRINGS, CO 80935



Mr. Walter Hundertmark
4710 Rusina Road, #402
Colorado Springs, Colorado 80907





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The Drip Line is published monthly by the Pikes Peak Corvair Club. Articles and comments are solicited and must be received by the editor, Dale Baxter, 3415 Whimsical Court, 80917, by the first Tuesday of each month for publication in that month's newsletter.

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

ELECTED OFFICERS

John Dowswell, President	Phone 473-4571
Evelyn Halverson, Secretary	Phone 392-9815
Tommy Harlow, Treasurer	Phone 633-0619
Walt Hundertmark, Membership Chairman	Phone 599-5883

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

CHANGE IN OFFICERS

Due to a change in working hours, Phil Rose feels he must resign as President. John Dowswell has agreed to fill the vacancy. An election will be held at the February meeting for a new Vice President. Give it some thought and volunteer for the position.

FEBRUARY MEETING

The February 26, 1980 meeting will feature a program on front end alignment presented by Newbill's Alignment Service. A speaker will show a film and answer questions on front end alignment. The meeting begins at 7:30 p.m. at the Diamond Terrace clubhouse, 4710 Rusina Road. Don't miss it!

NAME TAGS

The following members ordered name tags and need to pay and/or pick them up at the February meeting:

Ilene and Dick Hanson	George Harris
Vera and Howard Young	Andy Dodd (pd.)
Jim and Janice Whittington	

MEMBERSHIP LIST UPDATE

In March we will be publishing a new membership list. If there has been a change in your address or telephone number, please let Evelyn know.

P.M.I. CAR SHOW

March 7th, 8th and 9th are the dates for the seventh annual P.M.I. car show. This will be the third year the Pikes Peak Corvair Club has participated and our goal is to outdo even our super effort of last year. The show will be held in the Agricultural Building, Colorado State Fair Grounds in Pueblo. Show hours are:

Friday	March 7th	5:00 p.m. to 12:00 midnight
Saturday	March 8th	12:00 noon to 12:00 midnight
Sunday	March 9th	12:00 noon to 7:00 p.m.

As this is written, we currently have entries for:

Bill Hames	1961 Loadside pickup
Bill Hames	1962 Monza station wagon
Bart Como	1964 Monza 2-door
Doreen VanBuskirk	1964 Spyder 2-door
Walt Hundertmark	1964 Corvan
Lew Bergevin	1965 Monza 2-door
Gary Williams	1966 Corsa 2-door
Joe Torrez	1967 Monza 2-door

Our commitment was for ten cars so if anyone has a car they would like to enter, there is still room. The deadline for entries is March 1st. Contact Evelyn for an entry form.

* * * * *

ECONO-RUN AND RALLY TO THE P.M.I. CAR SHOW

As the first event of the new year, the Pikes Peak Corvair Club will rally and conduct an econo-run to the P.M.I. car show on Sunday, the 9th of March. The plan is to assemble at 12:00 noon at the parking lot on Union Boulevard by the Handy Dan and Denver Warehouse stores (between Constitution and Palmer Parkway on the east side of Union). Upon departing, everyone will top up at the Gas-Rite gas station and note odometer readings and then on to the P.M.I. car show by the most economical means.

After our visit to the show, we will return to Colorado Springs and stop at the Diamond Shamrock (between Bijou and Boulder) to top up and record the ending mileages and gas consumed. If we have enough cars (old model, new model, automatic and stick), we will award prizes for the winners in each class at the March PPCC meeting. Let's have a big turnout to start the 80's off with a bang!

* * * * *

MARCH RENEWALS

The following members need to renew their dues at the February meeting:

St. Clair Hultsman
Gerry Johnson
Sharon Nugen

Peter Saraceno
Jim Schwengler

THANK YOU

I would like to thank John Koll for auditing my treasurer's books in January. In addition to finding the books were correct, he gave me many helpful hints to facilitate the bookkeeping. - Tomasina Harlow -

HAPPY BIRTHDAY!!!

February	6	David Haddock
	12	Carolyn Torrez
	20	Robert Thornton
	21	Cary Crockett
	23	Jeannie Williams
	25	Phil Rose

* * * * *

After going down in defeat in three out of four lawsuits against General Motors (the other ended in a hung jury), David M. Harney, attorney for most of the parties bringing charges of improper design against the 1960-63 Corvair, has decided to give up. GM and Harney jointly announced successful out-of-court disposition of all the remaining cases. (Car and Driver, April 1967)

MINUTES OF THE MEETING

The January 22, 1980 meeting was called to order by President Phil Rose at 7:45 p.m., with a word of welcome to guests.

Attendance: 28 members and 6 guests.

Treasurer Tommy Harlow reported \$492.89 in the Club treasury. Tommy thanked John Koll for auditing the Club's books.

Secretary Evelyn Halverson read a thank you letter from Silver Key for the donation of canned goods collected at the December meeting.

On behalf of the Club, Phil presented Jim Wood with a plaque in appreciation of his serving as President during 1979. Phil also presented Evelyn Halverson with a 7-piece desk set for serving as Club Secretary for three years.

Old Business

Phil said there would be no report on the P.M.I. car show as John Glusick was unable to make the meeting. A sign-up sheet was passed around to members who planned to put their car in the show.

Phil said he had been unable to contact the other Chevy clubs in Colorado Springs regarding an all-Chevy swap meet. However, tentative date for the swap meet is August.

Editor Dale Baxter asked for members' help in writing articles for the Car of the Month feature, and passed a sign-up sheet around.

The following members won the January door prizes: St. Clair Hultsman, car air freshner; Jim Wood, flashlight; Pat Markey, tire gauge; Phil Rose, cup holder and Bob Dunham, oil spout.

New Business

John Dowswell asked members if they were interested in attending a parade in Denver sponsored by RTD and the City of Denver. The parade will kick off the development of the new downtown 16th Street mall and will feature old transportation equipment. The Old Car Council will participate with an input of vintage cars. A sign-up sheet was passed around.

A drawing was held for four "I Love My Corvair" license plate frames. Winners were Jose Martinez, Terry Nance, Terry McKenna and Bob Dunham.

There being no further business, the meeting adjourned at 8:20 p.m. for a presentation by representatives of Heckendorf Paint Company on paints and painting.

Respectfully submitted,

Evelyn Halverson, Secretary

* * * * *

WHO'S WHO

1. What PPCC member put his Corvair in neutral, reved it up, dropped it in gear and broke the axle?
2. What PPCC member borrowed another member's Christmas present (a torque wrench) before the owner had had a chance to use it?

* * * * *

FAN BELT PROBLEMS

Some Club members have been having problems with fan belts coming off. If you have found something that works or doesn't work, please contact someone on the Technical Committee, and they will compile a list.

* * * * *

CALENDAR OF EVENTS

February 26 - Pikes Peak Corvair Club membership meeting, 7:30 p.m. Presentation by Newbill's Alignment Service.

March 4 - Pikes Peak Corvair Club board meeting at Doreen VanBuskirk's house, 3975 Morley Drive, 7:30 p.m.

March 5 - Old Car Council meeting in Denver, 8:00 p.m.

March 7-9 - P.M.I. car show in Pueblo. Meet March 9th at Denver Warehouse parking lot at 12:00 noon for caravan to show.

March 21 - Veteran Motor Car Club of America meeting, Security Savings East, 7:30 p.m.

Bidding at the Colorado Springs Police Department auction of fall 1974 on Lot #17 (1964 Corvair 700 four-door sedan, turquoise) opened briskly, soared briefly and died early. It came with a title and with a battery recharge and inflated tires, it ran.

Unlike Oliver Wendell Holmes' Wonderful One Hoss Shay which rolled 100 years before collapsing into dust, my newly acquired "Masterpiece" immediately began to decay in unsuspected places with almost predictable regularity.

For instance, a grating noise arose in it on a bumpy road in upper Skyway - just the engine dragging along on the ground after a motor mount broke.

Everything that is supposed to wear out did so, plus a few hard items that weren't. I replaced the front seat with a pair of Japanese buckets (\$5 for the pair) and the back seat with one from a Corvair on its way to the smelter.

Replacement floor covering came from a room being redecorated - under the beds the material was just like new.

The car has had its share of "tough luck" incidents. A trailer jackknifing against a side, a sandstorm blasting the windshield and one "pilot error" mistake.

My mare had thrown me, temporarily crippling my right leg. On approaching the turn into my driveway, I could not lift my foot to the brake pedal and mowed down my own mail box, stopping eventually against a clump of very sturdy oaks.

The Corvair has a positraction differential, two air cleaners in tandem, a rear pump in its transmission enabling it to be pushed to a start and 122,644.6 miles on the dial.

It is usually willing to scoot nimbly around town with or without a bundle of corral rails on the roof or a trailer of hay behind.

Criticism of the lack of a paint job is well deserved. But how much should be spent on any car that originally cost only \$27.50?

AS THE OIL FLIES

Orvil McKenzie, Stan Turpin and Dick Long from Hecken-dorf Paint gave an excellent presentation (including two films) and answered questions about paints and painting at the last meeting. If you had questions but missed the meeting, give them a call - they will be glad to help. They strongly recommend Imron paint for cars in the Colorado Springs environment, and offer shop prices on their paint products for Corvair club members.

Have you heard about the new car Jim Wood traded his Spyder for? It's a 1966 Monza with a 140 engine and only 28,000 miles. Look for the story about it in a soon to be released Car of the Month.

Joe and Carolyn Torrez, Saguache, Colorado, were in Colorado Springs recently visiting their new grandson. Joseph David Gauker was born December 21, and we hear from the grandparents he is a fine boy.

Joe is getting a 1967 Monza ready for the P.M.I. car show, while starting a new garage business in Saguache. At present, he is working banker's hours (10 - 3) from his own garage. We are all a little jealous, Joe!

It never fails. When your husband is away, you always have car trouble. Such was the case for Pat Markey. As soon as Gabby got to Alaska, the rear wheel bearings on Pat's Corvair began giving her trouble. In true Corvair club manner, Jim Wood, George Dozier and Dave Mattes pitched in to remedy the situation.

Deciding it was easier to replace the whole rear-end suspension, they used a unique method. They hooked one end of a chain to the door of an old parts car and the other end to Jim's pickup. Jim then drove off, flipping the parts car. We hear this is the best way to remove the suspension system from a car when it is cold outside. Thanks for the tip, fellows. Sorry we didn't have a camera ready.

The February issue of Car Exchange compares a 1969 Corvair to a 1979 Monza. The Monza with options came to \$5,755. If you had a choice today, which car would you buy? (Silly question!)

FROM THE EDITOR

Well, here it is February already. Federal workers get a holiday the 18th of this month in honor of Washington's birthday (never mind that ole George was born on the 22nd). What the heck, we'll take whatever we can get!

Another special day is Valentines Day on February 14th. This is the occasion to get something for that sweetheart of yours --- like, say a "I Love My Corvair" license plate frame. Now I was talking of that sweetheart of a Corvair . . . but you better remember to get something for the wife/husband/girlfriend/boyfriend too.

Know what else happened in February? Last February Chevrolet produced its 100 millionth car (it was a Chevy Monza).

Thanks to Cary Crockett, Jim Wood and Dave Haddock for volunteering to write Car of the Month articles. I need volunteers for the other nine months. It only takes a few minutes to write down something about your "Corvair experience". Remember, we are interested in anything from project cars to a daily driver to show cars. Come on now, support your newsletter. Send the information to P.O. Box 15034, Colorado Springs, CO 80935, or give me a call at 574-0420 and we'll discuss it. Other articles of interest to Corvair enthusiasts are also solicited.

Ever wonder how much a new Corvair would cost at today's prices? Just for the fun of it, I took a few example Corvairs and inflated their prices using the Consumer Price Index increase since the cars were produced (the dollar ain't what it used to be).

1962 Monza with air conditioning, powerglide, radio, white sidewall tires, seat belts, tinted windshield and padded dash. Then - \$2,273 base, \$2,914 with options.
Today - \$5,169 base, \$6,626 with options.

1966 Corsa with air conditioning, tinted glass, seat belts, head rests, convenience equipment, AM/FM with rear speaker, positraction, 4-speed, heavy duty suspension, quick steering, sports wheel, tele steering column, traffic hazard warning switch, heavy duty battery, wire wheel covers, front and rear bumper guards, locking gas cap,

gas filler door guard, trailer hitch, trailer wiring harness, floor mat deluxe, tool kit. Then - \$2,501 base, \$3,452 with options. Today - \$5,522 base, \$7,622 with options.

1968 Monza Sport Coupe with appearance guard group, auxiliary lighting, clock, 140 HP engine, 4-speed, tinted glass, AM radio, rear speaker, heavy duty suspension, white sidewall tires, spare tire lock. Then - \$2,484 base, \$2,862 with options. Today - \$5,311 base, \$6,119 with options.

* * * * *

ANSWERS TO WHO'S WHO

1. Dale Baxter
2. Jim Wood, Chuck Harlow (owner)

* * * * *

TECH TIPS

"I have a 1963 Corvair which continually suffers problems with broken clutch and parking brake cables. I have had six cables replaced so far and I'm at a loss to determine why. Do you have a suggestion?"

Answer: We think the problem here, believe it or not, is electrical in nature. Most likely the engine has been removed and replaced and the ground straps between the motor and the body were not attached. In such cases with Corvairs, the clutch and brake cables substitute as grounds which carry current whenever the starter is engaged. They are actually burning, rather than breaking. Replacing the ground straps should solve your problem. (Taken from Old Cars)

Seat Bumpers. For replacement of the black hard rubber bumpers on the bucket type seats 1960-1969, order part number 7712536 from your favorite GM dealer. (Courtesy North Central Corvair Association of Minnesota)

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Patronize our advertisers - they make The Drip Line possible.

WARSHAWSKY/WHITNEY COMPANY

In case you are wondering what happened to Warshawsky/Whitney Company, the following is quoted from Old Cars Weekly, 4 December 1979.

In June of 1979, the Chicago based firm of Warshawsky & Co. filed a Chapter 11 in Federal Bankruptcy Court. At that time, the well-known supplier of mail order parts to the automotive hobby listed more than \$32 million in debts and \$10 million in assets. Under the law, Chapter 11 temporarily freezes debts, but gives the company a chance to reorganize while continuing to stay in business. The assumption of Chapter 11 is that once a company is again solvent, it can make restitution to creditors.

While in Chapter 11, the company is not allowed to fill any customer orders received prior to June 25, 1979. It cannot refund customer payments received prior to that date either, but it is required by the court to honor all orders received after June 25. (A survey of Old Cars readers using the Warshawsky/J.C. Whitney services shows orders placed after this date have been honored. ED).

The Warshawsky company has been in business since 1915, with an annual sales of between \$50 and \$100 million. In an interview, Mr. Roy Warshawsky explained that the company catalog was the main culprit of the current financial problems. The company spent two years (1973-1975) trying to resolve the catalog problem. "More than 90 percent of our business is by catalog," said Mr. Warshawsky, adding "We print tens of millions of them each year. Some customers get them each month, others every few months. Each month changes are made and every four months we revise the whole book."

Management mistakes were also cited as part of financial problems and the company claims that only 25 of the firm's 1,800 parts suppliers are no longer supplying goods.

According to the company, under the Chapter 11 operation, orders are now filled within 48 hours. Since the June 25 date, over 625,000 orders have been processed and filled.

* * * * *

When everything is coming your way, you're probably in the wrong lane. (San Francisco Bay Area CORSA)

TEN COMMANDMENTS FOR THE
CORVAIR COLLECTOR

The following article, originally printed in the "Classic Lines" '55-57 Newsletter, was nicely modified by Red Jackson, Santa Clara Valley, California CORSA, to better fit our Corvairs.

- I. Thou shalt not store thy car out-of-doors, except for thy wife's modern (and reliable) iron.
- II. Thou shalt not covet they neighbor's car, nor his garage, nor his battery charger.
- III. Thou shalt not love they cars more than the wife and children; as much, but not more.
- IV. Thou shalt not read the Clark's on company time, for thy employer makes it possible to continue thy car payments.
- V. Thou shalt not despise thy neighbor's Edsel, nor his DeSoto, nor even his 1947 Plymouth.
- VI. Thou shalt not allow thy daughters nor thy sons to get married during the Holy days of the National Convention.
- VII. Thou shalt not deceive thy wife into thinking that thee is taking her for a romantic Sunday drive when indeed, thou art going out to look at another Corvair.
- VIII. Thou shalt not promise they wife a new addition to thy house and then use it to store cars; thou shalt not store cars in the attic.
- IX. Thou shalt not tell they spouse the entire cost of thy restoration, at least not at the same time.
- X. Thou shalt not buy thy wife a floor jack for Christmas.

TECH TIP

Heater Blower Replacement Tip No. 11/6/78

Is your windshield slow to defrost on a cold morning? A good remedy for this is to replace the original blower wheel and motor with a like unit from a 1970-71 General Motors car with factory air conditioning which puts out a lot more air. (J.H. Craig, San Diego Corvair Club)

* * * * *

ITEMS FOR SALE

1965 Corsa (blue), 110 engine, 4-speed, new shocks, good body, tires and interior (black), \$1,400; contact Chuck at Dependable Auto, 392-2444.

1964 Monza coupe, running, \$600; contact Phil Rose at 597-7822.

Chevy Monza in fair to good shape, never wrecked; contact George Froemming, P.O. Box 1251, Avon, Colorado 81620 or phone (303) 949-5263.

Five 13 inch Corvair Spyder wire wheel hubcaps, 2 blade knock-off; set of 4 - \$150; hubcaps can be seen at Hubcap & Wheel Emporium, 827 West Colorado Avenue.

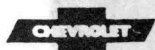
1963 Spyder convertible, complete, does not run, some parts removed but all there, \$100; one set 140 heads with exhaust manifolds, \$200; contact G. Law at (512) 383-4204 (Edinburg, Texas). (G. Law sent a long list of cars and parts for sale. The list will be posted on the bulletin board at the February meeting. ED.)

ITEMS WANTED

Turbocharger or turbo engine for 1963 Spyder, contact Terry Nance at 599-3321.

1964 wheel well chrome in good shape to buy or borrow. This chrome is needed badly for my car for the P.M.I. car show. If anyone has wheel well chrome I can borrow for the show, I will pay a deposit and return chrome in same condition; contact Bart Como at 472-1960.

YOU
CAN'T BEAT A
DANIELS
DEAL



105 NORTH WEBER
DOWNTOWN
632-5591



PIKES PEAK CORVAIR CLUB
P.O. BOX 15034
COLORADO SPRINGS, CO 80935



Mr. Walter Hundertmark
4710 Rusina Road, #402
Colorado Springs, Colorado 80907





THE

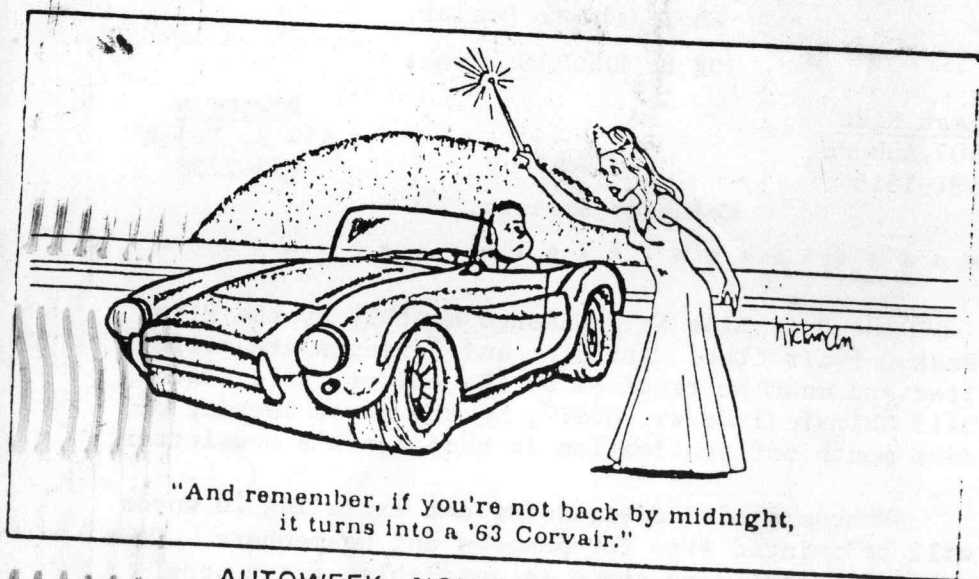
DRIP LINE

A CHAPTER OF THE CORVAIR SOCIETY OF AMERICA

VOL 3

NUMBER 3

MARCH 1980



"And remember, if you're not back by midnight,
it turns into a '63 Corvaair."

AUTOWEEK NOVEMBER 10, 1978

PERSONALIZED CAR CARE
BRAKES TUNE UP ELECTRICAL
AIR CONDITIONING SERVICE

Hank's Auto Service
CORVAIR SERVICE
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Colorado Springs, CO

The Drip Line is published monthly by the Pikes Peak Corvaire Club. Articles and comments are solicited and must be received by the editor, Dale Baxter, 3415 Whimsical Court, 80917, by the first Tuesday of each month for publication in that month's newsletter.

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

ELECTED OFFICERS

John Dowswell, President	Phone 473-4571
Evelyn Halverson, Secretary	Phone 392-7600
Tommy Harlow, Treasurer	Phone 633-0619
Walt Hundertmark, Membership Chairman	Phone 599-5883

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

MARCH MEETING

Did you want to go to the P.M.I. car show but just couldn't make it? Here's another chance to see the beautiful cars entered in the show, and this time it's free. At the March 25th meeting, Bart Como will show slides he took at the car show. John will try to start the meeting promptly at 7:30 p.m. so don't miss the program.

ELECTION OF VICE PRESIDENT

With the resignation of Phil Rose, John Dowswell, our Vice President, assumed leadership of the Club. Bart Como has accepted the nomination for Vice President. If you feel you would like to make a nomination from the floor, it will be accepted at the March meeting. Please be sure you have the okay of the person you plan to nominate.

TECH SESSIONS

Tech sessions will start in April, Saturday the 26th, to be exact. Jim Wood has volunteered to run the program. If you have a special maintenance area you would like to see included, let Jim know about it (473-5379).

APRIL RENEWAL

The following person needs to renew his dues at the March meeting:

Jim Sprafke

P.M.I. CAR SHOW

Last month we said the goal was to outdo our super effort of last year--well, we did it. Nine beautiful Corvairs, all reflecting hours of work by their owners, were effectively displayed and garnered seven awards.

In Group I (top of the show cars), Gary Williams with his 1966 Corsa two-door was first, Chuck Harlow's 1966 Corsa convertible was second and Bart Como and his 1964 Monza coupe was third.

In Group II (supposedly not quite so perfect, but how they decided was hard to determine), Bill Hames' 1962 Monza wagon was first, Jody Torrez and his modified 1967 Monza was second, and Bill Hames' unrestored, but perfect (mileage in the low 20's), 1961 Loadside pickup was third.

Walt Hundertmark displayed his van, a 1964 model, with other vans and got a third place in that category.

Again, the PPCC thanks everyone who participated and assisted in the show for their effort, it was first class.

ECONOMY RUN TO P.M.I. CAR SHOW

It was a beautiful but slightly windy Sunday on March 9th, as eight motivated PPCC members and their families assembled at the Denver Warehouse parking lot for the start of our first economy run.

After checking mileages, topping off the gas tanks and giving route instructions in case anyone got separated, the group departed in convoy style via Union Boulevard and Uintah to I-25. Jim Wood led the way at a steady 55 and in roughly one hour we arrived at the State fairgrounds with nary a mishap.

Everyone was impressed with the Club display of nine sparking Corvairs--hats off to the owners for their effort in preparation. After spending an hour or so at the show, we reassembled for the return, which was accomplished by the same route except we left I-25 at the Circle off ramp and proceeded to the Diamond Shamrock station opposite Mr. Steak. We filled up and recorded miles driven.

Most of us were pleased to find our favorite cars were right up there in the true economy class. Jim Wood

recorded the highest mileage of 28.3. The rest of us were as follows with Evelyn Halverson coming in last. We all agreed that, at the next tech session, she gets a tune-up (well, labor anyway) on the Club.

Stickshift

	<u>Mileage</u>
1. Jim Wood	28.3
2. John Dowswell	26.8
3. Dave Haddock	25.5
4. Jim Munson	25.2
5. Pat Markey	Did not compete


Automatic

1. Don Crombie	24.3
2. Theresa Jones	21.2
3. Evelyn Halverson	19.2

Trophies will be awarded at the March meeting to first place winners in the Stickshift and Automatic divisions.

1981 CORSA CONVENTION

As most of you know, the 1981 CORSA convention will be at the Marriott Motel complex in Denver. Rocky Mountain Corsa will be the host and PPCC has agreed to assist. At the February meeting, Marlin Liles volunteered to be our representative on the Convention Committee.

We have now been advised that Hal Marcus, Executive Secretary, whose organization manages CORSA and publishes the Communique, will be in Denver on Saturday, March 29th, for a special convention planning meeting. It will be held at Wyatt's Cafeteria in the Cherry Creek Shopping Center at six o'clock. Our participation will be discussed at our meeting. 

Leave at 4:00

* * * * *

WHO'S WHO

What PPCC member hides his Corvair hide-a-key in the same place as John Dowswell?

MINUTES OF THE MEETING

The February 25, 1980 meeting was called to order by President John Dowswell at 7:40 p.m.

Attendance: 22 members and 5 guests.

Treasurer Tommy Harlow reported \$558.97 in the Club treasury.

Evelyn read a letter from the Cactus Corvair Corvette Club of Phoenix, Arizona regarding a CORSA mini-convention they are sponsoring April 18, 19 and 20.

Old Business

Editor Dale Baxter passed around a sign-up sheet for Car of the Month articles.

Walt Hundertmark reported on the Old Car Council meeting. He said the OCC car show for next year had stagnated. Walt also said the OCC swap meet will be May 3rd and 4th at Heritage Square in Golden. Vendor spaces will cost \$10. Admission will be free for buyers.

Walt said PPCC was required to furnish seven volunteers to help patrol the swap meet area. A sign-up sheet was passed around.

Discussion was held on the P.M.I. car show. John Koll made a motion, which was approved unanimously, that all members who entered cars in the show be reimbursed the \$5 registration fee.

New Business

Four members of Rocky Mountain Corsa were present and talked about the 1981 CORSA convention. They asked PPCC's help in putting on a tour of the Colorado Springs area. Any other help with the convention would also be appreciated.

Iona Parker said Rocky Mountain Corsa was sponsoring a contest for a logo and slogan for the 1981 convention. Winner of the contest will receive paid local and national memberships.

John said the election for vice president will be postponed until the March meeting in hopes of having more members present.

Steve Goodman of Rear Engine Specialists donated two door prizes. Winner of a fan belt was John Koll and the winner of an oil pressure sender switch was Marlin Liles.

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

Respectfully submitted,

Evelyn Halverson, Secretary

* * * * *

HAPPY BIRTHDAY!!!

March 10 - Laurelee Schwengler

12 - William Champion

16 - Ilene Hanson

20 - Richard Shuck

21 - Cindy Johnson

29 - Judy Liles

30 - Paul Peel

31 - Mary Crowder

AS THE OIL FLIES

Merle Jenkins had open heart surgery recently and we hear he is now recuperating at home. Glad you are feeling better, Merle, and hope to see you soon.

Thanks to Bob Douglas for furnishing the refreshments at the last meeting.

Jim Wood had a first last meeting. It was the first meeting he has missed in two years. Don't make a habit of it, Jim, we missed you.

Gabby's tow bar travels more miles than he does. When Chuck Harlow called Pat to borrow it, she said Bob Dunham had borrowed it to pull his Corvair to Texas. So frantically Chuck called Bob, found he had not left yet, borrowed the tow bar from Bob, used it for the P.M.I. car show and returned it to Bob in time for him to pull his Corvair to Texas.

We had the fastest board meeting on record this month. John Dowsnell wrapped things up in an hour and a half.

(Continued on next page)

Talk about devotion to Corvairs. Don Crombie was informed he had walking pneumonia at 5:00 p.m. but showed up at the meeting at 7:30 p.m. Hope you are feeling better, Don.

* * * * *

CAR OF THE MONTH

Owned by Jim Wood

One Saturday morning, while on a "honey-do" run, I spotted a 1966 Corvair Monza coupe on a used car lot. Determined to keep my promise to my loving wife that I would not purchase any more cars, I quickly looked away and proceeded to drive on to the hardware store.

On my return trip I forgot to look the other way and noticed a sign on the windshield which said "one owner". Seeing this, I could not resist stopping only to peek at the car to satisfy my curiosity.

Upon inspection, the speedometer showed only 28,000 miles. The car had belonged to the often spoken of "little old lady" who had driven the car only on Sundays and had only logged 2,000 miles per year. This meant she only had to have the oil changed once each year. This also meant she probably spent less than \$50 per year on gas!! Try that today!!

Anyway, back to the story. The lady had purchased the car new in Grand Junction, Colorado, and the longest trip it ever took was from there to Colorado Springs. The original tires had been replaced only two months ago, and the ashtray had never been used.

As I toured around the to the rear of the car, I noticed a 140 emblem on the trunk. Now this could not be, because little old ladies don't order Corvairs with 140 engines and 4-speed transmissions, but this one did. While inspecting the engine, I noticed the fuel lines and the linkage for the secondary carbs had been disconnected. Evidently that \$50 per year for gas was unbearable!

The price tag on the car was \$2,695. Not bad for a new car today, but still more than she paid for it new. Now, how could I ever mention to my loving wife (who I had promised no more cars) that I had found a creampuff that I just could not live without? Several reasons

crossed my mind but none of them could be justified. I then noticed the dealer was admiring the red convertible that I was driving.

The thought crossed my mind (kind of like the light bulb that Brand X uses). If I traded him the red car for this green beauty, I would not be purchasing another car, therefore, my wife would not have grounds for divorce. I really never did like the red car anyway as it never handled or performed as I thought it should. (All this was helping me build a justifiable case to explain to my wife why I even considered trading a convertible for a coupe).

I then knew what I would do. I would trade cars and give her the coupe to drive to work. This way no judge could ever be on her side, unless she claimed incompatibility because of my auto-insanity, which any judge or wife would convict me of in a minute.

To make a long story short, this is what happened (not the conviction). I traded and my wife got the car. Now the only way I get to drive it is to tell her I need to adjust something and have to drive it to work to fix it.

As an ending to this story, I must say I'm happy, the car is happy and my wife is happy (maybe I shouldn't have put them in that order). Well, anyway, everyone makes a happy ending.

* * * * *

FROM THE EDITOR

My how time flies! Here it is March already and most winter is behind us. We have been teased off and on with those 60 - 70 degree days that tempt us to put the top down on the convertible and go cruising.

This is the time we begin to think of the events leading up for the summer. I guess the first milestone is P.M.I. car show and econo-run. They will be over by the time you read this, but other events must be planned and coordinated. To make them successful, we need your help and participation (see article in this newsletter about being an active member on page 8). Give us your suggestions, we'll try anything once. -Dale-

JUST THINKIN'

Are you an Active Member - the kind that would be missed?
Or are you just contented that your name be on the list?
Do you attend the meetings, and mingle with the flock?
Or do you just stay home and criticize and knock?
Do you take an active part to help the work along?
Or are you satisfied to be one to just belong?
Do you ever voluntarily help at the guiding stick?
Or leave the work to just a few, and talk about the clique?
Come out to the meeting, and help with hand and head.
Don't be just a member, take an active part instead.
Think this over, member, you know right from wrong,
Are you an active member? Do you really belong?

(Reprinted from Western Penn. Corvair Club Newsletter)

* * * * *

POKER RALLY

There will be a poker rally before the April 22nd meeting starting at 6:30 p.m. Meeting place will be the Denver Warehouse parking lot. Look for more details in the April newsletter.

ITEMS FOR SALE

1962 Corvair station wagon "700"; automatic, rebuilt engine, excellent condition \$1,300; Two powerglide trans-axle units \$70 each; contact Don Crombie at 475-0048.

1963 Spyder engine, 150 complete; Three 1966 saginaw 4-speeds; Several 12 plate oil coolers; Two sets 140 heads, 1 has new valves and guides and one has new valve job; Two sets carb setups for 140's; Set 180 heads with new valve job; contact Steve Goodman at 1-934-8783 (Denver).

1965 Monza coupe; 95 HP, automatic, engine rebuilt two years ago, good body, needs interior, paint, reseal job; moving in two to three weeks, must sell for best offer; contact Paul Luby at 598-5143.

ANSWER TO WHO'S WHO

Lew Bergevin - we found out at the P.M.I. car show.

YOU
CAN'T BEAT A
DAVIELS
DEAL



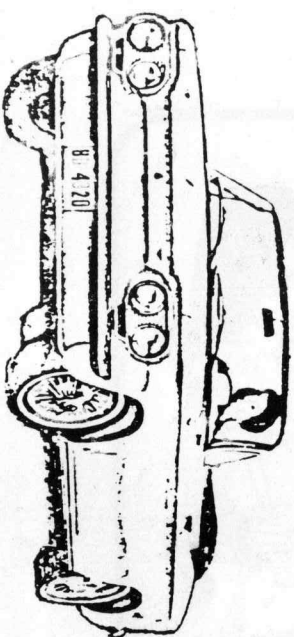
105 NORTH WEBER
DOWNTOWN
632-5591



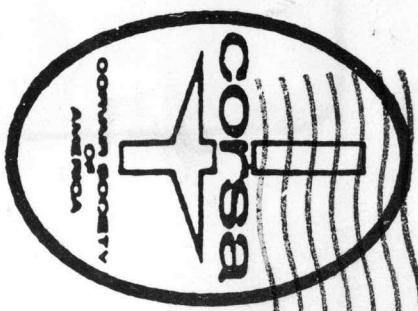
PIKES PEAK CORVAIR CLUB
P.O. BOX 15034
COLORADO SPRINGS, CO 80935

12:01 AM

"HURRAY,
it turned into
a '63 Corvair!!"



VIRILETV January 1979



Mr. Walter Hundertmark
4710 Rusina Road, #402
Colorado Springs, Colorado 80907



THE DRIP LINE

A CHAPTER OF THE CORVAIR SOCIETY OF AMERICA

VOL 3

NUMBER 4

APRIL 1980



* * * * *

PERSONALIZED CAR CARE
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AIR CONDITIONING SERVICE



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* * * * *

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* * * * *

When You Have Questions on
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Call CHUCK SEELYE

Happy to Help
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598-3709

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* * * * *

ELECTED OFFICERS

John Dowswell, President	Phone 473-4571
Bart Como, Vice President	Phone 472-1960
Evelyn Halverson, Secretary	Phone 392-9815
Tommy Harlow, Treasurer	Phone 633-0619
Walt Hundertmark, Membership Chairman	Phone 599-5883

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

COVER PICTURE

The cover car this month is a 1966 Monza owned by Jim Wood. It was Car of the Month last month but the photo copy was not available when the newsletter had to go to press.

ELECTION OF VICE PRESIDENT

Bart Como was elected Vice President at the March meeting. He ran unopposed.

APRIL MEETING

The April 22, 1980 meeting will be held at the Clubhouse at Diamond Terrace Apartments, beginning at 7:30 p.m.

Bart Como will present 35mm slides taken at the car show in Pueblo. Although this was scheduled for the last meeting, the slides had not yet been returned from the developers. If any other members have slides from the car show or other slides of general interest to the Club, please bring them to the April meeting to share with the Club.

POKER RALLY

There will be a Poker Rally as part of the March 22nd PPCC meeting. For those of you who don't know, a Poker Rally combines the best parts of a "Treasure Hunt" and "Five Card Poker". Contestants will meet at the Denver Warehouse parking lot at 6:30 p.m., where they will receive their instructions. We strongly urge a second person to act as your navigator.

POKER RALLY (Continued)

From there it is a Treasure Hunt during which time each contestant will use his abilities to proceed to each of five checkpoints. Contestants receive one playing card at each checkpoint. At this point, it's all a game of chance as all contestants compare their poker hands at the Club meeting.

There is a trophy for the winner so come on out and test your powers of driving, deduction and luck.

APRIL DOOR PRIZE

The April door prize will be a Corvair calendar.

TECH SESSION

A tech session will be held on Saturday, April 26th, from 2-5 p.m. at Jim Wood's house, 2146 Pheasant Place. We will be tuning up an early model Corvair. Let's have a good turnout for our first tech session of the year!

DUES RENEWAL

Chuck Seelye and Wayne Gully need to renew their dues at the April meeting.

FROM THE EDITOR

In case you haven't noticed, the Club now has a full set of officers. We are indeed fortunate to have John Dowswell as President and Bart Como as Vice President. They have the motivation and talent to do a lot for the Club, but they can't do it on their own. They need your help. Support the events, volunteer to help.

With the "good weather" season on the way, a number of Club activities are in the planning stages. We have already had a good start with the successful econo-run. The April meeting will be preceded by a poker rally and a date has been set for a "blind gymkhana".

If you have never participated in events such as these (or maybe you have never heard of such things), for goodness sake don't let that stop you from joining in. Complete instructions will be given, and I assure you no one will think

you are dumb because you haven't done it before (many of us haven't). The important thing is to participate; be an active member.

AS THE OIL FLIES

Merle Jenkins, who had heart surgery in February, passed away Sunday, April 6th. The Club extends its sympathy to his family. A contribution in Merle's name has been sent to the El Paso County Heart Unit.

Two Pikes Peak Corvair Club members, Merrill May and Bob Gilbert, are starting local chapters in their respective areas. From all indications, Merrill already has one going in Massachusetts, and Bob is making inquiries in the Grand Junction area.

Did you hear about Walt Hundertmark driving his van over a screwdriver? When Walt stopped to check, he found the screwdriver - minus its handle - had ruined his tire.

Since we are having more rallies, if you have any old trophies you no longer want, please give them to John Dowswell. He will have them renovated like new. Thanks

Have you smelled Bart Como's cigarettes lately? He tells us they are made of natural derivatives of wheat, cocoa and citrus flavor--all this to help him quit smoking. Good luck, Bart.

HAPPY BIRTHDAY!!!

April 1 - Barbara Gilkison
6 - Janet Sprafke, Gerry Johnson
10 - Jim Sprafke
13 - John Koll
23 - Carol Crombie
27 - Gwendolyn Champion
29 - Jim Munson

WHO'S WHO

What PPCC member accidentally shut his electric garage door on his Corvair?

* * * * *

Patronize our advertisers



Bart Como



Gary Williams

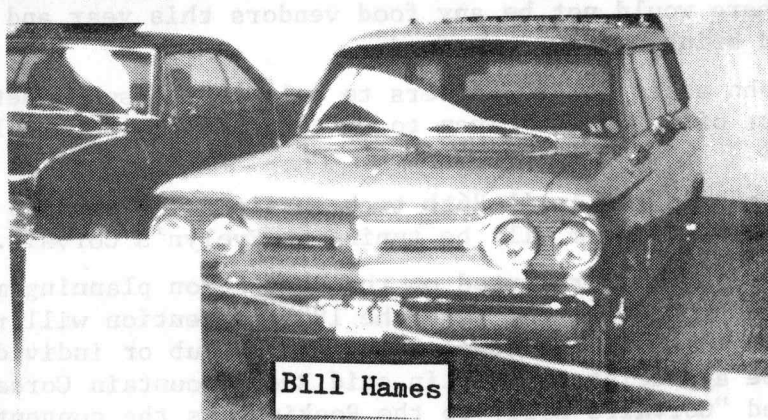
PMI Par
William



Lew Bergevin



Participants: Chuck Harlow, Bill Hames, Lew Bergevin, Gary
s, Bart Como, Jody Torrez, Doreen VanBuskirk, Walt Hundertmark



Bill Hames



Doreen VanBuskirk



Econo run participants

MINUTES OF THE MEETING

The March 25, 1980 meeting was called to order by President John Dowswell at 7:30 p.m.

Attendance: 24 members.

Treasurer Tommy Harlow reported \$501.60 in the Club treasury.

Old Business

John said Bart Como was running for the office of Vice President and asked for any other nominations from the floor. Hearing none, Bob Douglas made a motion to close the nomination, and Bart Como was unanimously elected Vice President.

Walt Hundertmark reported on the Old Car Council swap meet to be held May 3rd and 4th at Heritage Square. Walt said there would not be any food vendors this year and advised bringing your own food.

John asked for volunteers to help at the swap meet. The list of names was given to Walt to submit to the Old Car Council.

Jim said the April 26th tech session will be held at his house. The program will be tuning up Evelyn's Corvair.

Marlin Liles reported on the convention planning meeting held in Denver. He said the 1981 convention will require a lot of work and any help, either as a Club or individually would be appreciated. Marlin said Rocky Mountain Corsa had selected "Corvairs Rally to the Rockies" as the convention slogan.

John asked for a show of hands as to how many members would be attending the March 29th convention planning meeting with Hal Marcus in Denver. Six members raised their hands.

New Business

John presented Jim Wood and Don Crombie with trophies for winning first place in the stick-shift and automatic divisions of the econo-run.

Dale Baxter asked if any members knew of a place where the Club could take future issues of The Drip Line to be printed. Autsy Copy, who currently prints the newsletter, increased their prices significantly.

Discussion was held regarding a book on Corvairs being published. John said CORSA would like the Club to place an order and include full payment. However, no definite date has been set for printing of the book. A sign-up sheet was passed around to see how many members would be interested in purchasing the book.

It was decided no further action would be taken until more information on the book was received from Hal Marcus.

Winners of the door prizes were: Don Crombie, oil spout; Bob Douglas, sponge; Chuck Harlow, oil spout; and Walt Hundertmark, air freshner.

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

Respectfully submitted,
Evelyn Halverson, Secretary

* * * * *

ANSWER TO WHO'S WHO

Jim Wood

CALENDAR OF EVENTS

22 April - Poker rally at 6:30 p.m., Membership meeting at 7:30 p.m.

26 April - Tech session. Tune-up on early model Corvair. 2-5 p.m., Jim Wood's garage, 2146 Pheasant Place.

3-4 May - Old Car Council swap meet at Heritage Square in Golden, Colorado.

6 May - Board meeting, 7:30 p.m. Walt Hundertmark's house, 4710 Rusina Road, Apartment 402.

17 May - Veteran Motor Car Club swap meet and flea market at the Pueblo Mall.

18 May - All-Chevy swap meet at the Arapahoe County fair-grounds.

27 May - Membership meeting, 7:30 p.m.

31 May - Tech session.

ITEMS FOR SALE

1966 Corsa with 350 cubic inch Chevy engine and Olds Toronado transaxle. Must sell to make room for 1969 convertible. The kit for these costs over \$1,400 (see your CORSA magazine). I will sell the finished product for \$1,400; contact Dale Baxter at 574-0420.

1966 Monza convertible, automatic, powertop, black top - new window, 6 new tires - bias belted and snow tires, Make offer; contact Jerry McCray at 574-7823.

ITEMS WANTED

Gold interior for 1965 convertible; contact Dave Mattes at 597-2646.

Six burlap bags - "old potato sacks"; contact Jim Munson at 634-7889.

Corvair, must be in good condition mechanically, will be used for daily transportation; contact Bart Como at 472-1960.

* * * * *

Articles and comments are solicited for The Drip Line and must be received by the editor, Dale Baxter, 3415 Whimsical Court, 80917, by the first Tuesday of each month for publication in that month's newsletter.

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

* * * * *

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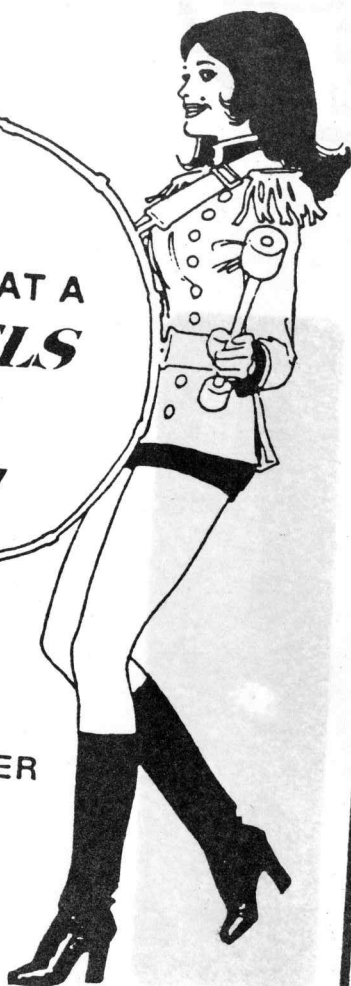
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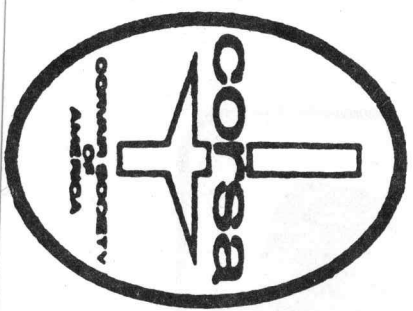
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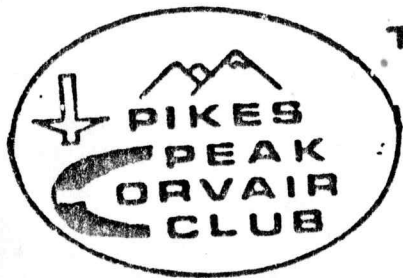


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Mr. Walter Hundertmark
4710 Rusina Road, #402
Colorado Springs, Colorado 80907





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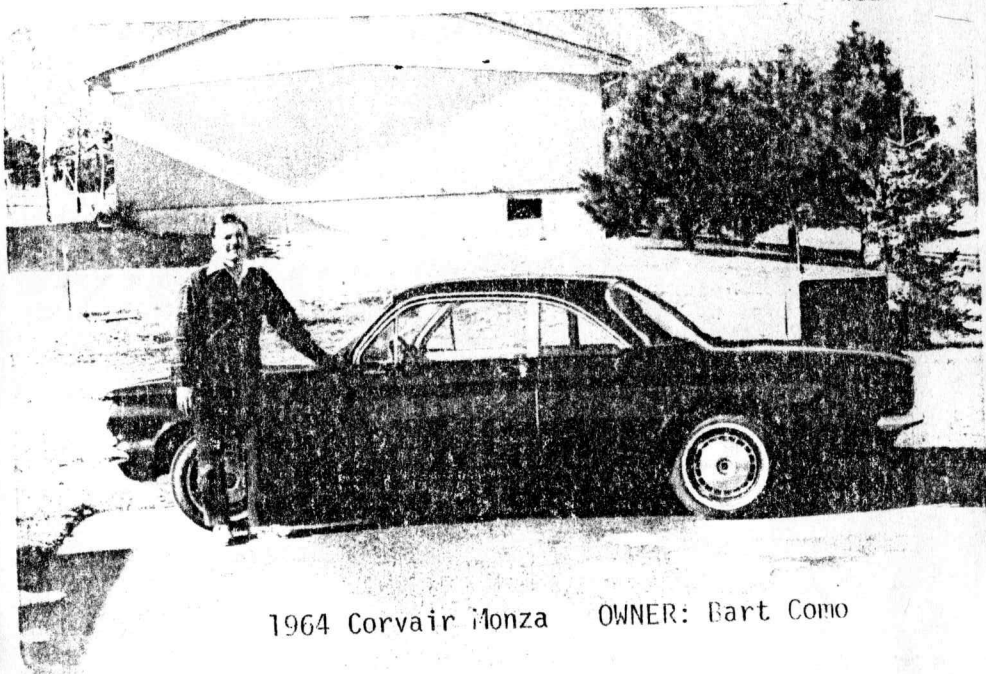
DRIP LINE

A CHAPTER OF THE CORVAIR SOCIETY OF AMERICA

VOL 3

NUMBER 5

MAY 1980



1964 Corvair Monza OWNER: Bart Como

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ELECTED OFFICERS

John Dowswell, President	Phone 473-4571
Bart Como, Vice President	Phone 472-1960
Evelyn Halverson, Secretary	Phone 392-9815
Tommy Harlow, Treasurer	Phone 633-0619
Walt Hundertmark, Membership Chairman	Phone 599-5883

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

MAY MEETING

The May 27, 1980 meeting will be held at the clubhouse at Diamond Terrace Apartments, 4710 Rusina Road, beginning at 7:30 p.m. and will feature a film on car production.

TECH SESSION

The first tech session of 1980 was held at Jim Wood's "back alley garage" on Saturday, April 26th. Billed as a tune-up session, it lived up to its name with Evelyn's car as the guinea pig. A damaged rotor and distributor cap very probably were the culprits contributing to her less than spectacular gas mileage in our recent economy run.

Anyway, everyone who turned out - there were about ten attendees - considered the time well spent and are itching for May 31st to roll around, the date of our second session. The place will again be Jim's garage on the alley, 2146 Pheasant Place, from 2-5 p.m. The session will feature installing a water vapor injector.

As a plus, one of our original members, Merrill May, who now resides in Boston, was in town and showed up. It was great to see you, Merrill; hope you get out our way again soon.

PPCC PICNIC

The Pikes Peak Corvair Club picnic will be held at the Mesa Picnic Area in Cheyenne Canyon on June 1, 1980. We

will all meet in the Sears parking lot at 12:30 and convoy to the picnic. There is a covered pavilion with barbecue pits so there will be no rain out. Each person should bring what they need for their individual picnic.

POKER RALLY

Our poker rally to the meeting on the 22nd of April was not a sparkling success. Bart Como and his wife, Barbara, had done their job well in setting up imaginative instructions and in manning the checkpoints but where was the membership? Three members showed up at the Denver Warehouse parking lot to participate. The absence of participants is at least discouraging to the members who took the time and effort to develop an event which those who came - all three of them - said was a blast.

But the lack of attendance (there were also only sixteen members at the meeting) takes the edge off for your Club officers and those stalwarts who always show up. If PPCC is to survive and even half-way live up to its potential, we need you, the membership, to turn out. We have got to have the feedback of your participation to make it all worthwhile.

The rally, by the way, was won by Dick Shuck and his navigator. A really super trophy will be awarded at the May 27th meeting. Be sure to come and see what you missed.

CONVENTION REPORT

By Marlin Liles

Hal Marcus will be at Rocky Mountain Corsa's meeting on Friday, June 6, 1980, to discuss the 1981 convention. PCCC members are invited to attend this meeting. Rocky Mountain Corsa meets at Wyatts Cafeteria, Cherry Creek Shopping Center (1st Avenue and University Boulevard), at 6:00 p.m. for dinner and 7:00 p.m. for the meeting.

PPCC is also invited to attend Rocky Mountain Corsa's garage dance to be held at 9:00 p.m. the same evening. The dance is at Darrel Rauch's garage, 2271 West Evans and costs \$10 per couple. The fee covers a live? disc jockey, snacks, beer and soft drinks. Hard boozers should bring their own.

Pre-registration is requested and may be made with Leo Ford, 1660 South Iris Way, Lakewood, Colorado 80226, or at the meeting.

Rocky Mountain Corsa will be wearing tee shirts with the 1981 convention logo on them. PPCC members attending the convention are invited to wear them to help advertise the 1981 convention. If you would like to do so, you may send a tee shirt to Leo Ford of RMC for silk screening.

At the April meeting it was requested that PPCC members who want to help with the convention choose a committee to work on. The committees are divided into three major groups and are listed below. A sign-up sheet will be passed at the May meeting.

Moving Events - Concours; Autocross; Rallye; Tours.

Administrative - Publicity; Marriot Liasion; Funding; Registration; Security; Trophies; Merchandising; Graphic Arts; Photo History; Information Center.

Non-Moving Events - Banquet; Parties; Tech Session, Swap Meet; Breakfasts; Gimmicks; Door Prizes; Local Self-Guided Tours; Model Car Concour.

AS THE OIL FLIES

The Club expresses its sympathy to Tommy and Chuck Harlow on the death of Tommy's father recently. A contribution in his name was sent to the El Paso County Heart Unit.

While Kathi Wood and her son, Terry, were driving, a black cat dashed in front of their car. Kathi quickly told Terry to roll down the window and spit to dispell any bad luck. While Terry was discussing this with his mother, they had a flat. Better luck next time, Kathi!

It's good having Don Crombie back at meetings. We hear he is driving a school bus again so his hours enable him to attend more often.

Pat Markey has taken a giant step for womankind. She has learned how to put fan belts on by herself. When will you hold a tech session for the rest of us, Pat?

Thanks to John Koll and John Glusick for providing refreshments at the April meeting.

Welcome to new members Richard and Helen Leavitt of Salida, Colorado and Gilbert and Frances Reese of Colorado Springs.

AS THE OIL FLIES (continued)

The first treasurer of our Club, Merrill May, was visiting from his home in Massachusetts recently. He reports that his efforts to form a club in the Boston suburb where he lives are proceeding well. They currently have 33 members and are awaiting their CORSA chapter plan.

HAPPY BIRTHDAY!!!

May 9 - Gary Williams
14 - Barbara Koll
17 - Wylie Jones
22 - George Harris
31 - Chuck Harlow

* * * * *

MINUTES OF THE MEETING

The April 22, 1980 meeting was called to order by President John Dowswell at 7:45 p.m.

Attendance: 16 members and 1 guest.

Treasurer Tommy Harlow reported \$495.02 in the Club treasury.

Old Business

Walt reported on the forthcoming swap meet. Walt said the June 4th OCC meeting would be held at the clubhouse if any members wanted to attend.

John said he had not yet received a response from Hal Marcus regarding the anticipated publishing date of the book on Corvairs.

New Business

John said Tommy Harlow was unable to attend the meeting because her father passed away. A sympathy card was circulated for members to sign. John said a small contribution in his name would be made to a charity.

Bart Como said the Club was planning a picnic on May 31. Each member should bring enough food and drink for their own

family. The location of the picnic area will be published in the newsletter.

John said he would like to initiate a buddy system whereby each member would be responsible for calling one other Club member to remind him to come to the meeting. Discussion was held on the suggestion but no action was taken.

Marlin Liles reported on the 1981 convention. He said Hal Marcus would be attending the June 6th Rocky Mountain Corsa meeting to discuss plans for the convention. Marlin said he would distribute a sign-up sheet at the next meeting for members who wanted to volunteer to help with the convention.

John said the winner of the poker rally was Dick Shuck. He will be presented with a trophy at the May meeting.

James Schwengler was the winner of the April door prize, a Corvair calendar.

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

Respectfully submitted,

Evelyn Halverson, Secretary

* * * * *

WHO'S WHO

What PPCC members went to the Denver swap meet expecting to spend a big night on the town Saturday but ended up baby-sitting?

What PPCC member is combing the beaches trying to pull teeth from dead sea lions?

What PPCC member was doing "housework" when another PPCC member called and needed help on a car?

* * * * *

CATALOGS FOR SALE

The following catalogs can be purchased at the monthly meetings: Clarks Corvair Parts - \$2.50; Taranta Enterprises - \$2.00 and American Corvair Parts - \$1.50. Supplements are also available for 25¢.

Since my son was now the sole driver of our second car, the stage was set for the events about to unfold. By chance, one of my co-workers mentioned that he knew of a 1964 Corvair Monza whose owner was leaving for an assignment to Germany. I asked "What does a 1964 Corvair look like?" He replied "It's small and flat", and proceeded to draw a picture that gave me no further insight.

The following day I did all of the right things that a prospective buyer should do when contemplating buying a car. I kicked the bald tires, examined closely the damaged fenders, ran my hand over the chipped and peeled paint, and peered through the cracked windshield at the ripped seats, rotted carpets and cracked dashpad. I even remember asking certain questions, such as: "Isn't there something missing from here?"; "Why is there oil all over the ground?"; "What are these little trap doors in the back?"; "Aren't there supposed to be four quarts of oil in the engine, not on it?" and "Why does this wire go into the engine compartment through a two-foot piece of garden hose?" The owner shrugged his shoulders and added that reverse did not work in the automatic transmission, and that the engine would not start. At this point these things were probably irrelevant since I had been painting a mental picture of the little Corvair not as it was, but as it could be once again. After towing the car home, and omitting certain unnecessary details from my wife, I proceeded with the challenge at hand. After a week of effort, without the benefit of a Corvair repair manual, I managed to keep the engine running six times out of ten. However, I was just now beginning to realize the insurmountable job I had before me.

One morning as I walked into my office, a co-worker handed me what appeared to be a small business card. He explained that it was given to him second hand from a friend who had found it on the windshield of his car---a Corvair. It was an invitation to join the Pikes Peak Corvair Club, signed by one "Gabby Markey".

I remember introducing myself at the first meeting and stating that I had a '64 Corvair. During the break I avoided all questions pertaining to an operating Corvair, such as handling, engine operation, gas mileage, etc. How could I tell anyone that I had never driven a Corvair? I confided my

secret to Gabby and he told me that he would come to my home that Saturday for a tech session. I went home that night, woke up my wife, and proceeded to fill the air with the wonders of the Clark's Catalogue. I'm sure that I sounded as though I had just witnessed the resurrection and that "Gabby Markey" was the new Messiah.

That Saturday I awoke early and tried my best to make my Corvair as presentable as I could. That afternoon Gabby and Pat arrived. I think that even Gabby was taken back with the massive tech session in store for him. It was the longest period that he's been silent since I've known him. In addition to what I already knew, Gabby pointed out many other things that needed to be done, least of which was the fact that the engine would have to be removed and resealed. Without a garage, the proper tools or even a repair manual, things seemed to be hopeless. Probably sensing how I felt, Gabby suggested that he would supervise the reseat and transmission replacement at his home.

The next day was to be my maiden voyage in a Corvair. Gabby arrived and I transferred the license plates from my Oldsmobile to the Corvair. Gabby led the way, I followed Gabby, and my son followed me. Two miles later I heard a terrible grinding noise and suddenly the car came to a halt. The transaxle gears had completely stripped. I remember saying something like \$?!*\$/ . Gabby went home, got his towbar, and towed my Corvair the remaining distance from the USAF Academy to his home near Peterson AFB.

I would not get to drive my Corvair again until it would leave Gabby's garage some six months later. During those winter months we resealed the engine, replaced the transaxle and countless other parts. After replacing the transmission with two defective used ones, I rebuilt the original.

In the year that followed, the story continues to an excellent paint and body man, Chuck McMullen at Dependable Automotive, an excellent upholsterer, Larry Potts at Custom Auto Trim, and finally the third place trophy at PMI Expo 80. However, the meaning of this article was not to point out the whys and hows of Corvair restoration, it was meant to point out the meaning of the Corvair club itself. It is the members within the Club who help and advise others, provide information and participate in its activities that expand it from beyond a club to a "fellowship". Without your support and participation, the Pikes Peak Corvair Club cannot exist.

FOR SALE

1962 "700" station wagon, automatic with rebuilt motor, \$1,100; contact Don Crombie at 475-0048.

Would like to trade 1965 Corsa with 110 engine, new paint, new upholstery and new tires for a Corvair pickup or van of equal value; contact Omar Halverson at 392-9815.

For later Corvair: bumpers, trim, interior parts. Will trade anything for 2-speed washer-wiper pump; contact Cary Crockett at 633-0635.

1965 Corvair coupe body, 1966 Corvair coupe body; 1967 4-speed transaxle, 1967 110-HP engine, miscellaneous Corvair parts, negotiable; contact David Day at 574-0280.

110 heads with valves, \$20; contact Omar Halverson at 392-9815.

Four 13-inch 2-bar wire hubcaps, \$75; One powerglide with transaxle, good, \$60; contact Don Crombie at 475-0048.

1967 2-door, 3-speed with 110 engine, 58,000 miles, good radial tires, \$1,500; contact Jane Gatiss at 591-1366 or 574-7835 or come by 228 Vehr Drive.

1961 Corvair pickup, good condition, new clutch, white with red stripe and red interior, \$700; contact Maldo Nado at 597-9294.

PARTS WANTED

An engine for a 1965 or later Corvair in good running condition. Will come and get it. Contact Dick Leavitt, 1111 I Street, Salida, Colorado 81201 or 539-3440.

* * * * *

ANSWERS TO WHO'S WHO

1. Jim Wood and Don Crombie
2. Nope, it's not Doc Munson. It's Gabby Markey
3. Jim Wood (doing housework) and Pat Markey

* * * * *

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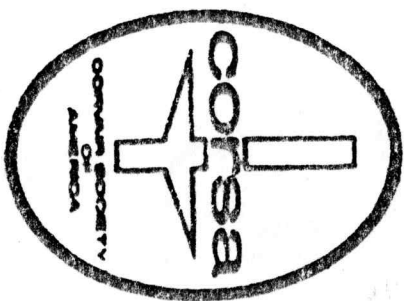
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THE

DRIP LINE

A CHAPTER OF THE CORVAIR SOCIETY OF AMERICA

VOL 3

NUMBER 6

JUNE 1980



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John Dowswell, President	Phone 473-4571
Bart Como, Vice President	Phone 472-1960
Evelyn Halverson, Secretary	Phone 392-7600
Tommy Harlow, Treasurer	Phone 633-0619
Walt Hundertmark, Membership Chairman	Phone 599-5883

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

JUNE MEETING

The June 24, 1980 meeting will be held at the Diamond Terrace Apartments clubhouse, 4710 Rusina Road, beginning at 7:30 p.m., and will feature a film from General Motors entitled "The Innovators". Also, Bart Como will demonstrate how to build a home-made vajor injector.

4th JULY STREET BREAKFAST

The Town of Security is holding a 4th of July street breakfast. Breakfast will be served from 6-11 a.m. with entertainment continuing all day. Cost (all you can eat) is \$2.50 for adults and \$1.50 for children. Your contribution is tax deductible.

If you are interested in participating, we will meet in front of Sears at 8:00 a.m. and convoy to Security. For those of you who live near Security, meet us at the Security Shopping Center parking lot in front of Albertsons at 8:30 a.m. Come on out and join the fun!

PPCC PICNIC

Sunday, June 1st, was a beautiful day - a fine omen for our first picnic of 1980. Shortly after 12:30 a caravan of Corvairs filled with grown-ups and kids departed the Sears parking lot under the steady hand of our leader. However, by the time we reached the Broadmoor Hotel, stop lights and extraneous traffic had taken its toll and

PPCC PICNIC (continued)

only three PPCC-ites arrived initially at the Mesa Picnic Area. The rest soon drifted in and after setting up horse-shoe pits and a volleyball net, we all pitched in for a super feed. Everyone agreed it was a great setting and a great success.

TECH SESSION

Our second tech session on May 31st was attended by somewhat fewer members than our first one. However, Jim Wood had his vapor injector ready to go and Pat Markey had delivered her "gray ghost" for a rear axle bearing reassembly so we had plenty to look at and do.

The vapor injector was great except for one thing - Jim had used a plastic mason jar instead of a glass jar for the reservoir and each time the car was started, the vacuum soon collapsed the jar. No great problem, and certainly a positive indication that it was working; however, we weren't able to try it out. When Jim gets back from California, we should have a comprehensive report on how the thing works since this is the car they used for the trip.

The next session is scheduled for June 28th from 2-5 p.m. at Jim Wood's garage, 2146 Pheasant Place. We will discuss the emphasis area at the meeting on the 24th.

OLD CAR COUNCIL REPORT

by Walt Hundertmark

The June 4th OCC meeting held at the clubhouse was a success. The consensus of the members was that maybe it should be held more often in Colorado Springs.

The MG Club, Rocky Mountain T-Bird Club and Model A Club are having a picnic July 19th in Heritage Square. All OCC members are invited.

OCC will be holding an auto show in Denver the first weekend in November, with the Colorado National Bank of Denver as sponsor. Since there are more club members this year, we are being allotted only 5 - 6 spaces so be planning now if you want to enter your car.

July 1, 2 and 3 will be the date for the national convention of the Classic Car Club of America. This will be held at the Denver Technical Center.

July will also usher in four national auto club conventions in Colorado Springs. The National Chevy Nomad Club will hold their convention July 21-24. There will be approximately 500 autos. The Four Seasons will host this convention.

Also to be held at the Four Seasons July 29 and 30 is the national convention of the Classic Chevy Club of America.

The Ford Victoria Club and the Ford Retractable Hardtop Club will be holding national conventions here in July. Watch the newspapers for dates.

The Pueblo Veteran Motor Car Club will sponsor a tour of the CF&I steel mill on July 27th. For further information, contact the Pueblo VMCC. All OCC members are invited.

CORVAIR BOOK

If you signed the list to order the book, The Corvair Decade, or if you are now interested in ordering this book, please bring \$13.50 to the next meeting. If you order now, it will be cheaper than if you wait until press time. Estimated publication date is August.

HAPPY BIRTHDAY!!!

June 6 - St. Clair Hultsman
7 - Terry Nance
9 - Doreen Dowswell
10 - Margaret Tutt
23 - Sam Miller
27 - Arlene Nance

AS THE OIL FLIES

Even golf can be dangerous nowadays--if you don't think so, ask Jim Wood. While he and Don Crombie were playing a round the other day, his trick knee went one way and Jim went the other. Result: a broken knee. Jim was hoping it would be better for his family vacation to Disneyland.

(Continued on page 6)

About four years ago, when I was a traveling salesman, going to Aspen and vicinity every other week, I somehow became overly interested in a blue Corvair which belonged to one of my customer's daughter.

The owner's father was working on the car in their driveway one evening as I called. We started to talk and I started to look in and out, around and through. I realized it was in fairly decent shape for a '65 and also that it had a four speed and a tachometer in the dash, whatever that meant. I had really never been the least bit interested in Corvairs in my life. I had been around them a little in the past 10 years experience in an auto body shop so I did know what they were, and that they were becoming rare.

In the course of the conversation, I learned also that the car was a local car spending most of its life in Glenwood Springs until the current owner bought it and brought it to Basalt. It had been well taken care of mechanically since the owner had to drive it daily to and from Aspen to work. If you have ever driven the 40 miles from Basalt to Aspen in the wintertime, you know how reliable a car has to be.

This 1965 Corsa also had a new set of radials and a very recent brake job and tune-up. Well, as the conversation went, I mentioned to the owner's father that I would be interested in buying if the selling aspect was ever there. Well, no sale!

After a couple of months and a few visits more, there was hope, but a very stiff price, or so I thought. After a couple months of dickering, she finally came to a reasonable agreement. I bought it, licensed it in Basalt, hired a youngster to drive it home after me, and bussed him back home.

Once I got it home I sort of drove it some, but neglected it mostly. After looking more carefully, I realized it needed considerably more work than I had originally planned, and since I was never one for doing things halfway, both the dollars and the labor were a bunch short.

Two years passed and finally last summer, I got both the initiative and the dollars, through the help of our

local bank, to start restoration, and in the late fall of 1979 I completed about 90% of the task.

After replacing seals and gaskets and performing a complete tune-up on the 140 HP engine, the engine compartment was then cleaned and painted. New carpet was laid front and rear and rear window package area and back of rear seat. A new headliner was installed, which was my first, and I found it relatively easy, with the aid of advice from an upholsterer friend. He also aided in replacing all the panels on the front buckets and rear seat, keeping the inserts for their originality since they weren't too bad. He also helped me in replacing the padded dash.

The worst part of the exterior was the front bumper panel. I think this particular car had, sometime or other, brake problems and the owner had to resort to using other cars and possibly trees to aid in bringing the car to a stop. The "bondo" was from headlight to headlight and from trunk to standing on your head underneath. Once I started pounding, chunks of mud (bondo) an inch and a half thick fell to the ground. It so happened I had a spare '65 Corvair "total" laying around, incidentally nice to have if you ever start rebuilding one. This Corvair was my first, which I bought for my daughter two years earlier. It came with a totaled right side and in the years my daughter was learning to drive, she finished it off, along with the engine and tranny. This Corvair introduced me to Gabby and eventually to the Corvair club.

After swapping panels from one to the other and repairing some other minor dents, it eventually got a new blue "radiance" (small metalflake) acrylic lacquer paint job, new weatherstrip and "fuzzies" all around the deck, trunk, doors and windows. How nice it is to be able to get brand new parts so easily and promptly. I topped it off with a set of 14" X 7" Corvette-style wheels with 60 series TA radials. What a dream to drive!

On a recent rally to Pueblo, I was satisfied totally with performance and, as a climax to the trip, we recorded a smooth 25 miles to the gallon. Corvairs are here to stay in this family.

This is my first Corvair restoral and I found it most rewarding. I haven't gotten to know too many people in the
(Continued next page)

Club, so I would like to take this opportunity to offer my experience and know-how to other members of the Club who are planning to take on such an endeavor. The Corvair club has been very helpful to me in various aspects of my restoring endeavor, and I would like to return the favor if possible. After all, that's what the Club is all about!

* * * * *

DUES RENEWAL

George Dozier and Doreen VanBuskirk need to renew their dues at the June meeting.

AS THE OIL FLIES (continued)

The John Dowswells took a two week trip in May to visit family and old friends in California.

It was a nice treat to meet the other half of the Jones family at our last Club meeting. Theresa was working so hard and Wylie brought the refreshments. Wylie has just returned from a tour of duty in Heidelberg, Germany. We hear Theresa is having a little trouble getting to drive the Corvair since Wylie's home.

It was good to have Doreen VanBuskirk back again at our last meeting. Doreen and her Dad have been busy rebuilding the engine in her 1964 Spyder.

Thanks to Theresa and Doreen for the delicious refreshments at the last meeting.

Marlin Liles reports plans are going ahead for the 1981 National convention in Denver. If you are interested in helping, be sure to check his sign-up sheet to see what committee would be most interesting to you.

WHO'S WHO

What PPCC member went to a board meeting in Pueblo, only to find it had been postponed?

What PPCC member assured another member the reason he was having trouble starting his Corvair was that a spider (whose web was in evidence) was sitting in the gas line laughing at him?

MINUTES OF THE MEETING

The May 27, 1980 meeting was called to order by Vice President Bart Como at 7:35 p.m.

Attendance: 15 members.

Treasurer Tommy Harlow reported \$497.20 in the Club treasury.

Old Business

Bart reminded members of the Club picnic to be held June 1 at the Mesa picnic area. Members are to bring their own food and table service. Meeting place to caravan to the picnic area will be Sears parking lot at 12:30 p.m.

Marlin Liles said Hal Marcus would be attending the June 6th Rocky Mountain Corsa meeting in Denver and encouraged PPCC members to attend.

Members who want to help with the 1981 National convention were asked to sign a sheet that was circulated.

Bart presented Dick Shuck with a trophy for winning the Poker Rally in May.

New Business

Dale said the cost of printing the newsletter had doubled. It was suggested that perhaps we need to increase the advertisements in the newsletter to defray the cost.

Bart said he would demonstrate how to build a home-made vapor injector using a mayonnaise jar and \$3.00 worth of parts at the June meeting.

There being no further business, the meeting adjourned at 8:15 p.m.

Respectfully submitted,

Evelyn Halverson, Secretary

* * * * *

ANSWER TO WHO'S WHO

Walt Hundertmark (Our communication lines are in for repairs right now.)

Bob Dudding and Chuck Harlow.

If your Corvair sits outside, you have probably seen what the sun (winter and summer) can do to a Corvair interior. The seat covers fade and crack and seams rip out. The top of the rear seat on the late models is particularly prone to heat damage because of the sloping rear window. So what can you do about it?

If you have a folding rear seat, keep it folded down when not in use. You can use a towel or other matter to cover the top of the rear seat. Regular conditioning with Armorall is helpful.

If your Corvair doesn't have tinted glass, you might try to find a junker that does and exchange the glass. It makes a big difference.

If you are storing a Corvair outside, you should somehow block the sun from the interior. If you like to use the car occasionally, a good method is to buy a can of window cleaner that dries to a white haze. This will block the sun and when you are ready to use the car, simply wipe it off and enjoy the clean windows.

For longer storage, you may want to use cardboard cut to size. The use of a tarp or car cover to protect a car is a controversial subject which I will save for another time.

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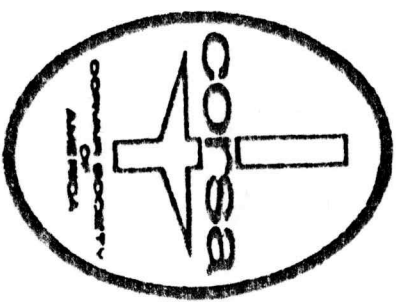
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PIKES PEAK CORVAIR CLUB
P.O. BOX 15034
COLORADO SPRINGS, CO 80935



Mr. Walter Hundertmark
4710 Rusina Road, #402
Colorado Springs, Colorado 80907





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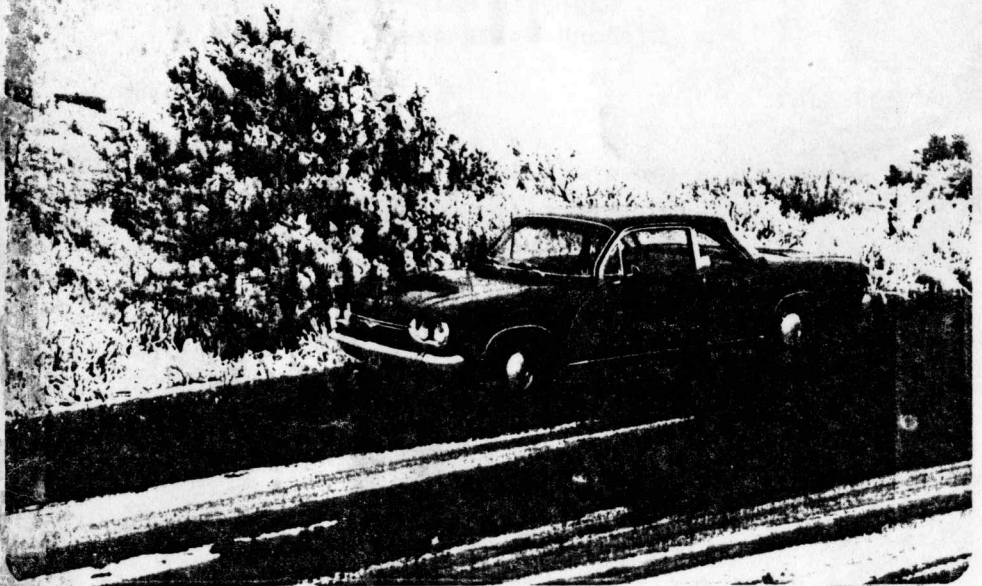
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VOL 3

NUMBER 7

JULY 1980



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* * * * *

ELECTED OFFICERS

John Dowswell, President	Phone 473-4571
Bart Como, Vice President	Phone 472-1960
Evelyn Halverson, Secretary	Phone 392-7600
Tommy Harlow, Treasurer	Phone 633-0619
Walt Hundertmark, Membership Chairman	Phone 599-5883

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

JULY MEETING

The July 22, 1980 meeting will be held at the Diamond Terrace Apartments clubhouse, 4710 Rusina Road, beginning at 7:30 p.m.

DUES RENEWAL

Robert Avery, Andy Dodd, Arthur J. Thompson and Arthur James Thompson need to renew their dues at the July meeting.

PAGEANT OF THE ROCKIES PARADE

For the second year, the Club has been asked to participate in the Pageant of the Rockies Parade to be held on the morning of August 5th. This year's parade promoters would like us to provide fourteen (14) convertibles for local V.I.P.'s and a varied selection of cars and vans (pickups) for a parade entry. Assembly will be on St. Vrain between Nevada and Tejon at ~~9:00~~ ^{8:30} a.m. Details will be discussed at the July 22nd meeting. ^{8:30}

CITADEL CAR SHOW

The P.P.C.C. has been asked to stage a car show in the Citadel Mall on the weekend of August 1, 2 and 3. There will be room for 15-20 cars. Set up will be on Thursday evening, July 31, after 9:00 p.m. We will have to man an information point on Friday, Saturday and Sunday. Removal will be on Sunday after the mall closes.

CITADEL CAR SHOW (continued)

The Club is making a firm commitment for this event at the request of a number of our members so we must pitch in and make it a big success. Details and a roster of participants will be developed at the July 22 meeting.

DANIELS CAR SHOW

Daniels Motors has offered us the use of their downtown showrooms September 18 through 21 for a car show. They can take up to eight cars which are to be interspersed with the 1980 cars on display.

As early members of the P.P.C.C. will remember, Daniels was an initial supporter of the Club. In fact, our first meetings were held in their training room. They have also been a constant advertiser in The Drip Line.

The Club officers all feel we should make a real effort to provide a good input. Details will be worked out at the July 22 and August 26 meetings.

* * * * *

Bart and Evelyn have been contacting members in regard to the parade and car shows. If you have not been contacted and would like to enter a car in any of the events, please call Bart at 472-1960 as soon as possible.

* * * * *

HAPPY BIRTHDAY!!!

July 1 - Hank Brown
9 - Pat Markey
10 - Andy Dodd
13 - Richard Green
17 - Theresa Jones
29 - Linda Mattes

* * * * *

Thanks to Tommy Harlow and Pat Markey for furnishing refreshments at the June meeting.

MINUTES OF THE MEETING

The June 24, 1980 meeting was called to order by President John Dowswell at 7:45 p.m.

Treasurer Tommy Harlow reported \$488.21 in the Club treasury.

Old Business

Walt Hundertmark presented the Club with a check in the amount of \$143.28, representing P.P.C.C.'s share of the proceeds of the Old Car Council swap meet.

Walt also reported on the OCC car show to be held in Denver the first weekend in November.

Marlin Liles gave a report on the June 6th convention planning meeting in Denver. Marlin said the dance which followed the meeting was a lot of fun and gave everyone a chance to talk to Hal Marcus.

John said the Club could order the book, The Corvair Decade, at a cost of \$13.50 each if ordered in lots of ten. After a show of hands by members interested in purchasing the book, Tommy was asked to order 20 copies. Members were asked to pay for the book in advance.

New Business

John said the Club had been asked to participate in the Pageant of the Rockies parade to be held the morning of June 5th. The Club would need to furnish 14 convertibles for local dignitaries to ride in and a Club display of various Corvairs.

Future events include a car show in the Citadel Mall, a show in the Rustic Malls and a display at Daniels Chevrolet. More information will be available as details are worked out.

Jim Wood won the June door prize, an oil filter.

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

Respectfully submitted,
Evelyn Halverson, Secretary

We bought our Corvair in 1976 when our son was learning to drive and wanted a car.

One of the neighbors had a red 1964 Monza sitting in front of the house with a "For Sale" sign on it. We waited until the price came down to \$400, at which time we purchased the car.

All I knew about Corvairs was that they had an engine in the rear and leaked oil. When I got it home, I learned I was correct on both items.

As the hand brake cable was broken and the automatic transmission in a Corvair has no "Park", the seller furnished a rock with the car to block the wheel. I soon grew tired of this and installed a new brake cable. I also discovered the car was running on only five cylinders. One sparkplug was gapped at zero! It had been that way since the last time the plugs had been changed.

Our son drove the car to high school and to his part-time job for about three years. The Corvair sat outside in the cold South Dakota winters and gave excellent service with minimum care. With a set of snow tires, it was great in the snow. The heater and defroster were never sufficient for South Dakota winters.

I had some embarrassing moments with the Corvair, such as the day I changed oil and forgot to tighten the new filter. I got about one mile when the red light came on. The worst part was that the streak of oil led down the street right in to my garage.

Another time I overfilled the transmission and smoked up the neighborhood when I started the engine. It was drawing the transmission fluid into the engine through a broken diaphragm in the modulator. At least I learned where the transmission fluid was going.

When I had some free time between jobs, I sanded the car down, repaired the rust-outs and had it repainted. New carpet and kick panels were installed and the car looked quite presentable.

About this time our son purchased an MGB and we inherited the Corvair. We moved to Colorado Springs in 1979, leaving

the Corvair in storage in South Dakota. Our son suddenly needed a car and it was pressed into "teen-age" service for one more summer.

Last fall it arrived in Colorado Springs where it is part of our "collection" of cars. It has over 100,000 miles on the odometer. It is easy and fun to drive and the gas mileage is very attractive in this age of high gasoline prices.

DIARY OF A WILD GOOSE (CORVAIR) CHASE

By Dale Baxter

As you may or may not know, Carolyn and I have been looking for a 1969 Corvair convertible for some time. We would really like to buy one from a fellow in Texas but so far I can't convince him to sell it. Numerous long distance calls all over the U.S. haven't resulted in a purchase (they have, however, generously supported Mountain Bell). So much for the background.

I went to the Phil Long Ford swap meet a while back to see what I could see. As I was examining one vendor's wares, Don Crombie walked up to me and said a man there had a 1969 convertible for sale in Denver priced at \$500.

I talked with the fellow who had a used car lot in Denver where the car was parked. He said it was missing an engine, was an automatic, was light blue with blue or white interior, had a good body and I could have it for \$400. The more I thought about it, the better it sounded so we decided to drive up and look at it that very day.

Behind the guy's building I spotted a Corvair convertible. However, this one was dark green, light green interior, dents all over the thing, rust all around the front wheel well, worthless top, terrible interior, engine in pieces, stick shift transmission, parts missing, etc. - a sorry sight. To top it off, it was not a 1969, it was a 1968.

I thought to myself, this can't possibly be. However, a call the next day confirmed that it was. The owner's comments were, "Oh, it's just a parts car; 1968 or 1969, they are the same; Yes, it is kind of a blue green". Needless to say, we are still looking for a 1969 convertible.

Lesson learned: Be sure you have all the details before taking off on a "wild Corvair chase".

TECH TIPS

If your Corvair is equipped with a powerglide transmission, this tech tip could save your life or a costly accident. The Corvair powerglide transmission does not have a "Park" gear. As a result, the transmission must be placed in "Neutral", and the handbrake applied, when the vehicle is not in use. If your vehicle was parked on an incline, or if you are working under it, it may not stay there unless the brake cable is in good condition and properly adjusted.

To check and adjust the cable, proceed as follows:

1. Drive the car forward onto drive-up ramps, or jack up the car and secure it with jack stands.
2. Chock the rear wheels. Remember, this may be the time that your brake cable fails.
3. Remove the two tunnel covers from the underside of the car.
4. Check the condition of the brake cable, especially at the front where it makes a turn over the plastic cable pulley to come through the inside of the car. This is a point of maximum cable stress. A flashlight helps. (On my 1964 Corvair, I found the entire vehicle was being held by three strands of brake cable. I immediately rechecked Step #2).
5. If the cable is not frayed, lubricate the cable pulley groove that the cable rides in with Lubriplate.
6. From inside the vehicle, check the condition of the cable from the brake handle back to the point where it enters the floor of the vehicle. During this check, you will find two more plastic cable pulleys. These should also be lubricated with Lubriplate.
7. While inside the vehicle, check that the brakes are fully engaged when the brake handle is moved through approximately three-quarters of its travel. Cable tension can be varied from under the vehicle by adjusting the nut at the rear of the cable. However, make sure that the cable has some slack when the brake handle is returned to the disengaged position to prevent the brakes from dragging.

8. If your brake cable needs to be replaced, you can obtain one locally from Daniels Chevrolet at a cost of \$3.50 to \$4.00. They had them in stock when I bought mine. Installation of the cable is straight forward, but does require some nimble fingers when routing it on the inside of the car.

Of all the things that I have ever bought for, or done to my Corvair, I consider replacing the brake cable the most important. Depending on what year Corvair you have, the original cable could be anywhere from 11 to 20 years old. Think about it -- Someday you may see a nice Corvair going down the street without a driver - it could be that the last few strands of brake cable finally gave out!

* * * * *

TEMP-PRESS OR GEN-FAN LIGHTS

Owner's Manual

You should do the following when the TEMP-PRESS OR GEN-FAN indicator lights come on while the car is being driven.

1. Set heater FAN and HEAT controls to full "ON" positions. (If equipped with air conditioning, turn air conditioning COOL switch to OFF).
2. Stop the car as soon as driving conditions permit. Turn ignition key to OFF to stop engine but turn key back to ON or ACCESSORY so heater blower will continue to cool engine.
3. Check for broken fan belt or belt off pulleys or engine low oil level. If only GEN-FAN indicator is lighted, belt is not broken or off pulleys and engine oil level is satisfactory, car can be driven at slow speed; however, generator must be checked and serviced as soon as possible.
4. If trouble is found to be a broken fan belt or belt off pulleys, wait approximately five minutes, start engine and drive car at no more than 25 miles per hour until TEMP-PRESS indicator comes on, then repeat Step 2.
5. Repeat Step 4 as necessary until facility is reached where fan belt can be installed.

FOR SALE

Four 13 inch 2-bar wire wheel hubcaps (for early model), \$75; Two good powerglide/transaxle units, \$50 each or best offer; 1962 "700" station wagon, automatic, rebuilt motor, restored, \$900; contact Don Crombie at 475-0048.

1969 Monza coupe \$800; 1962 4-door Monza with air conditioning, can be seen in Pueblo, \$800; contact Jim Wood at 473-5379.

1964 Monza 4-door, white interior, silver body, 55,000 miles since engine rebuild, negotiable price; contact Leonard Edwards at 475-1481, evenings.

1964 Monza, automatic, make offer; contact Harold at 632-8783.

1967 convertible shell; 1965 parts car with engine and 4-speed, Four 700 x 13 radial tires with 5-lug wheels, make offer; contact Dave Haddock at 392-9601.

WANTED

3/4 HP engine; contact Jim Munson at 634-7889.

1964 wheel well trim moulding, set or individual pieces, slight nicks okay; original kleenex tissue dispenser; 1964 front and rear floor mats in blue, white or black; contact Bart Como at 472-1960.

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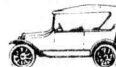
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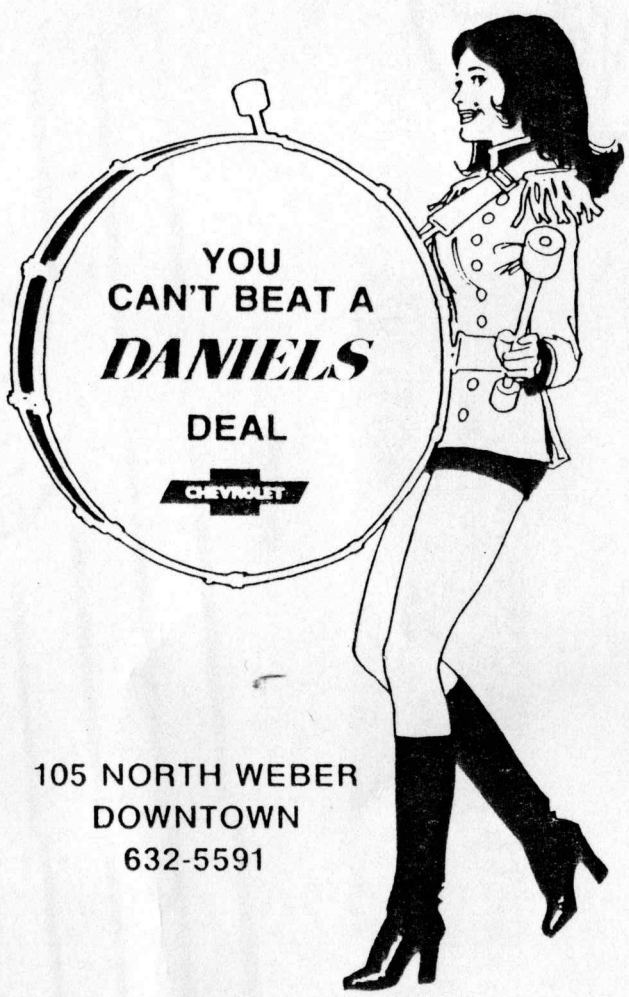
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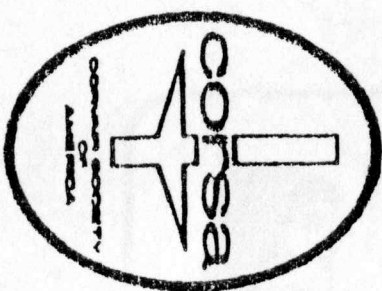


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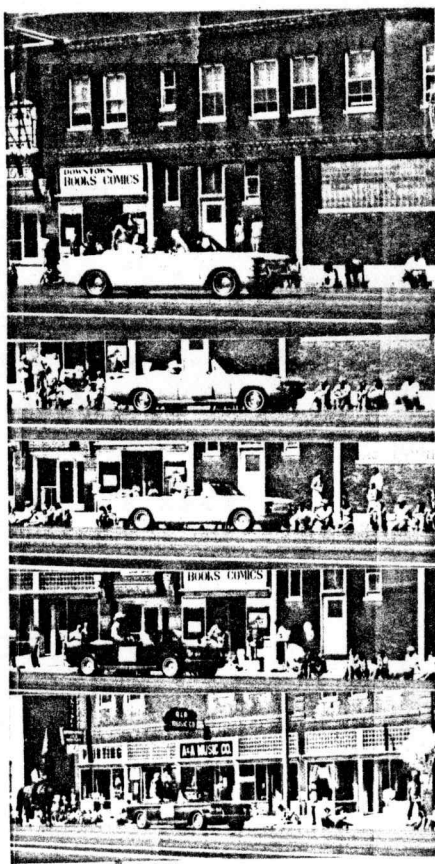
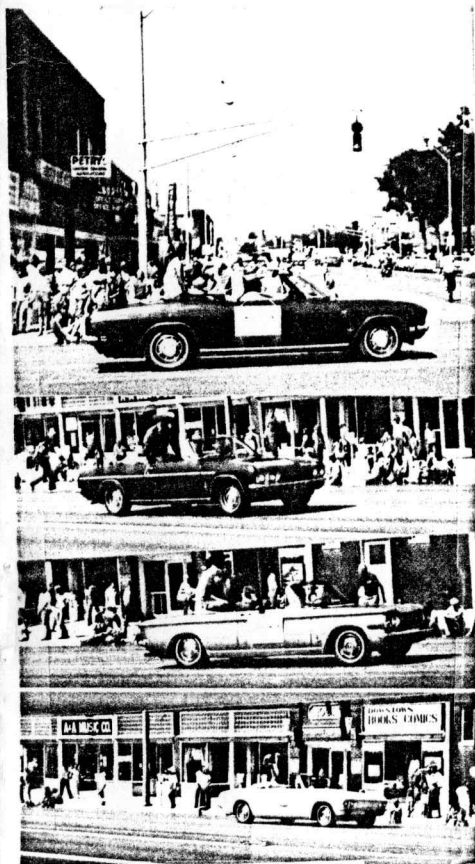
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AUGUST 1980



PAGEANT OF THE ROCKIES PARADE

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Bart Como, Vice President	Phone 472-1960
Evelyn Halverson, Secretary	Phone 392-7600
Tommy Harlow, Treasurer	Phone 633-0619
Walt Hundertmark, Membership Chairman	Phone 599-5883

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

AUGUST MEETING

The August 26, 1980 meeting will be held at the clubhouse at Diamond Terrace Apartments, 4710 Rusina Road, beginning at 7:30 p.m. The program will feature awarding of car show trophies and a film entitled The Golden Age of Automobiles.

OLD CAR COUNCIL PICNIC

The annual OCC picnic will be held Sunday, September 7, 1980, at Heritage Square, beginning at 9:30 a.m. Those of you who have attended the OCC swap meet know this is a great location with plenty to do for everyone. There should be some super cars for the car buffs and lots of attractions for the kids. So bring your own food and make a day of it.

DENVER AREA ROD & CUSTOM CAR SHOW

Sunday, August 24, 1980, from noon to 4 p.m. the Denver area clubs will stage a car show at the intersection of Business I-70 and Harlan Avenue. Proceeds in the form of donations will be for the annual Muscular Dystrophy crusade.

CURRIGAN CAR SHOW

Walter Hundertmark, our representative to the OCC meetings in Denver, reports that plans for the second

annual show on October 31 and November 1st and 2nd are really shaping up. The new sponsor, Colorado National Bank, is very enthusiastic and things ought to be first class.

Publicity will begin three to four weeks before the show and will include mail-outs to their more than 46,000 customers. Financial assistance will be provided in setting up displays, and suitable trophies and dash plaques will be provided winners and participants.

OCC has advised us they would like bodies to volunteer to man the ticket booths. Hours to be covered are 3 to 11 on Friday, 12 to 11 on Saturday and 11 to 7 on Sunday. We will circulate a sign-up sheet at the August meeting and will also try to pin down what participation we will have in the show itself.

Remember, this is the prestige show of the year for Colorado, and your officers feel we should support it.

As an added incentive, everything over \$25,000 in income goes to OCC and ultimately to the participating clubs.

PPCC CAR SHOW

We had talked about it ever since the Club was established in 1977; and we finally did it! Fourteen sharp Corvairs, all from PPCC, were on display at the Citadel Mall on the weekend of August 1st, 2nd and 3rd, and what a sight they were -- absolutely beautiful!

Quite frankly, everyone outdid themselves: Bart Como, our Vice President and Program Chairman, put in countless hours organizing things - not the least of which was to develop judging standards and classes based on CORSA Concours D'Elegance rules; Tommy Harlow lettered the signs and Gary Williams made the sign stands. A fine crew was on hand for setting up on Thursday evening before the show; plenty of members were available to man our information booth and, of course, thanks to the individual owner participants, each of the cars really looked great.

The only thing left to do now is award the super trophies. This will take place at the August meeting (the 26th) with suitable ceremonies. For the benefit of the winners, and the rest of the Club who don't want to wait that long to see who won, here they are by class:

Factory Stock

- | | |
|------------------|------------------------|
| 1. Gary Williams | 1966 Corsa |
| 2. Ernie Downey | 1966 Corsa convertible |
| 3. Jim Wood | 1966 Monza |

Factory Stock Restored

- | | |
|---------------|-------------------------|
| 1. Bart Como | 1964 Monza |
| 2. Dick Shuck | 1964 Spyder convertible |
| 3. Bill Hames | 1961 Pickup |

Factory Modified

- | | |
|-------------------|------------------------|
| 1. Bill Hames | 1962 Station wagon |
| 2. Jim Wood | 1964 Monza convertible |
| 3. Rick Halverson | 1965 Corsa |

Custom

- | | |
|---------------------|-------------|
| 1. Art Luque | 1966 Corsa |
| 2. Walt Hundertmark | 1963 Corvan |

* * * * *

PAGEANT OF THE ROCKIES PARADE

On August 5, 1980, twenty-one Corvair convertibles lined up for the annual Pageant of the Rockies Parade. The Pikes Peak Corvair Club was ready to transport all the world champion cowboys and queens who were here for the Pikes Peak or Bust Rodeo. We lined up at 8:30 a.m. and after the normal confusion of what cars are here and what riders are not here, we started assigning dignitaries to ride in the various cars.

The courtesy bus from the Broadmoor Hotel arrived with the guests who were to ride in our convertibles. We matched up the people with the cars and loaded them up. After the parade line was established, we fed the convertibles into the parade at various locations throughout the length of it. After all the convertibles were gone, we lined up six of our Club members' cars of assorted years, colors and body styles and drove them through the parade as a unit of the Pikes Peak Corvair Club.

PAGEANT OF THE ROCKIES PARADE (continued)

While driving through the parade, we heard such comments from the 120,000 people watching, as "Does Nader know you are hauling these dignitaries in a Corvair?", "Ralph was wrong" and "Didn't they quit making them?". One elderly gentleman leaned over to his younger counterpart and said, "Son, that was the best car Chevy ever built".

* * * * *

Pictures from the Citadel Car Show and Pageant of the Rockies Parade will be published in the September newsletter.

* * * * *

CONVENTION REPORT

By Tommy Harlow

Hot weather doesn't seem to dampen the spirits of Corvair enthusiasts. There were many beautiful cars and friendly people at the convention held in the Cobb County Civic Center, Marietta, Georgia.

Concours, rally and economy runs, slalom, vendors flea market, and even a Corvair powered helicopter were there and all interesting. I will try to give a short but complete report at the August meeting.

DUES RENEWAL

Phil Rose needs to renew his dues at the next meeting.

NEW MEMBERS

Welcome to the following new members:

Frank & Bonnie Sager
828 South 130
Bonner Springs, KS 66012
(913) 441-4665

Ernest Downey
1913 High Road
Manitou Springs, CO 80829
685-1488

Mark & Barbara Swomley
6542 Lange Drive
Colorado Springs, CO 80918
599-8353

Fred Zambelle
23 Hopi
Security, CO 80911
390-8896

Rick Halverson
546 Quebec Street
Widefield, CO 80911
392-9815

Add these new members
to your membership
list.

Frank and Bonnie Sager have too many Corvairs to list;
Mark and Barbara Swomley have a 1964 Spyder, 1966 Corsa
coupe, 1967 Monza coupe and 1968 Monza coupe; Ernest Downey
has a 1966 Corsa convertibe; Fred Zambelle has a 1966 Corsa
coupe and Rick Halverson has a 1965 Corsa coupe.

HAPPY BIRTHDAY!!!

August 1 - Dave Mattes
5 - Carolyn Baxter
6 - Evelyn Halverson
10 - Bob Dunham
12 - Joanne Seelye
13 - Edna Ross
17 - Lyle Ross
23 - Marlin Liles
28 - Cindy Brown
28 - Nancy Haddock

NEWSLETTER TYPIST NEEDED

After typing the Club newsletter for three years,
Evelyn Halverson feels it is time to give someone else the
opportunity. The job requires access to a typewriter and
involves typing newsletter articles which are written by
other Club members. If several members would volunteer,
the job could be rotated each month.

For further information, contact Dale Baxter, news-
letter editor, at 574-0420.

CAR OF THE MONTH ARTICLES

We need members to write Car of the Month articles.
The car need not be a show car. We are just as interested
in your daily driver or builder. A picture and a few
words about the car, how you got it, what you think of it,
how it performs or whatever, is all that's needed. A sign-
up sheet will be circulated at the August meeting.

MINUTES OF THE MEETING

The July 22, 1980 meeting was called to order by the President John Dowsell at 7:35 p.m.

Treasurer Tommy Harlow reported \$495.82 in the Club treasury.

Old Business

John said approximately 16 members had volunteered to put their car in the Citadel car show to be held August 1, 2 and 3. Move-in of cars will be Thursday evening.

John asked members for their opinion on whether or not the Club should award trophies. John said the Club had a supply of old trophies which easily be modified. After a lengthy discussion, Chuck Seelye made a motion that the Club award trophies to the winners and dash plaques to the other entrants. The motion was seconded by Marlin Liles and unanimously carried.

John said the Club had been asked to furnish 21 convertibles for the Pageant of the Rockies Parade. As of this meeting, only 11 members have volunteered their cars. John said Rocky Mountain Corsa would be unable to supply any convertibles because most of their members would be attending the CORSA convention in Atlanta.

Jim said upon the Club's approval, he would ask the Shriners to furnish the remaining convertibles.

Walt gave a report on the OCC car show to be held in November, and asked members to think about entering their car. He also provided more information on the VMCC tour of the Pueblo steel mill to be held July 27, 1980

New Business

John said the Club would be displaying eight cars in the showroom of Daniels Chevrolet on September 18 - 21. He suggested the eight cars to be displayed be the winners of the Citadel car show. Terry Nance suggested the eight cars should not be limited to the winners of the car show and that a decision on what eight cars to put on display be postponed until the August meeting. After discussion, it was unanimously agreed to go along with Terry's suggestion.

Winner of the July door prize, a Corvair calendar, was Terry Nance.

There being no further business, the meeting adjourned at 8:35 p.m.

Respectfully submitted,

Evelyn Halverson, Secretary

* * * * *

NEW MEXICO SWAP MEET

The largest swap meet in New Mexico, sponsored by the New Mexico Council of Car Clubs, will be held October 11 and 12 at the New Mexico State Fairgrounds, Albuquerque, New Mexico. The swap meet will feature old cars, parts and related items. Admission is free.

Vendor space may be bought for \$5.00 per space. Space size is 10' x 20'. For more information, see the bulletin board at the meeting.

THANK YOU

Thanks to Carolyn Baxter and Pat Markety for furnishing refreshments at the July meeting.

TECH TIP

Fuel Pump Modification Tip No. 7-3-80

Engine stoppage from lack of fuel is sometimes caused by insufficient fuel pump actuator rod travel. This can be corrected in the following manner. With a small round (rat tail) file or with caution work with a power rotary file, remove some metal from the top side (nearest the pump end) of the conical hole wherein fits the retaining bolt. A thin crescent, (1/32" is plenty) carefully removed will allow the actuator rod to be positioned closer to the cam which causes the pump to pump. Lew Rishel, S.D.C.C.

* * * * *

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FOR SALE

1961 Rampside; contact Jim Munson at 634-2889.

1965 Corvair, automatic, excellent condition, \$1,200; contact Bob Tacheny at 392-7408 or come by 506 Quebec Place.

1960 Corvair 4-door, rebuilt engine, all glass good, body good, no rust, restorable, \$600; 1965 Corvair for motor and parts; contact Willie Olsen, 110 Ash Avenue, La Junta, Colorado 71050.

FOR TRADE

1964 Corvair 700, 4-door sedan, used daily, ratty, need Corvair pickup or lightweight one horse trailer; contact Cary Crockett at 633-0635.

WANTED

Rampside, must have A-1 body; contact Terry Nance at 599-3321.

Right headlight bezel and rear grill for 1967 Monza; contact Wylie Jones at 598-4967.

1965 or later Corvair Monza shell, body and glass must be in good shape, do not need engine or interior; contact Art Luque at 632-3483.

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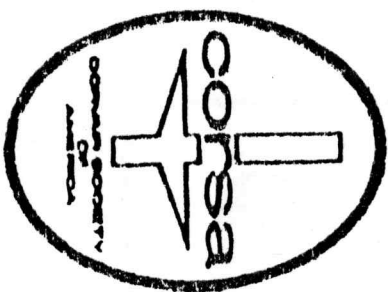


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PIKES PEAK CORVAIR CLUB
P.O. BOX 15034
COLORADO SPRINGS, CO 80935

Mr. Walter Hundertmark
4710 Rusina Road, #402
Colorado Springs, Colorado 80907





THE

DRIP LINE

A CHAPTER OF THE CORVAIR SOCIETY OF AMERICA

VOL 3

NUMBER 9

SEPTEMBER 1980



* * * * *

PERSONALIZED CAR CARE
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297 HARVARD

WIDEFIELD, COLORADO 80911

* * * * *

ELECTED OFFICERS

John Dowswell, President	Phone 473-4571
Bart Como, Vice President	Phone 472-1960
Evelyn Halverson, Secretary	Phone 392-7600
Tommy Harlow, Treasurer	Phone 633-0619
Walt Hundertmark, Membership Chairman	Phone 599-5883

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

SEPTEMBER MEETING

Come one, come all! The third annual birthday party of the P.P.C.C. will be held Tuesday, September 23, 1980, at the Diamond Terrace Clubhouse, 4710 Rusina Road.

The business meeting will start at 7:30 p.m. followed by refreshments, games and prizes.

HAPPY BIRTHDAY!!!

September	2 - Kathi Wood
	5 - Dale Baxter
	13 - James Schwengler
	16 - Chuck Seelye
	22 - John Glusick
	26 - Charles Tutt

DUES RENEWAL

Barbara Gilkison, Jeneice Jenkins, John Koll, Bill Lewis, Sam Miller, and Richard Shuck need to renew their dues at the September meeting.

THANK YOU

Thanks to Carol Crombie, Jim Schwengler, and one mystery person for furnishing refreshments at the August meeting.

MINUTES OF THE MEETING

The August 26, 1980 meeting was called to order by President John Dowsell at 7:45 p.m.

Treasurer Tommy Harlow reported \$534.21 in the Club treasury.

OLD BUSINESS

Walt Hundertmark gave a report on the OCC car show. He said each participating club had been asked to furnish four to five people to work a two to four hour shift selling tickets. A sign-up sheet was circulated.

Walt reminded members that modified cars cannot be entered in the show, and stressed the importance of having a club display. Discussion followed.

John said the Club had been asked to hold a car show in the Rustic Hills mall in late September or early October. John was asked to check with the Mall to see if they would pay for the trophies for this show. A sign-up sheet was passed to see how many people would be interested in putting their car in the show. No further action was taken.

NEW BUSINESS

Tommy Harlow gave a report on the 1980 CORSA convention held in Atlanta, Georgia. Tommy said there was plenty to do and see, and they enjoyed it.

While in Atlanta, Tommy purchased some Cotrofeld catalogs which will be available at the meetings for \$2.00 each.

John reminded members that the September meeting will also be the Club's third anniversary. The meeting will feature games, door prizes and a birthday cake.

Members were asked to sign a sheet if they were

interested in purchasing 1981 Corvair calendars at a cost of \$5.50 each. To get a discount, we must place an order for ten calendars.

Art Luque was the winner of the August door prize, a Cotrofeld catalog.

There being no further business, the meeting adjourned at 8:30 for the showing of a film.

Respectfully submitted,

Evelyn Halverson, Secretary

CAR OF THE MONTH

Owned by Dick Shuck

Last year I wasn't really sure what a Corvair was. I knew Chevrolet had manufactured a car called Corvair for a few years then gave it up because they didn't go over very well, but I had never been exposed to one.

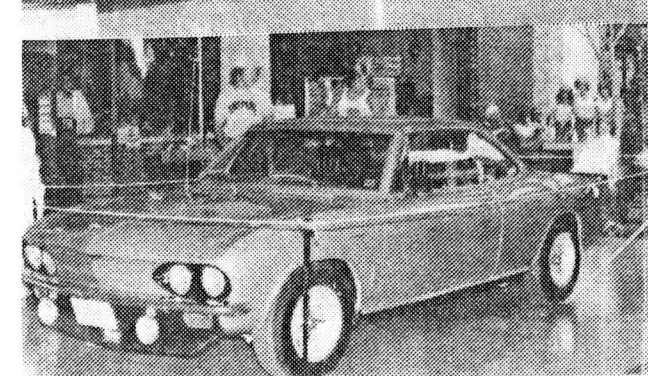
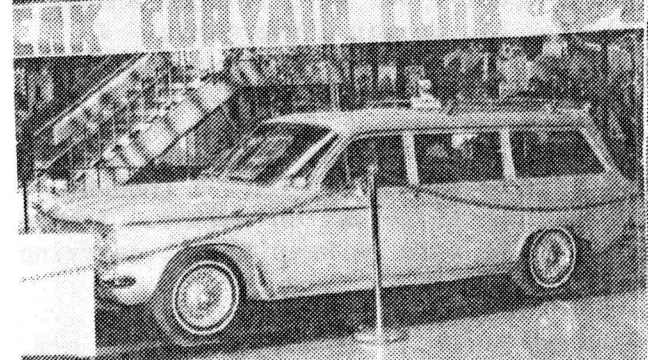
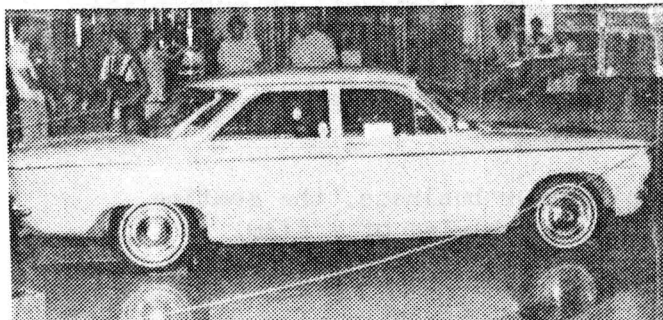
Last June I started looking for a convertible. I looked at Mustangs, Cutlasses and Camaros, but all were more than I wanted to pay or needed more work than I could handle. Then in August I was at a friends and he was in the yard polishing his Spyder Convertible. I told him what a pretty car it was and he showed me another in his garage just like it. I said it was a shame I was looking for a convertible and here he has two. We spent a couple of hours talking about Corvairs and then he lifted the trunk lid to show me the engine. I thought he was crazy but sure enough there was an engine. I had him open the hood just to be sure he wasn't just carrying a spare back there.

To make a long story short, I finally convinced him to sell me one of them and I have enjoyed every mile I've driven since then. I have never owned a car that is more fun to drive than my Corvair. My wife liked it so much I started looking for one for her. I finally found her one a few weeks ago, but thats another story.

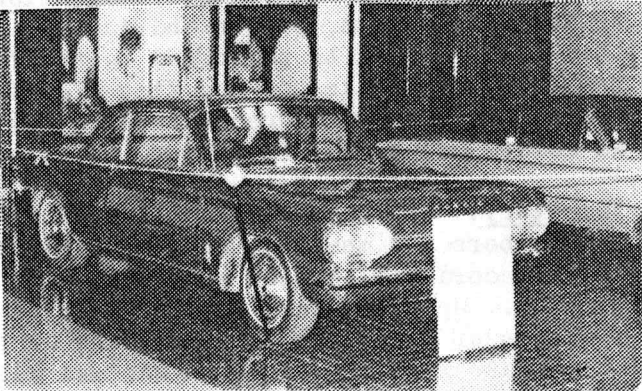
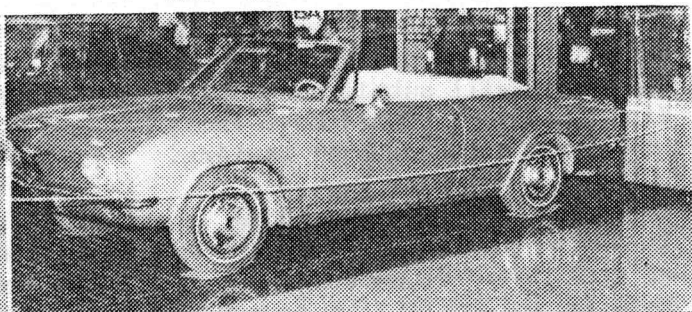
* * * * *

We need more CAR OF THE MONTH articles!!!

CITADEL C



CAR SHOW



ELECTION OF OFFICERS

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

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

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

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

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

Treasurer. The Treasurer shall have custody of all monies, debts, obligations, documents and contracts and other papers belonging to the Club, except its record book required to be kept by the Secretary. He or she shall receive all monies of the Club and deposit same in a bank account. He or she shall make payments of Club

debts upon approval of such obligation by the Board of Directors. He or she shall keep an up-to-date register of the names and addresses of all Club members. Club checks may be negotiated only when signed by the Treasurer or President. The Treasurer shall make fiscal reports at each Club meeting.

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

We were sorry to hear of the recent death of Dale Baxter's father, and we would like to extend our sympathy to Dale, Carolyn and boys.

NEW MEMBER

The Club welcomes Bobby and Marie Cargil, 7385 Herbert Court, Colorado Springs, Co. 80911, who joined at the August meeting.

The Cargil's have a 1963 Corvair Monza.

FOR SALE

1963 Monza convertible, automatic transmission, maroon with black top, new tires, brakes, carpet, with parts car, \$3,000; contact Charlie Tutt at 475-8536.

1966 Monza, 110 HP, mint condition; Two parts cars: 1965 4-door, 110 HP, gold and white and 1962 4-door (blue and green); Can be seen at Independent Auto, South 14th Street or call George Rolles at 687-3678 (work), 475-0666 (home).

1961 Corvair pickup, 50,000 original miles, 3,000 miles since engine overhaul, immaculate, \$2,995; Can be seen at McDonnell Motors, 2226 East Platte Ave.

1961 Corvair pickup, 57,000 miles, good shape, needs paint, small dents, runs good; contact Keith Cayton at 356-5916 (Greeley) after 5 o'clock.

FOR SALE (continued)

1965 4-door, automatic, excellent condition, \$1,200; contact Bob Tachney at 392-7408 or come by 506 Quebec Place, Widefield.

1964 Monza, automatic, make offer; contact Harold at 632-8783.

1968 VW pop-up camper with otto conversion to 140 HP Corvair engine/transmission, engine out, heads rebuilt but not on; \$1,500 all or engine \$500, VW \$1,000; contact Mr. Shaffer at 1-693-1114 (Aurora, Colorado).

ITEMS FOR SALE

Corvair hubcaps, all 13-inch: One set 1961 -good \$25; One set 1963 - excellent \$40; One set 1965 - very good \$30; Also four 1965 Chevy Super Sport 14" hubcaps - very good \$50; contact Don Crombie at 475-0048.

CAR WANTED

Want Corvair convertible; Contact Richard Dudding at 597-1900 or 634-5369.

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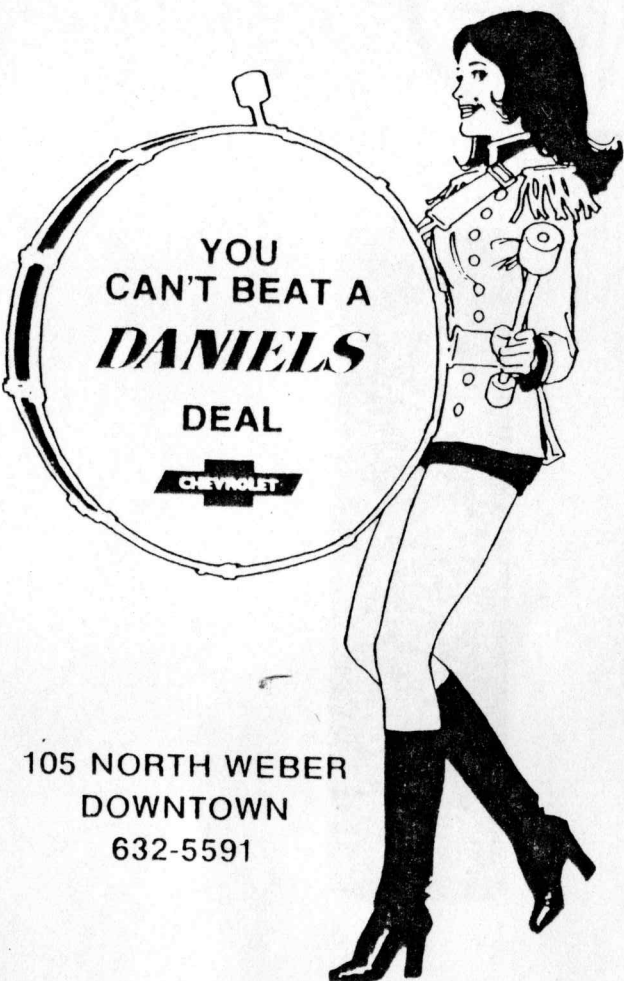
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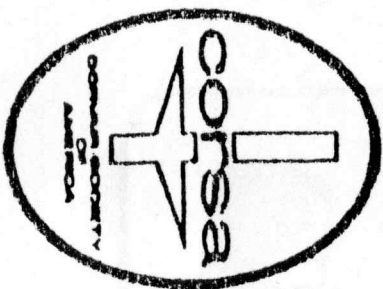


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OCTOBER MEETING

Our October 28th meeting will be a potluck so please try to make it by 6:30 p.m. Bring a meat dish and your choice of a vegetable, salad or desert. The drinks, paper plates, cups, and plastic eating utensils will be provided. Children are invited to wear their Halloween costumes.

After our business meeting, the film, The Wild and Wonderful World of Auto Racing, will be shown.

HAPPY BIRTHDAY

October	5 - Bob Douglas
	11 - Margaret Henry
	12 - Tommy Harlow
	16 - Jim Wood
	18 - Walt Hundertmark
	22 - Nancy Dunham
	30 - Jose Martinez
	30 - Gabby Markey

ELECTION OF OFFICERS

The Nominating Committee is currently considering a slate of candidates for the year 1981. In order to be sure that all interested personnel are considered, all members should call a member of the committee to advise if they are interested in an elective office or know of a member who is.

ELECTION OF OFFICERS (continued)

The members of the Nominating Committee are:

Jim Munson	634-7889
Jim Wood	473-5379
Dick Shuck	597-3968

The committee will report at the October meeting.

CAR OF THE MONTH

1966 Monza owned
by Carolyn Baxter

We are obviously desperate for Car of the Month articles. Help us out. It doesn't take long to write up the story of your Corvair. Just send it along with any kind of picture to, Dale Baxter, 3415 Whimsical Ct, Colorado Springs, Co. 80917 or to the club, P.O. Box 15034, Colorado Springs, Co. 80935.

This car is Carolyn's fixer-upper. I was supposed to have it done some time ago - we have had it about a year and a half. The car came from Vail, Co. where it had been vandalized by parties unknown, who wanted the AM/FM Stereo radio. The windows had been broken out, an attempt had been made to pry the trunk open (this is nearly impossible) and the radio and speakers had been violently removed. The transmission was also inoperable. Normally we would not have had the slightest interest in a Corvair in this condition but this particular Corvair had the equipment we wanted. It has the 140 horsepower engine, automatic transmission, factory air conditioning, remote control mirror, tele-steering wheel and tinted glass (most broken). Anyway we bought the thing in the middle of winter, got her out of the deep snow, and towed her home.

So far I have installed two transmissions (one of them twice), desperately searched for an oil leak (finally solved with new shifter cable), replaced glass, repainted the dash, installed new rear tires, had some interior repair done, got started on the body work, and surely some other stuff. I will get it done someday - honest Carolyn.

If I don't hear from some of you, next you'll hear about the V-8 Corsa I have for sale. Dale Baxter

MINUTES OF THE MEETING

The September 23, 1980 meeting was called to order by President John Dowswell at 7:40 p.m.

Treasurer Tommy Harlow reported \$402.58 in the Club treasury.

Secretary Evelyn Halverson read a thank you note from the Charles Baxter family acknowledging the Club's donation to the heart fund.

Old Business

Discussion was held on the Club's participation in the upcoming Old Car Council car show in Denver. John said members tentatively scheduled to show cars are Bart Como, Gary Williams, Bill Hames, Walt Hundertmark and Ernest Downey. Walt said members were needed to sell tickets for two to three hours at the show. Selling tickets will allow you to view the show free of charge.

Members showing cars and those interested in selling tickets were asked to attend the October 4th Board of Directors meeting to be held at Pat Markey's house.

John said he had not been able to contact Wayne Ebert concerning a car show in the Rustic Hills mall, but upon talking to him, would try to set up a weekend show in November.

John announced that Gary Williams' car had won the Peoples Choice Awards at the car exhibit held at Daniels Chevrolet, and told Gary he would be receiving a \$15 gift certificate from Daniels.

Tommy said The Corvair Decade books the club had ordered were in, and members could pick them up.

New Business

Jim Wood said the Club had been asked to participate in the 1981 Pageant of the Rockies Parade. This may not be possible as the CORSA convention is two days prior to the parade.

MINUTES OF THE MEETING (continued)

John said the Nominating Committee had been appointed. Members are Jim Wood, Dick Shuck, and Jim Munson.

John suggested mailing ballots in the newsletter. The suggestion was agreed to by all present.

Dale said Dick Shuck had volunteered to have his secretary type the monthly newsletter and would xerox it.

Winners of the September door prizes were: Rick Halverson - an oil filter; Gary Williams - terry towels; Jim Wood - litter bag; John Koll - chrome cleaner; and Jim Schwengler - windshield washer.

There being no further business, the meeting adjourned at 8:30 p.m. for the Club's third birthday party.

Respectfully submitted,

Evelyn Halverson, Secretary

* * * * *

DANIELS CAR SHOW

Four of the winning cars from the Citadel Car Show and two other PPCC cars were on display at Daniels Motors, the 18th, 19th, and 20th of September. Daniels' was very pleased with the PPCC input and awarded a merchandise certificate worth \$15 to the car judged the "peoples choice". Cars were displayed by:

Walt Hundertmark	1963 Van
Bill Hames	1962 Station Wagon
Bill Hames	1963 Spyder Convertible
Gary Williams	1966 Corsa Coupe
Chuck Harlow	1965 Corsa Convertible
Dick Shuck	1964 Monza Convertible

The "peoples choice" winning car was the 1966 Corsa Coupe owned by Gary Williams.

* * * * *

It was great having Jim Wood back and looking so healthy after his recent illness.

CLUB BIRTHDAY PARTY

We had our third annual birthday party in September. Although the crowd was small, those in attendance had a great time.

Winners of the yearly creeper race were John Dowswell, Mark Swomley, Mike Markey and Walt Hundertmark.

Tommy Harlow and John Koll beat Theresa Jones and Gary Williams by a hair in removing sparkplugs and replacing them.

John Koll was the champion of the word game.

The cakes Barbara Como made were beautifully decorated and tasted even better.

Dick Shuck handled the door prizes. The winners were: Rick Halverson - an oil filter; Gary Williams - terry towels; Jim Wood - litter bag; John Koll - chrome cleaner; and Jim Schwengler - windshield washer.

Thanks to Bart Como, Barbara Como Jim Schwengler, John Dowswell, Dale Baxter, Dick Shuck Pat Markey, Linda Mattes, Theresa Jones and Walt Hundertmark who graciously gave of their time and talent.

DENVER CAR SHOW UPDATE

The time is nearing for the Colorado National Bank Auto Classic, which will be held in Denver's Currihan Hall on October 31st and November 1st and 2nd, 1980. The PPGC is still scheduled to show 6 cars. In addition we will feature two engine displays; one completely built, and one partially built. However, we still lack volunteers to work in our club display booth during the show. If you are a volunteer, please sign up for whatever time you can be available, at the next meeting or call John Dowswell (473-4571).

* * * * *

Remember the movie: "The Wild and Wonderful World of Auto Racing" at the October meeting.

JUNK YARDING

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

When I first started junk yarding, I immediately hunted out all the Corvairs, including F.C.'s (forward control models) in the yard and proceeded to pull parts. One day I noticed that in the early sixties large Chevrolets the dash knobs were the same as in my '64 Monza convertible. Then I noticed that the steering wheels of early model Corvairs and those small early sixties Pontiacs and Oldsmobile F85's are the same. Anyone who has ever tried to locate a good early two-tone red with white steering wheel should check out one of the above mentioned cars. Sure these steering wheels weren't common in these cars either, but it does lessen the odds against finding one. The arm rests in the '67 Chevy van are the same as in the '65 Greenbriers.

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

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

Courtesy of "Transaxle Telegraph" Sept. 1977

* * * * *

Patronize our advertisers - they make The Drip Line possible.

RUSTIC HILLS MALL CAR SHOW

The PPCC has been asked to produce a car show the 22nd and 23rd of November at the Rustic Hills Mall. Mr. Wayne Ebert, who heads the merchants association, has agreed to fund trophies for the winning cars. Classes will be established as for the Citadel Show and consideration is being given to having an "Unfinished Class" for cars in the process of restoration. The Mall would like at least a dozen cars and as this will be the last Club event before the New Year, a big turn-out should be possible. Remember in addition to the pride in showing your individual car - the display is a great medium for promoting the PPCC.

Additional details will be discussed at the October meeting. Be sure to come.

WINDOW CLEANING

To really clean your car window to be crystal clear for a Concours, or any other time, try DuPont's Prep-Sol solvent #3919.

This solvent is intended to clean paint in preparation for repainting and will clean off silicones, tar, wax, polish, grease, road film, etc.

I found out how well this works because the window in my '69 kept clouding up when it sat in the sun for any length of time. When Windex or other window cleaners didn't clean them, I tried other things such as lacquer thinner which didn't work either. If you follow the directions on the can you will not believe the results, I didn't.

From the July, 1980 Westwind--Newsletter of CORSA West

FORWARD CONTROLS WINDSHIELD MOULDINGS

As you are aware the windshield rubber moulding for '61 -'65 Forward Controls is no longer available. However, if you order rubber moulding for a '65 Chevrolet pickup, it will be longer than you need, but it is the same design and will work.

Courtesy of Charlie Dye, Fanbelt Flyer, Aug

ITEMS FOR SALE

1967 Corvair seat, front bench type, good condition, light blue, \$20; contact Jane Gattis at 591-1366 or 574-7835.

FOR SALE

1968 VW pop-up camper with otto conversion to 140 HP Corvair engine/transmission, engine out, heads rebuilt but not on, make offer; contact Mr. Shaffer at 1-693-1114 (Aurora, Colorado).

1966 Corsa with Chevy V8 and Toronado transaxle, excellent tires, med. blue, \$1400; contact Dale at 574-0420.

PARTS WANTED

1966-1969 left rear wheel well moulding; 1967-69 windshield wiper switch, 2-speed; 1967-68 dash knobs, i.e., headlight, wiper, radio; 1968 cigarette lighter; 1964 door sill plates for convertible; 1964 owners manual; and 1967-69 backup light lenses; contact Mark Swomely at 599-8353.

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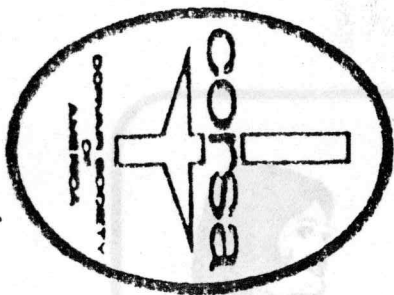
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NOVEMBER MEETING

The November 25, 1980 meeting will be held at the Diamond Terrace Apartments Clubhouse, 4710 Rusina Road, beginning at 7:30 p.m.

Hopefully the Penrose Library will come through with our film: "The Wild and Wonderful World of Auto Racing". Last month was a no show until three days after the meeting, when a call was received saying the film was in.

CANNED GOODS DRIVE

We will conduct a canned goods drive again this year to benefit Silver Key. Members are asked to donate one can of food at either the November or December meeting.

HAPPY BIRTHDAY

November	2 - Donald Anderson
	4 - Bart Como
	4 - Frances Reese
	5 - Ivan Henry
	7 - Bob Dudding
	9 - Marie Cargil
	10 - Jeanette Harris
	13 - Edith Peterson
	21 - Howard Young
	22 - Richard Shuck
	30 - Bonnie Sager

ELECTIVE OFFICES FOR 1981

John Dowswell

The nominating committee has submitted the following candidates for elective office as shown:

President	no candidate
Vice President	Jim Schwengler
Secretary	Theresa Jones
Treasurer	Bart Como
Members-at-Large (2)	John Glusick Evelyn Halverson

In my capacity as President, I solicited Jim Wood to run for President again. He has accepted and will appear on the ballot. Elections will be held at the December meeting. It will probably be held the third Tuesday instead of the fourth, since the fourth Tuesday is just two days before Christmas. Nominations remain open and nominations can be taken from the floor on election night.

DENVER ELECTIONS

Our sister club - Rocky Mountain CORSA in Denver, held elections this month and the results are as follows:

President	Leo Ford
Vice President	Wayne Phillips
Secretary	Shirley McDonald
Treasurer	John Paul Sr.

NEW MEMBERS

We welcome new members, David and Carol Day and Donald Anderson.

The Days have a 1965 and 1966 coupe. Don Anderson has a 1963 Spyder convertible.

DUES RENEWAL

Reminder that a large number of our members' dues will expire in January. A list of these members' names will be published in the December Drip Line.

CNB AUTO CLASSIC

As this is written the second annual Old Car Council Auto Classic is history and as last year the PPCC was well represented. This year the displays were theme oriented. Although ours didn't compare with those of the Model T and Model A Clubs, we fielded a total of five cars and a skeletonized engine which was a real interest catcher - in short we committed ourselves favorably.

Two of our original seven car entry failed to show: Bart Como's 1964 Monza, because of transmission trouble and Gary Williams' 1966 Corsa, due to work conflicts. Cars displayed were; Walt Hundertmark's 1963 Van, Bill Hames' 1962 Wagon and 1961 Pickup, Ernie Downey's 1965 Corsa convertible and Don Anderson's 1963 Spyder convertible. Art Thompson furnished the stripped engine components.

Thanks go to everyone who participated and particular to: Walt Hundertmark for his tireless enthusiasm, Jim Wood, Dick Shuck and Art Thompson for their engine efforts and the Glusick's for manning our info table all of Saturday(12 noon to 11pm).

Due to difficulties in setting up a judging team, the cars were not judged and no trophies will be awarded. According to info from OCC, dash plaques will be given signifying participation.

NAME TAGS

Due to inflation the cost of name tags has risen 25¢ making the current cost \$4.00.

THEFT PROTECTION

by Dale Baxter

Experience is indeed the best teacher. I hope you can learn from my experience. I didn't have my Corvair ripped off but thieves broke into our Z28 Camaro and literally pulled the stereo/cassette right through the dash. The Camaro and the hard top Corvairs are both a snap for thieves to get the doors unlocked, if they're stock. They simply pry the window out, run a piece of wire in, and lift the inside latch. You can make it tougher by replacing the inside door lock knobs with straight ones instead of ones with the bulged out top.

CAR OF THE MONTH

1966 Corsa owned
by Dale Baxter

This 1966 Corsa is not your run of the mill Corvair. The original six and four speed have been replaced. In their old location lurks a 350 cu. in. Chevy V8 mated to an Olds Toronado automatic transaxle. The car looks stock from the outside with the exception of the dual exhausts routed thru the rear grill. However, the interior reveals an automatic floor shifter, console, and a suspicious looking black box where the back seat should be.

The car was purchased in Denver from a fellow who originally intended to race it but decided to stick to his Datsun race car. Getting it home got a little interesting. It had gotten dark and Carolyn opted to drive the Corvair instead of our '72 Ford Van. (It is a little unusual too. I installed a 460 Mercury engine and C6 automatic transmission). Anyway we headed South on highway 85 with Carolyn following me. The alternator warning light was on but the owner said it was O.K., that it just did that. I noticed that the headlights seemed to be getting dimmer behind me and that Carolyn was starting to slow down on the curves. Well we got to Colo. Springs all right and I'm sure we would have made it to the house except for one thing. Carolyn stopped short of home and shut it off, thinking I would want to drive the new toy the last few blocks. Needless to say the battery was too run down to start it again. Thus we had to tow it the rest of the way. The culprit turned out to be a wire loose from the alternator. I replaced it with a heavier gauge wire and it's been fine ever since.

If we don't sell the car, the next project is to move the radiator up front so a stock rear seat can be reinstalled. It already has a hot water heater and guess what - - - it doesn't smell like a Corvair heater.

If you like something different, this is the way to go. Think about your Corvair with double or triple the horsepower. Six is o.k. but eight is great!

* * * * *

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MINUTES OF THE MEETING

The October 28th meeting of the Pikes Peak Corvair Club was called to order at 7:45 p.m. by the President, John Dowswell.

Carol Crombie moved we accept and approve the minutes of the September meeting as they appeared in The Drip Line. The motion was seconded and carried.

Tommy Harlow stated we had \$406.21 in the treasury. Dale Baxter moved we accept the treasurer's report. This was seconded and approved.

John Dowswell asked for an update on Drip Line ads. A short discussion ensued on what was owed.

Walt Hundertmark requested gas money for people putting cars in the O.C.C. Show. After discussion, Dave Mattes suggested that if we make money at the O.C.C. show, we help pay gas for those entering. Dick Shuck made this suggestion in the form of a motion which was seconded and carried.

Dick Shuck said the Nominating Committee has met, but they didn't have a final report. They hope to get it in the November Drip Line. If you wish to nominate a person, be sure that person wants to run.

There was a short discussion about the ballots being put in the December Drip Line.

Tommy Harlow moved we adjourn. It was seconded, and the meeting was adjourned.

Respectively submitted,

Tommy Harlow for
Evelyn Halverson, Secretary

RUSTIC HILLS MALL SHOW

As detailed in the October Drip Line the last show of the year will be held at the Rustic Hills Mall on November 22nd and 23rd. Input will be the evening of the 21st.

RUSTIC HILLS MALL SHOW (continued)

So far we have commitments for more than a dozen cars - but the upper limit is twenty five. As reported last month we will have trophies, an unfinished class and at least one or two specialty cars.

Most important however, is total participation by the P.P.C.C. Too many of our activities are made possible by the same diehards. While it's true that those who do participate have all the fun, what we need is for more of the membership to get into the act. So when you are contacted and asked to help, be positive, the club will benefit and so will you.

* * * * *

POWERGLIDE TRANSMISSION REMOVAL AND INSTALLATION

Shop Manual

1. Disconnect engine seal at front shield; left and right sides.

Note: Disconnect seal from shield by grasping at lower edge and pulling groove of seal off of shield flanges.

2. Disconnect starter motor wires at quick disconnect connector, and one battery cable at battery.
3. If so equipped, disconnect radio ground straps at left and right shields.
4. Raise vehicle and support on jack stands; then remove grille and rear center shield.
5. Place engine lift with Tool J-7894 attached, under engine and support weight of engine.
6. Loosen two engine rear mount nuts until nuts are flush with end of stud.
7. Disconnect fuel line from body clip so that line can spring away from floor pan.
8. Remove two upper retaining bolts from left and right rear strut rod brackets at differential carrier, then loosen two lower retaining bolts at left and right rear strut rod bracket approximately 3 turns.

POWERGLIDE TRANSMISSION (continued)

9. Disconnect accelerator rods at transmission bellcrank.
10. Disconnect left and right front strut rod brackets at engine front mount bracket.
11. Disconnect transmission tube and drain transmission.
12. Disconnect transmission control cable at transmission and disconnect vacuum modulator hose at modulator.
13. Disconnect emergency brake return spring from front mount bracket then disconnect emergency brake cable at equalizer.
14. Remove cotter keys and remove front mount nuts.
15. Remove Powerglide governor.
16. Lower engine enough for transmission to clear lower body on removal. Remove 3 remaining bolts retaining transmission to differential and pull transmission forward far enough to grasp turbine shaft, then grasping turbine shaft remove transmission with turbine shaft and front pump drive shaft in place.

Note: Transmission is removed with engine front bracket attached to transmission.

17. For installation of transmission, reverse removal procedures.

Note: When installing the turbine shaft be careful not to damage its bushings as it is inserted over the front pump drive shaft splines. Be sure to engage the two sets of splines. When installing transmission to axle, align the two units and carefully guide the turbine and front pump drive shafts thru the differential carrier so as not to damage the bushing in the pinion. Engage the splines of the pinion shaft with the planet carrier internal splines. Be sure to get full engagement of the splines on the stator shaft, turbine shaft and front pump drive shaft with the applicable converter splines by rotating transmission and/or slowly turning rear wheels or axle shafts.

POWERGLIDE TRANSMISSION (continued)

18. Install engine seal to shields by lubricating groove of seal with liquid soap or silicone, then while guiding groove of seal onto shield flange with one hand, press seal in place with a block of wood or hammer handle.
19. Refill transmission with lubricant specified in Section O. (fluid type A)
20. Check shift linkage operation and adjust if necessary as outlined under "Shift Linkage Adjustment".
21. Check operation of parking brake and accelerator controls, adjusting if necessary.

* * * * *

FOR SALE

1962 Monza Spyder convertible, new top, paint, tires, battery, excellent original interior and motor, 4-speed, \$2700.00, may accept early model trade in; contact 475-0048.

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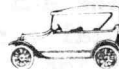
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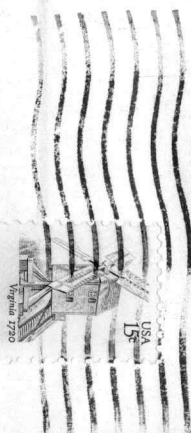
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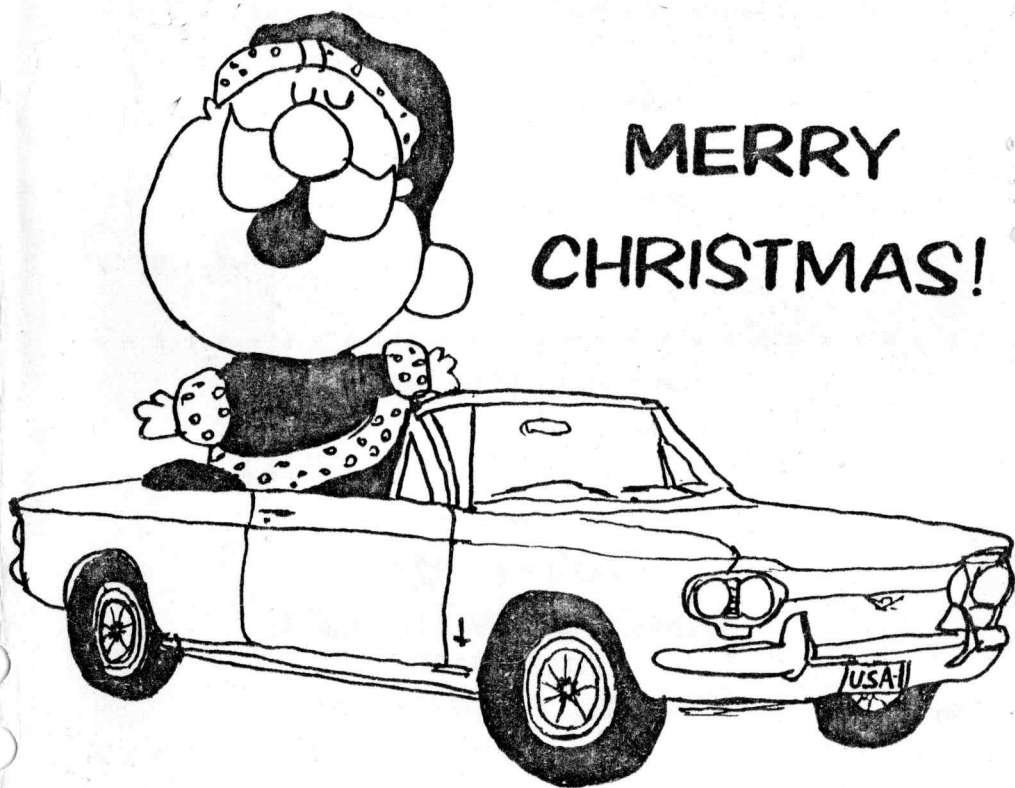
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A CHAPTER OF THE CORVAIRE SOCIETY OF AMERICA

VOL 3

NUMBER 12

DECEMBER 1980



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ELECTED OFFICERS

John Dowswell, President	Phone 473-4571
Bart Como, Vice President	Phone 472-1960
Evelyn Halverson, Secretary	Phone 392-7600
Tommy Harlow, Treasurer	Phone 633-0619
Walt Hundertmark, Membership Chairman	Phone 599-5883

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

DECEMBER MEETING

December 16, 1980 is election time and it's also the date of our December meeting. So make a special effort to be at Diamond Terrace clubhouse at 7:30 p.m. so you can participate. If our club is to remain an on going dynamic entity we need your participation and support.

Be sure you bring your can or cans of food for the Silver Key Christmas food benefit.

For refreshments after the meeting, everyone is asked to bring their favorite Christmas treat, bread, candy, cheese and crackers, etc.

HAPPY BIRTHDAY

December	1 - Vera Young
	3 - Marcia Shuck
	9 - Frank Sager
	11 - Bill Hames
	12 - Don Crombie
	14 - Terry McKenna
	15 - Joe Torrez
	20 - Dee Glusick
	24 - Merrill May
	27 - Geraldine Saraceno

* * * * *

Merry Christmas and Happy New Year!!!

SOME FOLLY, BY GOLLY

(Courtesy The Connecting Rod, Transposed by Jack Allison)

'Twas the night before Christmas, and all thru the garage
Not a creature was stirring, no ghost or mirage;
Steering boxes were hung by the creeper with care,
In hopes that the parts folks soon would be there;

Six ACs were nestled all snug in their beds,
Awaiting some action from premium fueled heads;
And Ma in her kerchief, and me with dash plaque,
Had just settled down for eight hours in the sack--

When out on the drive there arose a valve clatter,
I sprang from my bed to see what was the matter.
Away to the window I flew like a flash,
Tripped over an oil pan and a '63 dash.

The moon on the breast of the new fallen snow
Gave a lustre of midday to objects below;
When what to my wondering eyes should appear,
But a turbo charged Rampside hung up in 1st gear,

With a mustachioed driver, and dark curly locks
I knew without question it was ol' Rollo Fox!
More rapid than Porsches his coursers they came,
And he whistled and shouted and called them by name:

"Now, Monza! now Corsa! now Spyder and Sedan!
On Greenbrier! on Stinger! on Lakewood and Corvan!
Up past the curbing, to the grease spot by the wall!
Now dash away, dash away, dash away all!"

I could tell by the pinging some adjustments were needed,
But, no time for that . . . the convoy proceeded;
On up the driveway the coursers they flew,
With cartons of parts -- (and some Premium, too).

A bundle of bushings, control arms, a jack,
Rollo looked like a vender just opening his pack.
Pump rods, converters, a coil and dip stick,
Some still confuse him with good old St. Nick.

(continued page 7)

DUES RENEWAL

The following members need to renew their dues on or before January 26th, 1981:

John Angelbeck	Walt Hundertmark
Jessie Barnett	Wyllie & Theresa Jones
Dale Baxter	Marlin Liles
Lewis Bergevin	Gabby Markey
Bart Como	Jose Martinez
Cary Crockett	Merrill May (Assoc.)
Don Crombie	James Munson
Bob Douglas	Terry McKenna
John Dowsell	Arlene Nance
Bob Dudding	Richard Palmer
Bob Dunham	Paul Peel
John Glusick	Gerald Peterson
Richard Green	Lyle Ross (Assoc.)
David Haddock	Chuck Seelye
Evelyn Halverson	Thomas Shuey
Bill Hames	Joe Torrez
Hank's Auto Service	Gary Williams
George Harris	Jim Wood
Ivan Henry	Howard Young

Renewal cost is \$6.00. Renewals can be made in person at either the December 16th or January 26th meetings, or can be mailed to Pikes Peak Corvair Club, P.O. Box 15074, Colorado Springs, Colorado, 80935, Attention Treasurer.

THANK YOU

Those who attended the Rustic Hills car show had the opportunity to see our newly completed identification signs. A special thanks to Dick Shuck for the idea and work.

* * * * *

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MINUTES OF THE MEETING

The November 25, 1980 meeting was called to order by President John Dowsell at 7:45 p.m.

John Koll moved we accept and approve the minutes of the October 28th meeting as they appeared in The Drip Line. The motion was seconded and carried.

Tommy Harlow reported \$466.46 in the Club treasury.

Old Business

John announced that the following people were running for office:

Jim Wood	President
James Schwengler	Vice President
Theresa Jones	Secretary
Bart Como	Treasurer
John Glusick (1 year)	Member-at-Large
Don Crombie (2 Years)	Member-at-Large

John said Evelyn Halverson had asked her name be withdrawn as she will be going to school.

Anyone unable to attend the December meeting may vote by sending a ballot to the Club at its post office box.

The OCC car show in Denver was discussed. Everyone agreed it was a very nice display and worthwhile seeing, but it was not a financial success.

The car show held at Rustic Hills Mall was a big success with 15 cars entered. Jim Wood presented plaques and trophies to the winners of the Rustic Hills Mall show (for list of winners, see article on page 6). Members were asked to please note that for all future shows, cars must have locked gas caps.

Members were reminded to bring a donation of canned goods to the December meeting. These will be given to the Silver Key organization for Christmas distribution.

New Business

Barney Smith from Rocky Mountain Corsa gave a report on the convention. He said things are falling into place for the tours, autocrosses, rallies, etc. He requested that anyone wishing to judge contact him since he has the name of the chairman to contact. Also, anyone who would like to help with the rallies, autocrosses, etc., please contact him.

There will also be a tour of the Colorado Springs area which will be organized by Jim Wood.

A film called the "Wild and Wonderful World of Racing" was shown.

There being no further business, the meeting adjourned at 9:15 p.m.

Respectfully submitted,
Carol Crombie for
Evelyn Halverson,
Secretary

RUSTIC HILLS CAR SHOW

The Rustic Hills Mall show, held November 21-23, was a big success. Fifteen cars were shown and ten trophies were furnished by the mall.

The Merchants Association was impressed with the quality of the cars and the Club, and commented on how professional we had put the cars in and took them out.

The Club banner was stretched across the main entrance to the mall. The interest in the cars by the public was very good. Three prospective members promised to come to the next meeting.

Dick Shuck spent most of the show trying to convince a little old man that his red Corvair convertible was not a Chrysler "K" car. Jim Wood lost a Clark's catalog to a little old lady who wanted to order a new Impala. She took the catalog so she could look at the pictures of the new Impalas.

RUSTIC HILLS SHOW (continued)

The show gave everyone an opportunity to finally see the phantom Corvair dune buggy of John Glusick's. Also, it was our first opportunity to see the Corvair roadster built by Dave Day. This roadster was built from a 1965 4-door that had the roof removed and had 36 inches cut out of the middle of the body.

The following cars won trophies:

Early Model Stock

Bill Hames	1962 Monza stationwagon
Don Anderson	1963 Spyder convertible
Bill Hames	1962 pickup

Early Model Modified

Sam Miller	1964 Monza convertible
Dick Shuck	1964 Spyder convertible
Bill Hames	1962 Monza convertible

Late Model Stock

Gary Williams	1966 Corsa coupe
Gil Reese	1965 Corsa coupe
Mark Swomley	1967 Monza coupe

Special Interest

Walt Hundertmark	1963 Corvan 95
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1980 IN REVIEW

The P.P.C.C. continued to prosper in 1980. Membership remained in the mid sixties. Unfortunately some members dropped out but they were replaced by new Corvairites, who hopefully we will retain. Events were numerous and varied-something for everyone! Our first event was the annual PMI Car show in Pueblo and in conjunction with the show we had an Economy Run to the show and back. Technical Sessions began in April. For the April meeting a "Poker Rally" was organized. May 3rd and 4th the club assisted

in the Old Car Council Swap Meet at Heritage Square in Denver. Sunday June 1st we had our first picnic of the year and on July 27th we participated with the Veteran Motor Car Club in a tour of the CF&I steel mill. August 1st, 2nd & 3rd saw us stage our first PPCC car show. The setting was the Citadel Mall - fourteen Corvairs were displayed. Later in the month we participated for the second time in the Pageant of the Rockies Parade. In September we celebrated our third anniversary - with a birthday cake and a program of fun and games. We also put on a small car show at Daniels Motors. In November we fielded a creditable entry in the Currigan Hall Auto Classic and also put on our largest car show yet at the Rustic Hills Mall.

Obviously we have had a pretty full year and it's been fun for those who participated, but here in lies our problem: "for those who participated". Quite frankly only about 30% of our membership support club meetings and events. Your officers and board realize that 100% participation is but an idle dream - on the other hand something better than 30% ought to be possible and if we are to prosper is mandatory. Let's give your new officers the support they need and deserve during 1981.

John Dowswell, President

SOME FOLLY (continued)

Solenoids and sockets were layed on the table,
Two distributor caps and an emergency cable.
He spoke not a word, nor got his hands dirty
When he hauled out twelve cans of 10-W-30,

And filled all the resevoirs up to the top;
I knew for sure, then, he'd soon have to stop.
'Cause there's more of these Corvairs he's destine to visit,
And ignore all the dummies that wonder, "What is it?"

He buckled his seat belt, turned on the ignition,
Smiled at the surge of his powerglide transmission.
These cars he's attending are the best of a breed,
No question 'bout that . . . Mr. Nader take heed.

His taillights diminished, ere he drove out of sight,
I knew positively he'd had a good night;
And I heard his voice echo off that dark thoroughfare,
"Merry Christmas to all, and to all a Corvair!"

OUT WITH THE OLD, IN WITH THE NEW

This issue marks the end of my one year term as editor of the Drip Line. I would like to thank the many contributors over the last year who helped make our newsletter possible. Special thanks to Evelyn Halverson and Carolyn Baxter for the typing and to Dick Shuck for printing the last several issues.

The position is open for next year. If anyone out there is interested give me a call at 574-0420 and I'll tell you what's involved.

Dale Baxter, Editor

FOR SALE

1965 Corvair, 2-door, 4-speed, 56,000 miles; body very good to excellent; interior fair; engine runs but noisy lifters. Also, 2 engines - 1 (1967) good running condition, 1 (1965) for parts. 1 pair 140 HP heads, excellent condition. Other miscellaneous parts. All for \$900 or as partial trade for running convertible; contact Richard Leavitt, 1111 I St., Salida, Colorado 81201; 539-3440

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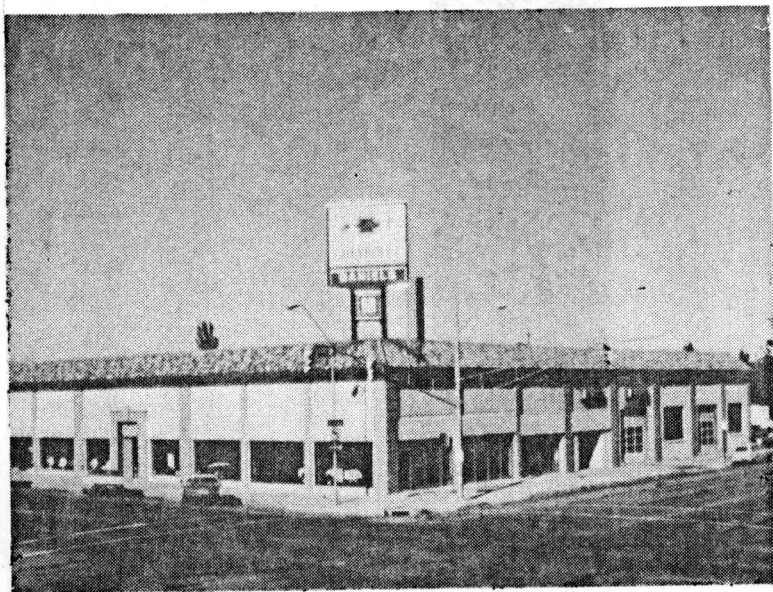
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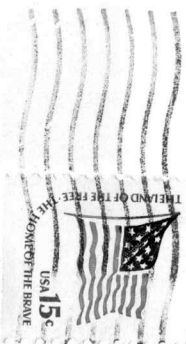
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Thanks for coming to Daniels!

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