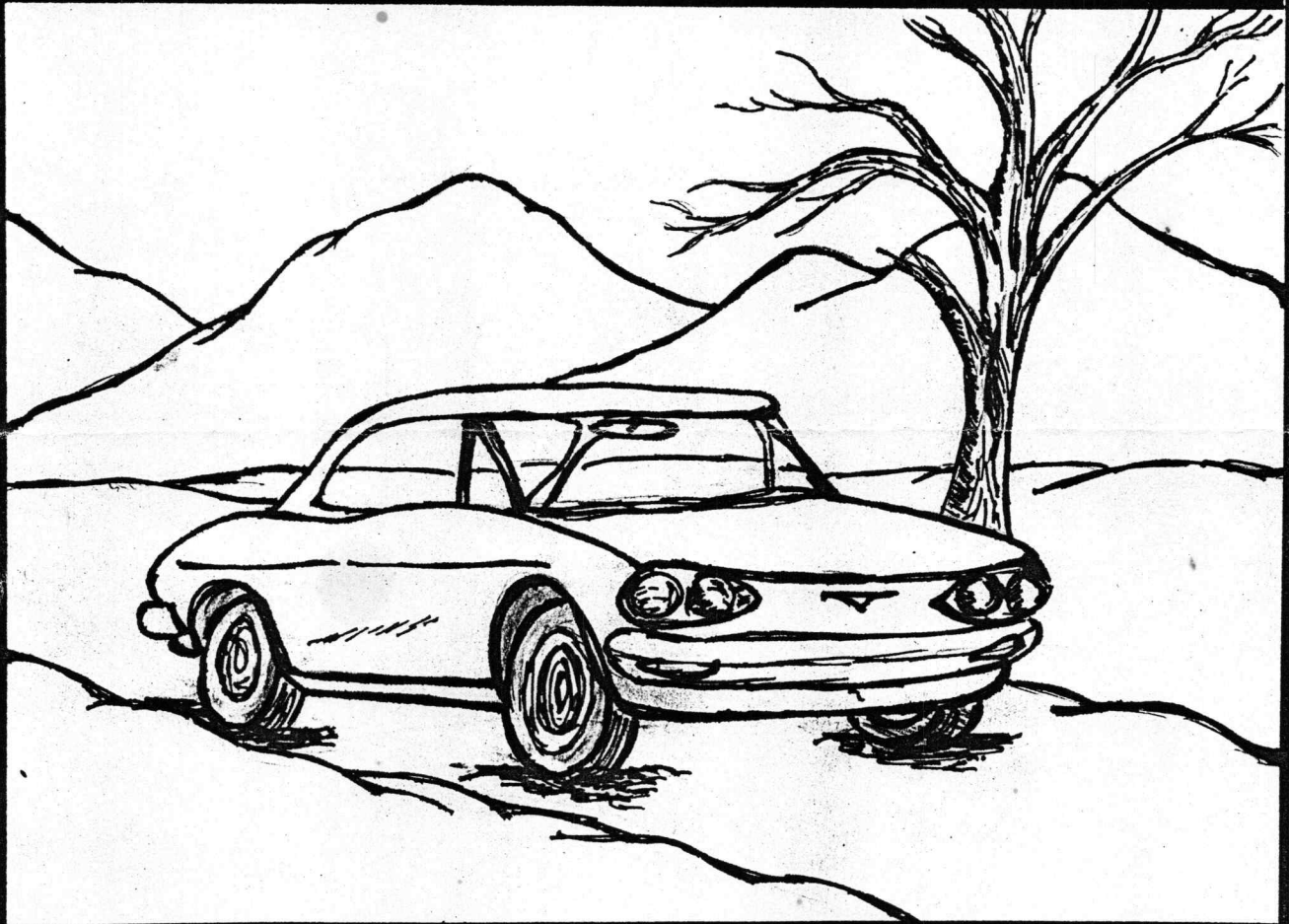


JAN 1982

THE

DRIP LINE

VOL. V NO. 1



A Publication of;



A CHAPTER of the

CORVAIR SOCIETY of AMERICA

2nd 1935

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CORVAIR SOCIETY OF AMERICA

OFFICERS

John Glusick, President	544-1077
Mark Swomley, Vice President	599-8353
Marcia Shuck, Secretary	597-3968
John Koll, Treasurer	593-1928
Dick Shuck, Membership Chairman	597-3968
Don Crombie, Board Member-at-Large	475-0048
Pat Markey, Board Member-at-Large	591-2407
Walt Huntermark, O.C.C. Representative	599-5883

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

The Drip Line is a monthly publication of Pikes Peak Corvair Club, a non-profit organization. Deadline for submitting information to The Drip Line is the first Tuesday of each month for that month's publication. Classified ads are free to members. Commercial rates are available upon request. Ads may be placed by calling 392-7600 (Evelyn) or 633-0619 (Tommy).

JANUARY MEETING

The January 26, 1982, meeting will be held at the Diamond Terrace Clubhouse, 4710 Rusina Road, beginning at 7:30 p.m.

Come give your new officers a good send-off! They would appreciate knowing what you would like to do this year in the way of Corvairing. After listening to some plans they are making for meetings and activities, you'll not want to miss a session.

In order to be eligible for the door prize, please sign your name on a piece of paper and drop it in the container provided.

*** GLUSICK'S MUSICK ***

We had a good year in '81. I would like to give my thanks to our past officers. They did a great job with the Rally to the Rockies. The rally was a lot of hard work, but they made Pikes Peak Corvair Club look pretty good. If you looked through the Communique, you would think the P.P.C.C. was the whole show.

There is a whole new year coming at us. You need to get more involved in the Club. You might think, "I don't get anything out of the Club meeting or the tours!" Well, you have to give first!!

Come and give your ideas for things to do at the meetings and tours. That's part of being a Club member. I need more from you than your dues.

Speaking of dues -- we had to raise the dues this year. Our Drip Line costs have gone up over the years, and it finally caught up with us. So the new dues should help get The Drip Line back in the black.

If you own a '62 Corvair, happy birthday! Your car is twenty years old. Come and enjoy your Club.

Your President,
John

* * * * *

PMI AUTO SHOW

The Colorado State Fairgrounds will again be the location for the annual PMI car show February 12, 13, and 14.

This is an event in which Pikes Peak Corvair Club has participated for the last three years. We would like to have a good showing again this year.

All contestants must be pre-registered. Your application must be accompanied by a photo of your car and a \$10 entry fee. The move-in time will be Thursday, February 11.

Since we are running short on time, John will bring application blanks to the January meeting. Plans for the show will be finalized at this meeting. John can then hand-carry the applications back to Pueblo.

OCC SWAP MEET

The fourteenth annual Old Car Council swap meet will be held May 1-2, 1982, at the Adams County Fairgrounds.

Both outside and inside spaces will be available to vendors. A 9' x 23' outdoor space will be available for \$10. However, end spaces, 15' x 23', will cost \$20. If you are interested in an indoor space, they are 8' x 10' and cost \$25.

Move-in will be Friday, April 30, from 6-10 p.m. This is closed to the public. Vendors will be admitted at 5 a.m. on Saturday, May 1. Booths will be open to the general public from 7 a.m. to 5 p.m. on both Saturday and Sunday.

If you need or want more information, see Mark Swomley, our chairman for this event. He also has entry applications complete with maps.

You are advised to get your entries in as early as possible.

THANK YOU

Thanks to John and Bobbi Koll for having the Christmas party at their house. Not only were there delicious goodies, but there was swimming in their indoor pool and several tours of John's "car barn".

DUES CHANGE

At the December meeting of Pikes Peak Corvair Club, a dues change was discussed and approved. The cost of printing, paper, and postage of a newsletter is costing \$8.64 per family unit. Since our dues have been \$6.00, we are not able to make this stretch.

Therefore, it was voted that beginning January, 1982, P.P.C.C. dues will be \$10.00 for a yearly membership.

CORSA will remain \$14.00 for the present.

RENEWALS

November

Terry Nance
Gerald Petersen
Charles Seeyle

January

Dale Baxter
Robert Douglas
Richard Green

Bill Hames
Theresa Jones
Merrill May

December

Bart Como
Barbara Gilkison
James Munson
Jim Wood

February

John Dowswell
John Koll

Remember -- in order to belong to P.P.C.C., you must belong to CORSA. Our insurance for car shows and moving events comes from CORSA. They require 100% membership; therefore, this is very important to our Club.

NEW MEMBERSHIP CHAIRMAN

Dick Shuck has been elected our new Membership Chairman. He will be greeting you and helping new members get acquainted and feel at home. (However, everyone should take a hand in this!)

If you have any leads for prospective members, let Dick know.

MINUTES OF THE MEETING OF THE BOARD OF DIRECTORS OF THE PIKES PEAK CORVAIR CLUB

A meeting of the Board of Directors of the Pikes Peak Corvair Club was held at the home of John and Dee Glusick on January 5, 1982, at 7:00 p.m. Present were John and Dee Glusick, Tommy Harlow, Evelyn Halverson, Pat Markey, Jim Wood, Walt Hundertmark, and Dick and Marcia Shuck.

The Treasurer's report showed a balance of \$147.48.

The PMI car show will be February 12, 13, and 14 in Pueblo. Registration must be made by February 5. The fee will be \$10 per car. So far, we have three cars planning to go.

Walt gave his O.C.C. report. The swap meet will be May 1 and 2. The Porsche Club representative has offered to give a class on newsletter publishing for anyone interested. More information on this later.

We also had some discussion on a new banner. Dick will be doing some checking on that. Also, we are doing some checking on covers for the stanchions and on some new rope.

Jim will be checking into the possibility of some local car shows at the malls.

The next Board meeting will be held at John and Bobbi Koll's on February 2, 1982.

Respectfully submitted,

Marcia Shuck, Secretary

BOARD MEETINGS

Board meetings for the first half of the year are as follows:

February	John Koll
March	Tommy Harlow
April	Walt Hundertmark
May	Pat Markey
June	Marcia and Dick Shuck

Although these are basically planning meetings for the Board, anyone may attend. However, if you plan to attend, please call your host or hostess for that month so seating and refreshment arrangements can be made.

Board meetings are held the first Tuesday of each month, beginning at 7:30 p.m.

FROM YOUR EDITORS

We've taken the job of the newsletter for the year. Although this is the first time it's been our responsibility, we have helped with it through the years.

We will be grateful for any articles the membership chooses to write for us. However, due to space and postage rates, we must reserve the right to edit.

If you don't like to write but have some "hot" news, give us the information, and we will try to write it for you.

Our phone numbers have been listed in the front of the newsletter in connection with classified ads. It is usually easier to catch us late in the evening (9:00 - 10:30), as we both work.

We have some very able help in Dale Baxter and Wiley Jones. Anyone else who wishes will certainly be welcome on this committee.

The new cover was designed by Dick Shuck. Our art work for this month was done by Marcia Shuck. A big thanks to these talented people. Are there any more of you out there?

Our deadline for articles and ads will be the first Tuesday of each month. This should enable us to get things put together a little better and more efficiently.

Thanks to you, the membership, for your backing (and indulgences when we goof!).

Tommy Harlow and Evelyn Halverson

AIR PROGRAM

By Brian Iler, O.C.C.

On January 1, 1982, all 1968 and newer used cars and light-duty trucks registered in an eight-county AIR (Automobile Inspection and Readjustment) Program area will have to undergo an annual inspection of their tailpipe emissions.

The 10-15 minute AIR inspection includes a tailpipe test to measure the amount of carbon monoxide and hydrocarbons emitted while a car is idling, and a check of the exhaust system for leaks. For 1982 and newer cars, a visual inspection will be made of the air injection system, catalytic converter and fuel tank filler neck restrictor.

The maximum inspection fee is \$10, which includes a free retest within 10 days for vehicles that fail the first test. The maximum charge for the five adjustments required for cars that fail is \$15. Owners of 1981 and new vehicles may be required to have some repairs made in place of adjustments.

If a vehicle fails the first inspection, it will be adjusted to manufacturer's specifications and retested. If it continues to fail after adjustments have been made by a licensed AIR Program mechanic, a Certificate of Adjustment will be issued. After correct adjustment, 80 percent of the vehicles that fail the first test are expected to pass the retest. A vehicle that passes will be issued a Certificate of Compliance.

Our inspection station in Colorado Springs is located at 1403 South Tejon.

HAPPY BIRTHDAY!!!

January 10
January 11
January 13
January 16
January 17

John Dowsnell
Peggy Douglas
Kay Munson
Barbara Como
Gerald Peterson

COMING EVENTS

Tri-State Auto Show
Currihan Hall - Denver
February 24-28, 1982

Swap Meet
Phil Long Ford
March 7, 1982

National Plymouth Club
National Spring Meet
Manitou Springs
June 24-27, 1982

TECH TIP

CORVAIR . . . A CLASSIC??

By Bill Artzberger
Western PA Corvair Club

The tech tip for this month is not in its usual form of a mechanical tip. Rather, it's just plain information that some of us already are aware of and those of us who are not, should be.

The question is often asked, "Is my Corvair a Classic, Antique, Special Interest or just what is its classification in the world of collector automobiles?"

First, to be a "Classic" it must be declared as such by the Classic Car Club of America. And it has not been even considered up to the present date. So far, the CCAA has only declared "Classic" certain cars manufactured between 1925 and 1948. These cars were nominated for the coveted terminology and then voted upon by a select group of members of the CCCA. And that is how a "Classic" is born.

Secondly, the next important representative automotive group is the "Milestone Car Society". Similar to the CCCA, they meet and discuss and then nominate and elect certain cars to qualify for the term "Milestone Car". If you are fortunate enough to own a Corvair Monza Spyder vintage 1962 to 1964, your car is a "Milestone Car". Sadly, no other Corvairs meet their specs.

Then there is the Special Interest Car. And the Collector Car. And the Antique Car. (Antiques must be 25 years or older to qualify...Corvairs won't fall into that category for several more years.) But it certainly would qualify for a Special Interest Car or a Collector Car. Although not a "Classic", we all think they are "Classy".

And was it Wm. Shakespeare who said, "A rose by any other name smells just as sweet"??

* * * * *

PATRONIZE OUR ADVERTISERS.

CLASSIFIED ADS

For Sale or Trade: Corvair engine, disassembled but complete, \$30.00 or trade for two carburetors for late model Corvair; contact Omar Halverson at 392-9815.

When You Have Questions On
LIFE or HEALTH INSURANCE

Call **CHUCK SEELYE**

Happy To Help Without Obligation

598-3709

685-5792

Discount to Club Members

Anything Anytime Anywhere

EL PASO TOWING

24 Hour Towing Service

392-7606

JAMES SCHWENGLER

297 Harvard
Widefield, Colorado 80911

Personalized Car Care

Brakes Tune Up Electrical
Air Conditioning Service

HANK'S AUTO SERVICE

CORVAIR SERVICE

632-2843

HANK BROWN

1414 South Wahsatch
Colorado Springs, CO 80906

CLASSIFIED ADS

For Sale or Trade: Corvair engine disassembled but complete. \$10.00 or trade for two computers for late model Corvair. Contact Dave Johnson at 303-9613.

When You Have Questions On
EFT or HEALTH INSURANCE

Call Chuck BERRY

Happy To Help Without Obligation

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888-3799

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Anything
Anywhere

EL PASO

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303-758

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

Colorado Springs, Colorado 80935

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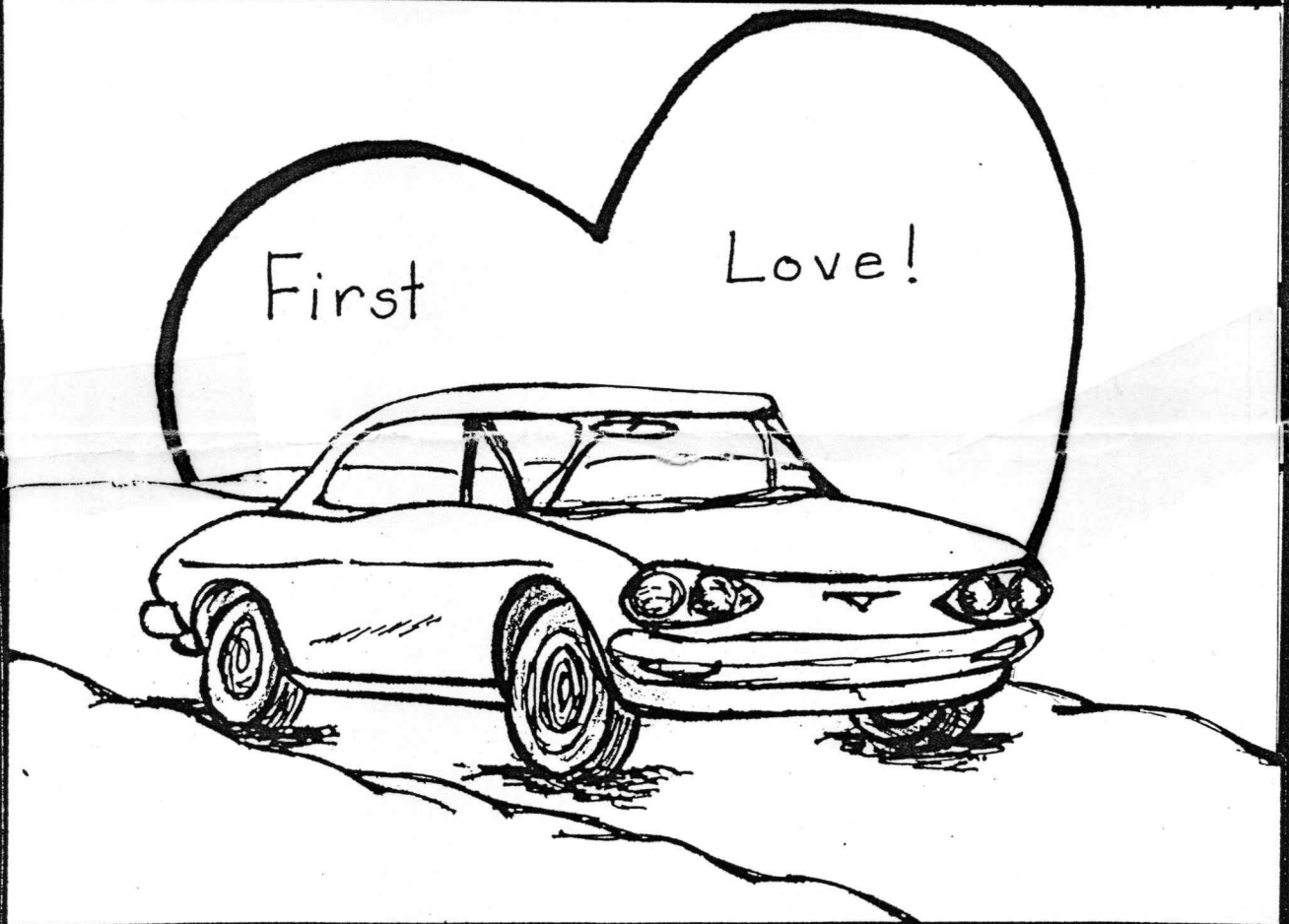


FEB 1982

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DRIP LINE

VOL. V NO. 2



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CORVAIR SOCIETY of AMERICA



PIKES PEAK CORVAIR CLUB
ROSTER

1/31/82

Baxter, Dale	Carolyn	3415 Whimsical Ct	Colo Sprgs, CO	80917
Benzel, Ben	Bettie Jo	3930 Encina Dr	Colo Sprgs, CO	80919
Bergevin, Lewis		65 Normandy Cir	Pueblo, CO	81003
Ciuba, John		3910 Somerset	Colo Sprgs, CO	80907
Combie, Don	Carol	2529 N. Meade	Colo Sprgs, CO	80907
Day, David	Carol	4771 Crimson Cir So	Colo Sprgs, CO	80917
Douglas, Robert		1007 Cheyenne Blvd	Colo Sprgs, CO	80906
Dowswell, John	Doreen	7 Sequoyah Road	Colo Sprgs, CO	80906
Gilkison, Barbara		28 N. Dunsmere	Colo Sprgs, CO	80909
Glusick, John	Dee	1929 W. 20th	Colo Sprgs, CO	81003
Greeley, George		2902 Airport Road	Colo Sprgs, CO	80910
Green, Richard		1222 E. Willamette	Colo Sprgs, CO	80909
Halverson, Evelyn		1307 Maxwell	Colo Sprgs, CO	80906
Hames, Bill		225 E. Brookside	Colo Sprgs, CO	80906
Harlow, Charles	Tomasina	2519 Farragut Cir	Colo Sprgs, CO	80907
Henry, Ivan	Margaret	1206 W. High Point Lane	Colo Sprgs, CO	80904
Hundertmark, Walter		4710 Rusina Rd #402	Colo Sprgs, CO	80907
Jackson, Richard		2025 Peakview Drive	Pueblo, CO	81006
Jones, Theresa	Wylie	3102 Westwood Blvd	Colo Sprgs, CO	80907
Koll, John	Bobbie	7613 Thunderbird Lane	Colo Sprgs, CO	80919
Layson, Mark	Carol	5216 Miranda Rd	Colo Sprgs, CO	80918
Liles, Marvin	Judith	6326 Lange Dr	Colo Sprgs, CO	80919
Markey, Pat		1550 Waurika Circle	Colo Sprgs, CO	80915
McKenna, Terence		4934 Galena Dr.	Colo Sprgs, CO	80919
Mooney, Henry K.		434 Valley Hi Cir Apt D7	Colo Sprgs, CO	80910
Nance, Terry	Arlene	8180 Piute	Colo Sprgs, CO	80906
Palmer, Richard		860 Briarwood	Canon City, CO	81212
Rathbone, Tom		10740 Thomas Rd	Colo Sprgs, CO	80908
Ross, Lyle K.		RR 1	West Point, IA	52656
Sager, Frank	Bonnie	828 So 130th	Bonner Sprgs, KS	66012
Schwengler, James	Laurelee	297 Harvard St	Colo Sprgs, CO	80911
Secor, Jack		500 Fay Drive	Colo Sprgs, CO	80911
Seelye, Chuck	Joanne	146 Palisade Cir	Manitou Sprgs, CO	80829
Shuck, Richard	Marcia	1940 Summernight Ter	Colo Sprgs, CO	80909
Smith, Dwight	Bonnie	524 N. Institute	Colo Sprgs, CO	80903
Torrez, Joe R.	Carolyn	Box 508	Saguache, CO	81149
Tutt, Charles	Maggie	1820 Hercules	Colo Sprgs, CO	80906
Wood, Jim		3725 E. Boulder	Colo Sprgs, CO	80909
Young, Howard	Vera	1715 W. 30th	Pueblo, CO	81003
Frederick, Teresa		1026 Quivira Dr.	Colo Sprgs, CO	80910
Jackson, Richard E.	Janis	2025 Peakview Dr	Pueblo, CO	81006

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FEBRUARY MEETING

The February 23, 1982, meeting will be held at the Diamond Terrace Clubhouse, 4710 Rusina Road, beginning at 7:30 p.m.

Dave Kahlich, representative of Pennzoil Oil Company, will show the film, "Wild World of Stunts". This is the most recent Pennzoil film featuring Burt Reynolds. It explains how the stunts in "Smokey and the Bandit", "Hooper", and other films were accomplished.

Following the film there will be a question and answer session, so bring your oil questions!

* * * GLUSICK'S MUSICK * * *

We are off and rolling with a very good meeting at the Diamond Terrace Clubhouse. I would like to thank everyone for coming out in the cold weather.

We talked about the P.M.I. car show. We have four cars and an ultravan entered this year. I hope we can bring home some trophies.

Our first tour will be March 28th. We will head south to the Great Sand Dunes. It will be about a 350 mile round trip. There will be a coffee break, lunch, and dinner along the way. This gives everyone a month and a half to make your plans.

I hope Mother Nature will give us good weather, but our Corvairs are all-weather cars, so I'll be looking forward to seeing everyone on our first tour of 1982 and also at the February meeting.

P.S. If your faithful Corvair isn't running good enough for tours, don't miss out. We'll let you drive your "Brand X".

Your President,
John

* * * * *

PMI AUTO SHOW

The P.M.I. car show will have come and gone by the time you receive this. Those entering cars for our Club were Dee and John Glusick, Marcia and Dick Shuck, Jim Wood, Carolyn and Dale Baxter, and Tom Torrez.

Since we went to press before the show, we will have details in the March Drip Line. Good luck to all the entrants!

GREAT SAND DUNES TOUR

On Sunday, March 28, 1982, the Club will take a tour to the Sand Dunes near Alamosa. Plan to meet at the Sears parking lot in Southgate at 8:00 A.M. In Pueblo we will pick up the Glusicks, then on to Walsenburg and Fort Garland. There we will have a coffee break.

On to the Sand Dunes and a late lunch in Alamosa. Our return trip will be through Salida, where, if you are hungry again, we can stop for dinner.

Everyone plan to come along. These tours are lots of fun, and the scenery will be beautiful!

AUGUST MELODRAMA

On Saturday, August 7, 1982, PPCC plans to attend the melodrama at the Imperial Hotel in Cripple Creek. The dinner and show (including tax and tip) is \$17.80 per person. This must be paid in advance and is non-refundable. The show will be "The Spoilers".

There are several alternatives for sleeping arrangements. Rooms can be reserved in the Hospitality House. If you choose to share a bath (located at the end of the hall with showers on the main floor), one person would pay \$18 and two persons would pay \$25. A room with a private bath would cost \$24 for one person and \$30 for two people. A rollaway cot would cost \$3.50. If you choose to bring your ultravan or camper, the overnight hook-up is \$6. There is a 4% tax on all rooms.

Dee Glusick must have the payment for the dinner and show and your room reservation deposit by March 23. These fill up so quickly they have to be made far in advance. If you have any questions, Dee will be able to answer them for you.

O.C.C. NEWS

By Walt Hundertmark

The O.C.C. meeting this month was concerned with details for the swap meet to be held at the Adams County Fairgrounds May 1 and 2.

I will be circulating three volunteer lists to help with the swap meet, which will be turned in at the March O.C.C. meeting. Volunteers will work two hour shifts. The O.C.C. chairman will choose helpers and notify you if you are chosen. Because of this, he will need your name, address and telephone number.

If any of our volunteers are chosen, our Club will receive a "double slice" of the profits. (PPCC is guaranteed at least \$75 minimum.)

The three volunteer lists are as follows:

1. Ticket Sales - help needed Saturday and Sunday, 6:00 A.M. to 6:00 P.M.
2. Guard Duty - patrolling the parking lot Friday and Saturday nights from 6:00 P.M. to 6:00 A.M. This is watching the parking lot overnight.
3. Parking Assignments - showing vendors where their parking spaces are located; Saturday and Sunday, 6:00 A.M. to 6:00 P.M.

Please choose a time convenient to you. If you are chosen, this will be taken into consideration but not promised.

Five clubs will handle the concession for the two days. These concessions will include coffee, doughnuts, and hot dogs.

RENEWALS

February

John Dowswell
John Koll

March

John Ciuba Jack Secor
Ivan Henry Joe Torrez
Walter Hundertmark
Marvin Liles

MEMBERSHIP LIST

You will notice we have included a membership list this month. Listed are the members who are paid up-to-date in both PPCC and CORSA. If you don't find your name, check with John Koll. He can tell you whether it's PPCC or CORSA that needs your money.

If there's anything incorrect in your listing, please tell John Koll, Evelyn or Tommy so you will be sure to get your Drip Line.

MINUTES OF THE MEETING OF THE PIKES PEAK CORVAIR CLUB

The regular monthly meeting of the Pikes Peak Corvair Club was held at the Clubhouse at the Diamond Terrace Apartments on Tuesday evening, January 26, 1982. At 7:30 p.m. Mr. John Glusick, President, called the meeting to order.

There were 20 members present.

The previous minutes were read and approved.

John Koll gave his Treasurer's report and it was approved.

John Glusick gave an explanation of the dues increase, and thanked Tommy and Evelyn for their hard work on the newsletter and the fine job they did.

Walt Hundertmark gave his OCC report. John Koll volunteered to be the alternative representative after tax season.

New Business

The P.M.I. car show will be February 12-14. Move in will be February 11 from 6:00 p.m. to 12:00 midnight. Show times are:

February 12	7:00 p.m. - 12:00 midnight
February 13	10:00 a.m. - 12:00 midnight
February 14	12:00 noon - 7:00 p.m.

Move-out time will be after 7:00 p.m.

Carolyn Baxter will be putting her car in, giving us four cars in the show.

John and Dee Glusick had information on an overnight tour to Cripple Creek. We had a choice of two dates: July 3 or August 7. It was voted on to try for the August 7 date. A deposit must be made on the rooms and the dinner and show must be paid for in advance. Total cost for two persons will be about \$65.

March 28th will be a tour to the Great Sand Dunes, and April 24th will be a tour to Denver.

Dick Shuck presented a plaque to Jim Wood for his service the past year as President.

The door prize of spark plugs was won by John Glusick.

The meeting was adjourned at 9:00 p.m.

Respectfully submitted,

Marcia Shuck, Secretary

HAPPY BIRTHDAY!!!

February 12

Carolyn Torrez

February 21

Cary Crockett

WHALES MEET IN ARIZONA

By Jim Wood

On January 21, 1982, we started preparing the ultravan for the Arizona rally. The bench seat for the driver was converted to a captain's swivel chair, which required reconstruction of the pedestal supporting the seat. With this completed, I removed the Corvair steering column and replaced it with a Corvette column and wheel, which will tilt and telescope. Then came the new dinette set which doubles as a full-size bed at night, and we were ready to start packing.

I made an appointment to have the carpet cleaned the day before we were to leave for Phoenix. On the way to the carpet cleaners I heard a loud ping and the engine started missing on one cylinder. After the carpet was cleaned, I removed the head and found a loose valve seat, which required extensive machine shop work to correct. After the repair of the head, I reinstalled it that evening about 11:00 p.m. and retired very tired. At 7:00 a.m. we were on the road to Phoenix - finally!

The first day we drove to Sholow, Arizona with no problems whatsoever. We cruised at 65 miles per hour most of the time, passing a number of new motor homes. Just east of Gallup, New Mexico, we passed a new \$46,000 Swinger motor home going up a hill. He looked astonished as we flew by. He caught us at a fuel stop in Gallup, and I asked him the price and the mileage. He was so proud of the 8 miles per gallon that I didn't have the heart to tell him that I averaged 18 miles per gallon with my 14 year old motor home.

The trip from Sholow to Phoenix takes you down through Salt River Canyon, which looks like the Royal Gorge with a road winding down one side and up the other. I was a little concerned about the steep climb up the other side with the 110 HP automatic transmission in the ultravan. I really didn't need to worry as we topped the other side of the Canyon at a remarkable 35 miles per hour (which is as fast as most cars were driving). Three hours later we were in Apache Junction, losing altitude from 3,600 feet to 1,750 feet in about 150 miles.

After two days in Apache Junction and the Superstition Mountain (no, we didn't find the lost Pochmans Gold either), we moved on to Scottsdale for a couple of days (where we ate so much the left front tire started rubbing on the top of the fender).

A quick trip to Pep boys for a pair of spring boosters, and we were on our way to Wickenburg, Arizona for the ultravan rally. In Wickenburg we met 35 ultravans from all over the United States and Canada.

After three days of looking over all the great white whales, taking pictures of all the different innovations owners have applied, and swapping stories, all the whales headed home.

At the general meeting a motion was made that the ultravan club be chartered as a chapter of CORSA with Cristy Barden, president, and myself, vice president. I'm afraid it carried. Other than that, it was a fun trip, and we met a lot of very nice ultra and Corvair people at the rally.

When we left Colorado Springs the temperature was 5 degrees and snowing. When we arrived in Phoenix, it was 70 degrees and sunny. (I see why all the birds fly south for the winter.)

The trip home was uneventful as the ultravan performed flawlessly all the way. We traveled 1,900 miles in 10 days, and my belief that the ultravan was a step beyond is even stronger than ever as we never saw a more efficient motor home on the entire trip.

AS THE OIL FLIES

Save April 24 (a tentative date) for a tour to Denver. Marcia and Dick Shuck are planning to show us some special out-of-the-way places.

Congratulations and best wishes to Pat and Bob Dudding on their recent marriage.

Tom Rathbone, one of our newer members, said he had a 1965 four door parked in Wyoming. He's looking for a "new" Corvair to use here.

Look what happens if you're the new president -- you win the door prize! Congratulations, John. We know it can't begin to pay the endless number of hours you will give us this year.

A big bouquet (or would a case of oil be better?) to Walt Hundertmark for going to the O.C.C. meetings in Denver on such bad, snowy nights.

Joe Torrez was a recent visitor in the Springs. He said life continues in a much more leisurely pace in Saguache. It was really good to see you, Joe! Do it more often.

A special thanks to Dale Baxter, who ran The Drip Line, and Jim Wood, who wrote an article, when both were busy getting cars ready for the P.M.I. show.

TECH TIP

Corvair Powertrain Swap Guide

This is reprinted courtesy of Vairmail, monthly newsletter of the San Diego Corvair Club. The tip was written by Dennis Kittel, 5019 Bonnaside Drive, Hermitage, Tennessee 37076, who says:

"All of these swaps will fit without any cutting, bending or welding. Of course, there are other combinations that will work, but they require modifications. If anyone has something that they would like to swap that is not listed here, if they will write me, I will give them the details."

Engine Installations

- A. 1960-69 car engines fit all cars and trucks if rear engine mount and sheet metal shrouds are changed to year car used.
- B. 1960-65 truck and stationwagon engines fit only '60 - '65 trucks and stationwagons unless the generator/oil filter adapter is changed to permit oil filler tube and the truck/stationwagon engine's oil filler tube is blocked off. If these changes are made, plus the changes in A., '60 - '65 truck and stationwagon engines will also fit all cars.

Differential Installations

- A. 1960 - '69 differentials fit all engines (see NOTE 1 and 2)

NOTE 1 -- With automatic differentials, use torque converter and attaching parts. No pilot bearing. Use auto. bell housing.

NOTE 2 -- With manual differentials, use clutch and attaching parts. Use pilot bearing and manual bell housing.

- B. 1960 - '64 differentials fit '60 - '64 cars and trucks only. (Also '65 trucks)
- C. 1965 - '69 differentials fit '65 - '69 cars.
- D. 1960 - '69 automatic differentials fit all automatic transmissions.
- E. 1960 - '64 manual differentials fit '60 - '65 three and four speed transmissions only.
- F. 1965 - '69 manual differentials fit '65 - '69 three and four speed transmissions (see NOTE 3).

NOTE 3 -- A 1965 manual differential when used with '66 - '69 three and four speeds must have a hole drilled in the lower gasket surface to allow lube to be exchanged between the transmission and differential. Check '66 - '69 gasket for proper position.

Transmission Installations

A. 1960 - 69 automatics will fit all cars and trucks. (see NOTE 4)

NOTE 4 -- Truck automatics have connections for transmission oil cooler which must be plugged if used without cooler.

B. 1960 - '65 three and four speed transmissions fit all cars and trucks. (see NOTE 5, 6)

NOTE 5 -- 1960 - '64 car and truck rear crossmembers for automatics are different from manual. Manual and automatic transmissions fit manual crossmembers, but manual transmissions won't fit automatic crossmembers.

NOTE 6 -- Three and four speed input shafts differ. Three speed shafts are shorter than four speed shafts. Use appropriate shaft. Also, '60 - '63 three and four speed shafts are smaller in diameter than '64 - '69. You must use the correct shaft.

C. 1966 - '69 three and four speed transmissions fit '65 - '69 cars only. (NOTE 7)

NOTE 7 -- If a '66 - '69 three and four speed transmission is used in 1965 cars, use '66 - '69 three or four speed transmission mount, and '66 - '69 shift linkage can be used instead of 1965 to keep from needing any adjustment.

CLASSIFIED ADS

For Sale: All my remaining early Corvair parts, including 3 good power-glides, 1 good transaxle, 2 good torque converters, plus 4 boxes of miscellaneous parts. \$125 cash for everything. Don Crombie, 475-0048.

For Sale: 1967 Corvair 500, cream, two-door, 110 HP, 5 speed transmission, 43,000 miles. Ruth Swope, 2471 Yorktown Road, 633-5036.

For Trade: Early turbo and engine. Prefer to trade for 1964 or 1965 van engine. Terry McKenna, 598-0743.

Wanted: Rampside pickup. Don Crombie, 475-0048.

Wanted: Two or three copies of the article in the November CORSA about our convertible. John Glusick, 544-1077.

* * * * *

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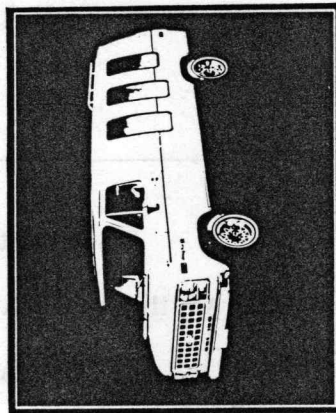
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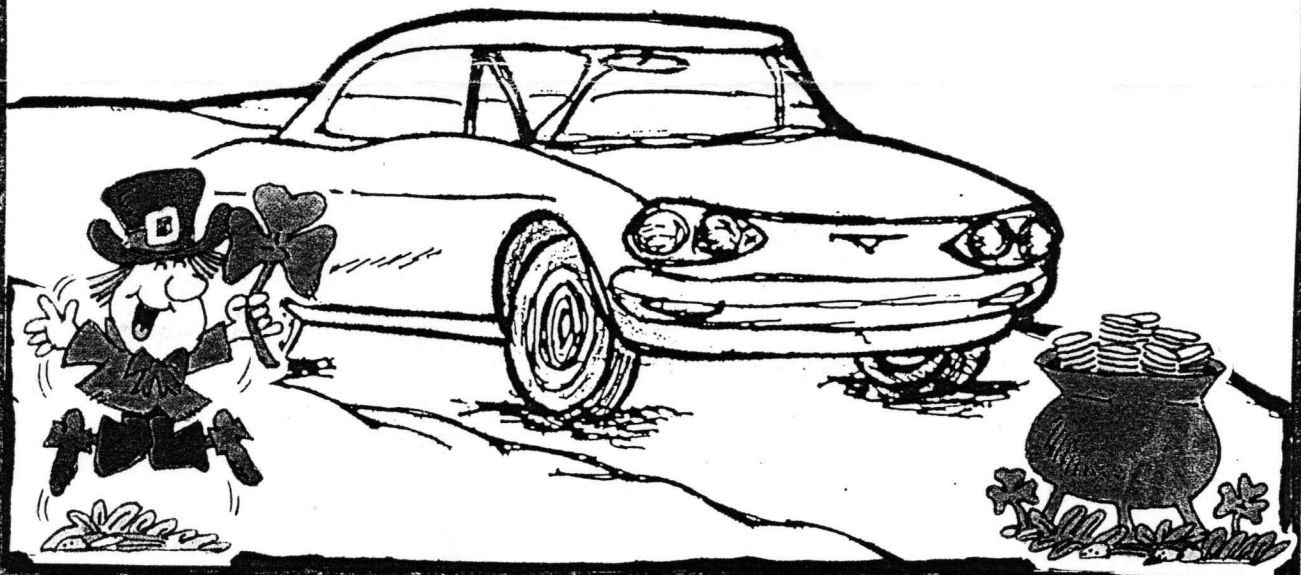
MAR 1982

THE

DRIP LINE

VOL. V NO. 3

HAPPY
ST. PATRICK'S
DAY!



A Publication of ;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA



OFFICERS

John Glusick, President	544-1077
Mark Swomley, Vice President	599-8353
Marcia Shuck, Secretary	597-3968
John Koll, Treasurer	593-1928
Dick Shuck, Membership Chairman	597-3968
Don Crombie, Board Member-at-Large	475-0048
Pat Markey, Board Member-at-Large	591-2407
Walt Huntermark, O.C.C. Representative	599-5883

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

The Drip Line is a monthly publication of Pikes Peak Corvair Club, a non-profit organization. Deadline for submitting information to The Drip Line is the first Tuesday of each month for that month's publication. Classified ads are free to members. Commercial rates are available upon request. Ads may be placed by calling 392-7600 (Evelyn) or 633-0619 (Tommy).

MARCH MEETING

The March 23, 1982, meeting will be held at the Diamond Terrace Clubhouse, 4710 Rusina Road, beginning at 7:30 p.m.

Evelyn is making arrangements with Chuck Baker of KIIQ radio station for PPCC to receive some publicity. His program is from 6:00 A.M. to 12 Noon on Sunday mornings. During this time, "Fifties" music is played, and Chuck visits with representatives of different clubs in the area.

He suggested we bring our cars to their parking lot. Chuck will furnish coffee, and we furnish the talk with the people who drive by with questions. Jim Wood will be our representative who "chats" over the radio with Chuck.

Come to the next meeting to help finalize our plans for this free publicity.

COMING EVENTS

March 23, 1981 - Reservations must be made for the August melodrama at this meeting. Bring your \$17.80 per person for the dinner and show. Dee Glusick is handling the reservations.

March 28, 1982 - Meet at Sears parking lot, Southgate, at 8:00 A.M. for our Great Sand Dunes Tour. Come prepared for a fun day.

*** * * GLUSICK'S MUSICK * * ***

The P.M.I. car show is history now! There was some good news and some bad news. The good news is the trophies brought hom by Jim Wood, Tom Torrez, and Dee and I. The bad news is the Club couldn't display our cars like we wanted to.

More good news -- we have a good start in the Club banner (which look super). Thanks to Dick Shuck and his dad. Marcia and her mother-in-law made covers for the stands -- they needed those for sure! Jim and Pat drove the Ultravan down; Tom put in his two door; Dale and Carolyn put in their two door; and Marcia entered her convertible. Walt and Jan helped out on Sunday. Many thanks to all of them!

Now that spring is just around the corner, it's a good idea to clean all the winter mud out from under your car body. With the added moisture of spring, Ol' Man Rust can get a good foothold. So, on a warm day, get the garden house out and really wash under your car's body well.

This month we start our first tour. It's a good idea to take an extra fanbelt, an extra coil, and an extra fuel pump. Out on the open road Corvair parts are sometimes hard to come by, so it's good to plan ahead. Let's have a good summer of touring.

Your President,
John

* * * * *

THANKS TO THE SHUCKS

The PPCC thanks Marcia, Dick, and his parents for the beautiful banner and the stanchion covers they made for our events. They certainly add a "touch of class" to our display.

PMI AUTO SHOW

The annual P.M.I. (Pueblo Motorsports, Inc.) auto show was held February 12-14. Some very nice cars were entered, including those from PPCC - John and Dee Glusick's 1965 4-door convertible, Tom Torrez's 1967 Monza, Carol Baxter's 1966 Monza, Marcia Shuck's 1963 convertible, and Jim Wood's 1968 Ultravan.

Trophy winners were John and Dee Glusick (first place - custom cars), Tom Torrez (second place - custom cars), and Jim Wood (second place - vans). Congratulations!

The feature cars were two jet dragsters capable of covering the quarter mile in around six seconds at about 275 mph. They will be racing at Pueblo Motorsports Park in the April 24th and 25th Winston World Championship Series race.

Unfortunately, there were a few sore points, including splitting the Club into three different locations, water dripping on Carolyn's and Marcia's cars, and a one

hour delay in trophy presentations and move-out. P.M.I., you've got a year to get organized and clean up your act for next year.

RENEWALS

March

John Ciuba Jack Secor
Ivan Henry Joe Torrez
Walter Hundertmark
Marvin Liles

April

Charles Tutt

ROSTER CHANGES

Mark Swomley, 6542 Lange Drive, Colorado Springs, Colorado 80918, should be added.

David Day has changed his address. The new one is 4825 Astrozon, #245C, Colorado Springs, Colorado 80916.

MINUTES OF THE MEETING OF THE PIKES PEAK CORVAIR CLUB

The regular monthly meeting of the Pikes Peak Corvaair Club was held at the Clubhouse at the Diamond Terrace Apartments on Tuesday evening, February 23, 1981. At 7:30 p.m. Mr. John Glusick, President, called the meeting to order.

There were 22 members present.

The previous minutes were read and approved.

John Koll gave his Treasurer's report. It showed a balance of \$290.29. The report was approved as read.

Old Business

John Glusick gave a report on the P.M.I. car show. Everyone agreed the show was very poorly organized. The following members won trophies: John and Dee Glusick - first place, custom; Tom Torrez - second place, custom; and Jim Wood - second place, vans.

The March 28th tour to the Sand Dunes is about a 350 mile round trip. We will leave Colorado Springs at 8:00 a.m. from the Sears parking lot, Southgate.

New Business

Walt Hundertmark reported on the O.C.C. meeting, and passed around a sign-up sheet for workers to help at the swap meet. The swap meet will be the held at the Adams County Fairgrounds the weekend of May 8th and 9th.

Pennzoil representative Dave Kahlich showed the film, "Wild World of Stunts". A question and answer period followed the movie. The program was enjoyable, and we look forward to having him come again.

The door prize, an oil filter, was won by Carolyn Baxter.

The meeting was adjourned at 9:00 p.m.

Respectfully submitted,

Marcia Shuck, Secretary

HAPPY BIRTHDAY!!!

March 10
18
29

Laurelee Schwengler
Mark Swomley
Judy Liles

WHO'S WHO

1. What PPCC member recently acquired a new car that's really not a Corvair? That Lincoln is really pretty.

2. Who plans to drive their "Brand X" to the Sand Dunes in March instead of their "all weather Corvair" if the weather is bad?

(NOTE: The answers can be found elsewhere in this newsletter.)

GOOD NEWS!!

John Koll, our Treasurer, announced at the March Board meeting that our membership in CORSA is 100%. We now have insurance.

MEET OUR ADVERTISERS

This month's featured advertiser is Hank Brown of Hank's Auto Service.

Hank's interest in Corvairs started when he went to work for Daniels Chevrolet in 1961. He was assigned to new car service installing floor mats, radial tires, and other accessories (Corvairs did not come equipped with these items). After one year, he was promoted to the service line where he learned how to overhaul Corvairs, and where he met his future business partner, Joe "Jody" Torrez.

Hank left Daniels Chevrolet in 1968 and went to work for Johnson Pontiac. Jody also left Daniels and went to work for Bobbitt's Car Clinic, and worked exclusively on Corvairs.

In 1975 Hank and Jody opened their own shop, Jody's & Hank's Auto Service. Because of their love for Corvairs, and because there were very few Corvair mechanics in town, Jody and Hank decided to specialize in working on Corvairs.

Opting for a more leisurely lifestyle, Jody and his family moved to Saguache, Colorado, in 1980 and opened a garage.

Ben Nielsen, a 1981 graduate of Coronado High School, is currently working for Hank. Ben took vocational auto shop in high school, and thoroughly enjoys working on cars, especially Corvairs. He is currently looking for a Corvair to purchase.

Hank's wife, Cindy, is an accountant/bookkeeper/tax consultant who works for H & R Block. They have three children, Ron - 15; Leann - 13; and Ryan - 6.

The Browns have three Corvairs: a 1964 Corvair convertible with a 180 turbo, a 1968 Corvair, and a 1963 Corvair. With Ron's 16th birthday fast approaching, Ron would like the 1968 Corvair fixed up to drive to school.

Hank has volunteered to be our technical advisor. He will be writing a monthly column on how to keep your Corvair running. Feel free to write in any mechanical questions you have to The Drip Line, or call Tommy and Evelyn with them, and Hank will answer your questions in the newsletter.

AS THE OIL FLIES

Everyone was impressed at our last meeting when John Koll showed us the new Club stationery.

Did you know Teresa Frederick is working and attending Pikes Peak Community College where she is studying architectural design? That makes a busy day (and night)!

When the oil filter was displayed as the door prize, Carolyn Baxter was heard to say, "I need one of those." You guessed it! She now has her new filter.

Bobbi and John Koll have a new addition to their family. They recently acquired a Malamute named Adak. We hear he's beautiful.

At the March Board meeting, you should have seen your officers playing indoor Frisbee. There was also alot of puzzling over the book, Games You Can't Lose. Such intellectual goings-on!

ANSWERS TO WHO'S WHO

1. Marcia Shuck

2. Dee Glusick

THE CLEAN AIR ACT RENEWAL AND THE AUTOMOBILE COLLECTOR

R.B. Fritz, MG Car Club, Old Car Council of Colorado

The Federal Clean Air Act is due for renewal by Congress and is currently the subject of much debate in Washington, and a lot of rhetoric in speeches around the country. Most of the debate and the rhetoric has concentrated on automobile-related pollution emissions. On the one hand, the administration and the automobile industry favor relaxing certain new car standards, and on the other hand, environmentalists oppose any relaxing of the standards and propose that they be made more strict. Virtually nothing is heard from the average automobile owners and it may be time for those of us who take pride in taking care of our cars to speak up. The Clean Air Act will not be abandoned, but it will most probably be changed.

At issue are new car emission standards, specifically Carbon Monoxide (CO), Oxides of Nitrogen (NOx), and high altitude provisions. There are other aspects of the Clean Air Act renewal, such as the Prevention of Significant Deterioration (PSD) program, Acid Rain, and light and heavy truck emission standards, which are not in our area of particular interest.

Much has been said about the relaxing of standards that would "double allowable levels of CO and NOx". What is being doubled is a very, very small amount, in absolute quantities. The CO standard would go from 3.4 gm/mile to 7.0 gm/mile, and the NOx standard would go from 1.0 gm/mile, respectively. Refinement and improvement at the current levels become very costly. Manufacturers have said that the more stringent standards can be met with current technology but the consumer will have to pay for it, which they haven't been inclined to do recently, judging by new car sales. At the same time, more critical tuning and complicated gadgetry is likely to malfunction, resulting in worse tailpipe pollution emission in the long run. Correct maintenance becomes costly, and requires special tools and test equipment.

Perhaps the best evidence that the stringent standards are beyond the point of diminishing returns is provided by the National Commission on Air Quality (NCAQ) of which Colorado's Sen. Hart was Chairman. Table 29 on p.205 of their very comprehensive report: "To Breathe Clean Air" predicts that after cars have been on the road for 100,000 miles, even at high altitude, there is no significant difference between 1980 and 1981 standards cars emissions of CO and NOx. (The "relaxed" standards would be those of 1980.)

Automobiles are generally considered to blame for air pollution problems. They are convenient culprits, but a preoccupation with mobile sources will cause the public to overlook other sources. For example, in Boulder we have been told for years that cars are responsible for 90% of the CO in the air, yet in the latest "Emission Inventory for Boulder County" from the Boulder County Health Department, it was noted that Public Service Company's Valmont Power Plant is responsible for 44% of the CO (also 93% of the NOx, 87% of the SO₂ and 29% of the particulates) if its pollution control equipment is working properly. NOx emissions from all automobile sources in recent years have stabilized, while NOx emissions from other sources have increased.

I would recommend that car owners express their concern about the future of the Nation's Clean Air efforts by writing to Colorado's Senators and Representatives. Use your own words and your own opinions. The following points might be noted:

1. The new cars of 1983, etc., become the old cars we collect in the future. We hope it will be possible to restore or maintain them.
2. The in-use performance of cars with the more stringent CO and NOx standards are little if any better than that of the old "relaxed" standards.
3. Emphasis on proper maintenance of cars on the road would do far more than requiring stringent standards of cars at the factory.
4. The more stringent standards for CO and NOx emissions from cars are technically possible, as are the "high altitude requirements", but these are very costly, both in terms of purchase and maintenance.
5. The emphasis on mobile sources is overlooking other serious pollution sources. Car owners can do their part, but there are genuine practical limits.

The specific bill in the U.S. House of Representatives dealing with the Clean Air Act amendments and which incorporates the relaxed auto standards is H.R.5252, sponsored by Rep. Thomas Luken (D-Ohio).

Legislators' addresses:

U.S. Senator Gary Hart, 221 Russell Senate Office Bldg., Washington, D.C. 20510
U.S. Senator William Armstrong, 1321 Dirksen Senate Office Bldg., Washington, D.C. 20510
U.S. Rep. Tim Wirth, 2454 Rayburn House Office Bldg., Washington, D.C. 20515
U.S. Rep. Ray Kogovsek, 430 Cannon House Office Bldg., Washington, D.C. 20515
U.S. Rep. Pat Schroeder, 2410 Rayburn House Office Bldg., Washington, D.C. 20515
U.S. Rep. Hank Brown, 1319 Longworth House Office Bldg., Washington, D.C. 20515
U.S. Rep. Ken Kramer, 114 Cannon House Office Bldg., Washington, D.C. 20515

CLASSIFIED ADS

WANTED

Early or late model coupe. John and Dee Glusick, 544-1077.

Rampside pickup. Don Crombie, 475-0048.

FOR SALE

1963 Monza convertible. Red and white Shriner car - \$3,500. Ortman, 471-8129, 3405 Sinton Road (Holiday Park - Home #97).

1964 Monza. 4-speed, 110 engine, dark green - \$800. Art Hartman, 598-5222.

All my remaining early model Corvair parts, including 3 good powerglides, 1 good transaxle, 2 good torque converters, plus 4 boxes of miscellaneous parts. \$125 cash for everything. Don Crombie, 475-0048.

1961 pickup. 4-speed, new paint, interior, carpet, tires, Tonneau cover, rebuilt transmission, engine resealed. \$2,200 or trade for pickup of equal value. Omar Halverson, 579-3850 days; 392-9815 evenings.

1965 Corsa. 140 (rebuilt) engine, 4-speed, silver, original Colorado Springs owners - \$2,200. Bob Peterson, 599-3439 (Holland Park).

1963 Monza 900 convertible. 3-speed, 110 engine, red, "fair weather" Colorado-New Mexico car (no rust) - \$4,000. Price is negotiable. George Hovey, 632-2129; 1111 Logan Place.



April 6, 1982

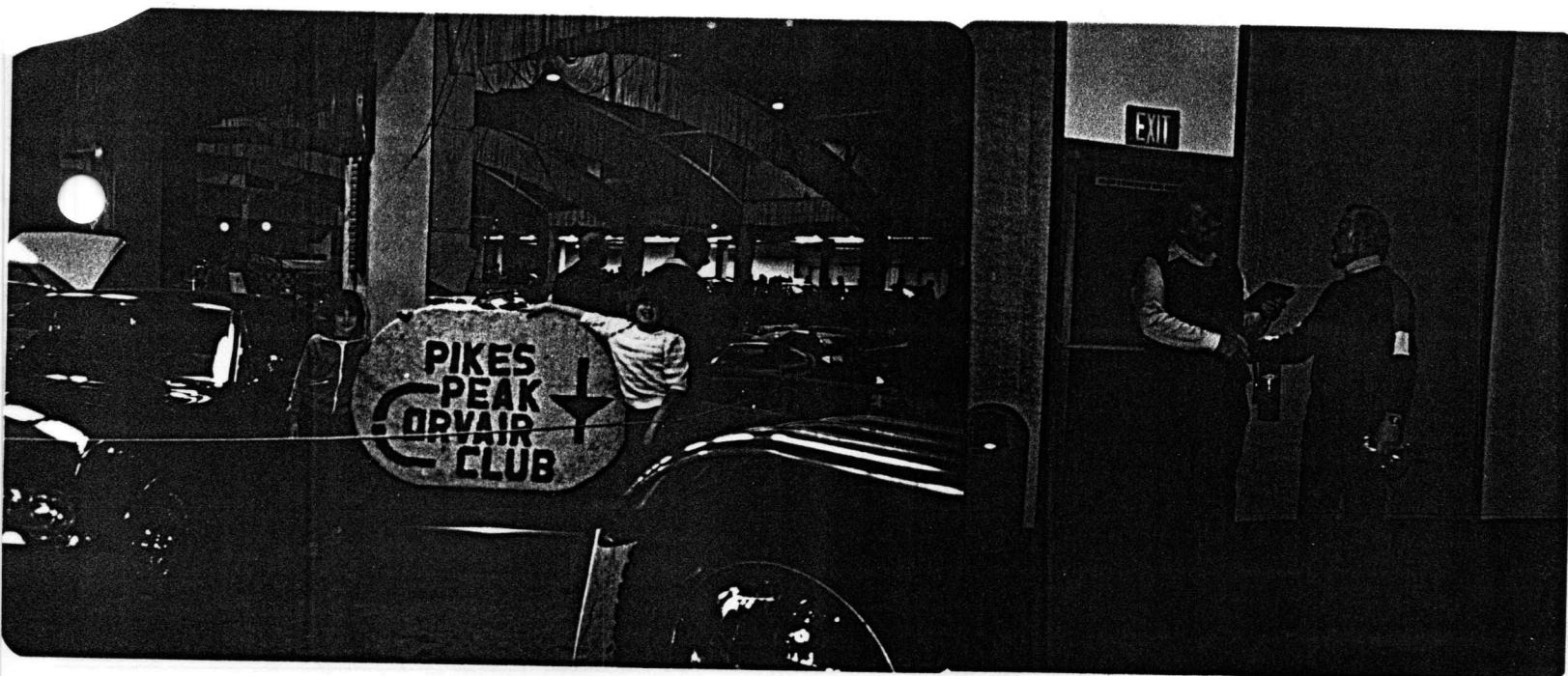
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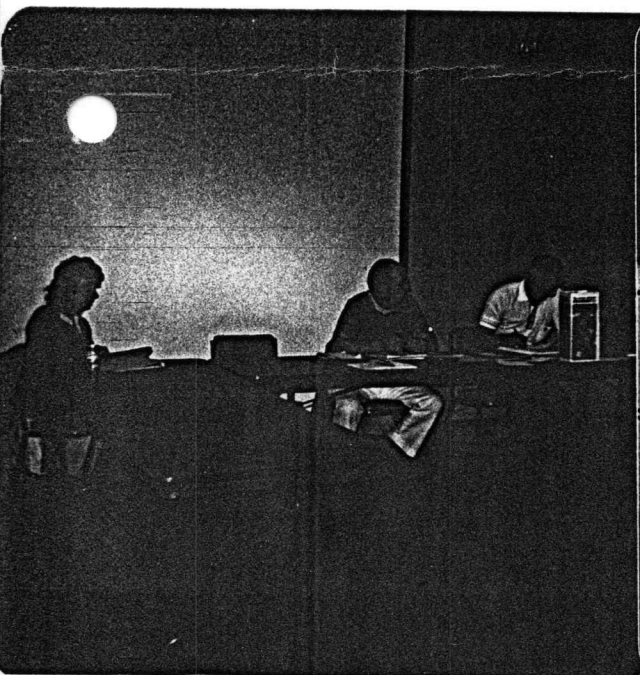
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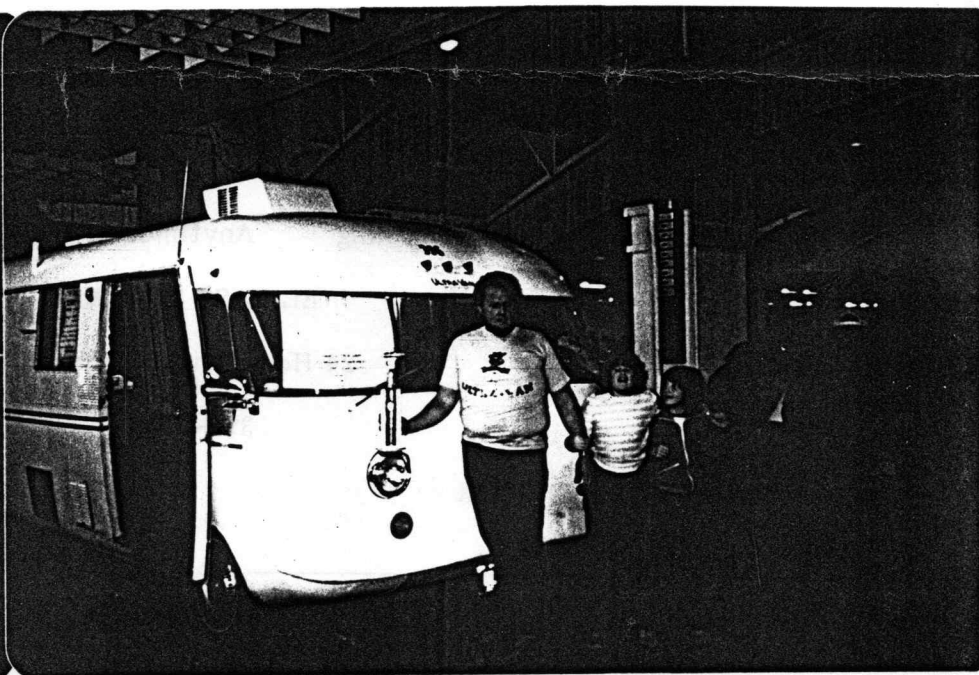


Michelle and Friend with our new banner!

Dick Shuck presenting Jim Wood with a token of thanks from PPCC for his year as president.



The new officers at work - Secretary, Marcia; President, John Glusick, Treasurer, John Koll



Jim Wood, Michelle, and Friend with Jim's 2nd place winner at the recent P.M.I. show

Mr. Walter Hundertmark
4710 Rusina Road, #402
Colo. Spgs., CO 80907

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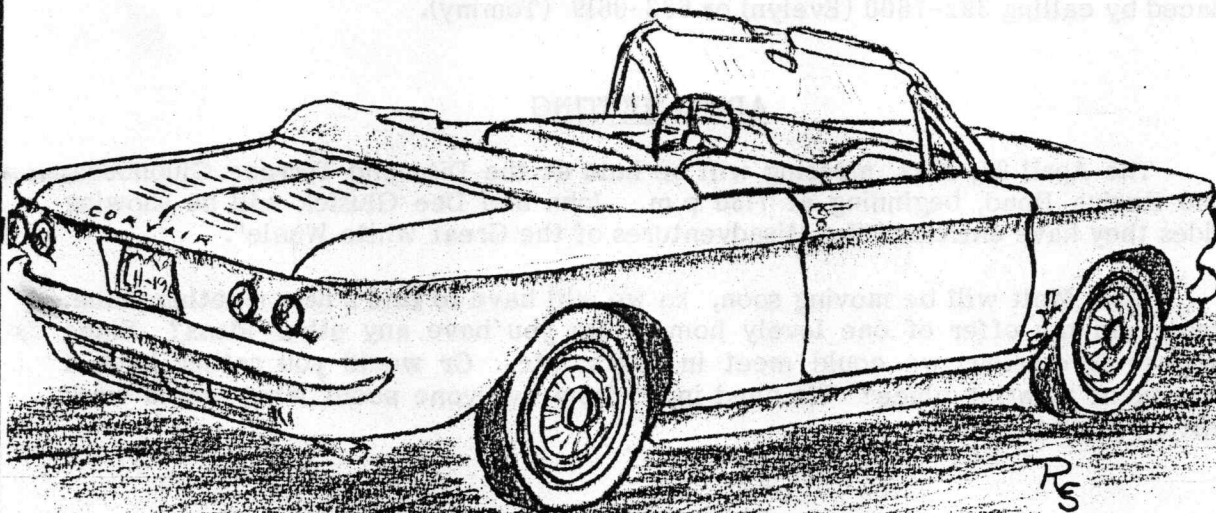
APR 1982

THE

DRIP LINE

VOL. V

NO. 4



A Publication of ;

A CHAPTER of the

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Marcia Shuck, Secretary	597-3968
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APRIL MEETING

The April 27, 1982, meeting will be held at the Diamond Terrace Clubhouse, 4710 Rusina Road, beginning at 7:30 p.m. John and Dee Glusick will be showing slides they have entitled "The Misadventures of the Great White Whale".

Also, Walt will be moving soon, so we will have to find a new meeting place. We've had the offer of one lovely home. Do you have any other ideas? Since summer is coming, we could meet in parks, etc. Or would you rather have a permanent meeting place? We need input from everyone about what would work best for them!

COMING EVENTS

April 24, 1982 - Denver tour. Meet at K-Mart parking lot on North Nevada Avenue at 8:00 A.M.

May 1-2, 1982 - Old Car Council Swap Meet, Adams County Fairgrounds.

May 16, 1982 - All Chevy Swap Meet, Arapahoe County Fairgrounds.

May 22, 1982 - Veteran Motor Car Club Swap Meet, Pueblo Mall.

SAND DUNES TRIP POSTPONED

The weather did not cooperate on March 28, so our trip to the Sand Dunes was postponed.

We have been asked to participate in a Memorial Day parade in Saguache, Colorado, on Saturday, May 29. Jody Torrez, one of our members, lives in Saguache and wants us to come down for this. After we have driven in the parade, we will continue on to the Sand Dunes for the rest of our tour.

Come to the April meeting to help finalize the details and watch the May Drip Line for these. Hope everyone will join us -- even if you have to drive something other than your Corvaire. There's always a lot of fun involved in these tours.

KIIQ'S CORVAIR SUNDAY

On Sunday, April 4th, the parking lot outside radio station KIIQ in Manitou Springs was filled with Corvairs. Since it's a very small parking lot, some of us parked along the curb.

Those showing their cars were: Walt Hundertmark, van; Jim Wood, ultravan; Omar Halverson, rampside; John and Dee Glusick, four-door convertible; Marcia Shuck, convertible; Dick Shuck, convertible; and Carolyn Baxter, coupe.

Coffee and doughnuts were a joint venture with station KIIQ to sustain one and all. Probably the one who enjoyed the doughnuts most was Jenny, the KIIQ dog.

Marcia and Dick danced to one of their old favorites, then Marcia forgot to put her shoes on again.

We had many questions from people passing by. One young man said he had read about Corvairs, and he was impressed with what he saw.

PPCC received a lot of publicity. Thanks to Chuck Baker, Evelyn Halverson and Jim Wood who worked out all the details. Thanks, too, to the people who displayed their vehicles.

DENVER TOUR

We will meet at the parking lot of the K-Mart on North Nevada at 8:00 A.M. Saturday, April 24, for our Denver tour. Marcia and Dick have promised us a day of surprises. See you then!

SILVER KEY HAYRIDE

Jim Wood suggested we combine our time with the Hilltop Stables know-how and carry out a community service project this summer. The people in attendance at the March meeting voted to go ahead with the project.

The Silver Key bus would bring the people to the stables, where we would help put them aboard the wagon and go for a hayride. After roasting hot dogs over a bonfire, we would return to the stables and help the people back on their bus.

If you would like to ride a horse by the wagon, that can be arranged.

Watch the Drip Line for the date that the Silver Key people and Hilltop Stables people can agree on. We will need everyone's help.

*** * * GLUSICK'S MUSICK * * ***

March 28th has come and gone, and we did not make it to the Great Sand Dunes. The weather was not the best for touring that morning, so I called it off. We'll try again the 30th of May. We'll see what is going to happen this month when we head to Denver with Marcia and Dick Shuck.

I have received an invitation from the Heart of America Corvair Club inviting us to the Corsa regional in Kansas City June 17, 18 and 19. If anyone is thinking of going to Kansas City, I have the address for more information.

The Cactus Corvair Club is hosting their biennial mini-convention April 16 through the 18th. They are having a concours, slalom, gymkhana, banquet, rally, and swap meet.

May 1st and 2nd is the O.C.C. Swap Meet. All Chevy Swap Meet will be at the Arapahoe County Fairgrounds the 16th of May.

In Pueblo the VMCCA will have their swap meet May 22 at the Pueblo Mall. It looks like May is the month for buying or selling.

Put these dates on your calendars. Maybe some of you will be able to make some of these events.

Have a "Super Vair" day and we will see you at the meeting.

P.S. Were you listening to KIIQ Sunday morning?

Your President,
John

* * * * *

HAPPY BIRTHDAY!!!

April 1	Barbara Gilkison
13	John Koll
23	Carol Crombie

RENEWALS

April

Charles Tutt

May

Richard Palmer
Lyle Ross

MINUTES OF THE MEETING OF THE PIKES PEAK CORVAIR CLUB

The regular monthly meeting of the Pikes Peak Corvair Club was held at the Clubhouse at the Diamond Terrace Apartments on Tuesday evening, March 23, 1982. The meeting was called to order at 7:30 p.m. by President John Glusick.

There were 23 members present.

The previous minutes were read and approved.

John Koll gave his Treasurer's report showing a balance of \$293.22. His report was approved as read.

Walt Hundertmark gave his OCC report and told us about the OCC picnic at Bandermer Speedway. He is going to try to get some more information on the cost for Club members.

Jim Wood is doing some checking on a hayride for Silver Key at the Hilltop Stables. July 9, 1982 is the date we are considering.

Mark Swomley told us that he would have leaving the end of June so we will have to replace his position of Vice President.

Carolyn Baxter won the door prize of a set of spark plugs.

The meeting was adjourned at 9:00 a.m.

Respectfully submitted,

Marcia Shuck, Secretary

O.C.C. NEWS

By Walt Hundertmark

The Mile High Nomad Club of Denver has suggested that the State of Colorado change the present collector series license plates to one that depicts our state and the vehicle in general, rather than the present one which has one specific model of automobile on it.

They feel more people would purchase the kind they are suggesting to the Colorado Motor Vehicle Department and are hoping the O.C.C. will back them with letters to the proper authorities.

We will watch for more about this and keep you posted when and how we can help.

The O.C.C. picnic this year will be held at Bandimere Speedway July 10. The gates will open at 12:00 p.m. Nostalgic Rock and Nostalgic Rods will be the theme.

Skill driving events (broomball, blind drive, slalom), concours, and drag racing are the scheduled events for the afternoon and evening.

The entry fee for a car is \$10. However, since the Bandimere Speedway asked O.C.C. to be their guests, this fee is in dispute.

I have literature on the events, entry fees, safety rules, and a map if you are interested in participating.

THANKS

Thanks to Dick Shuck for the snazzy early model convertible he drew for our cover this month. He said that he felt the early models should be given equal time. I'm sure after seeing his work, we all agree with him.

AS THE OIL FLIES

We are sorry to hear our Vice President, Mark Swomley, will be moving to the Baltimore area the last of June. He will be in the Chesapeake Corvair area. Your gain is our loss.

Remember Doc Munson's 1966 four-door with factory air conditioning? He sold it, the girl who bought it wrecked it, and Dale Baxter bought it. Funny how these Corvairs never get too far away!

Carolyn Baxer said she needed spark plugs for one of her cars. You guessed it! Our door prize was spark plugs, and Carolyn won them.

Getting to the last meeting turned into an obstacle course for Evelyn Halverson. She broke a fanbelt and it wrapped around some part of her motor (sorry -- this editor isn't familiar with all those gadgets). Club member Hank Brown came to her rescue. We're glad you made it anyway, Evelyn.

Walt went out east to his favorite junkyard to get a motor and transmission he had just bought. Shortly after returning home, a rocker arm (with all its commotion) broke. Glad you were close to home when it happened, Walt.

MEET OUR ADVERTISERS

Did you ever wonder what it was like living in Colorado in gold rush days? Well, Joanne Seelye's great-grandfather could give us an excellent idea as he was resident manager of the Teller House in Central City in 1890.

Joanne and Chuck are both native Coloradans with their family being the largest in the Native Coloradans Society.

Born and reared in Pueblo, Chuck worked for the Pueblo Star Journal for six years while in school.

After spending two years in the Navy, he returned to Colorado and started selling insurance. For the past thirty-two years he has sold for Acacia Insurance Company, done some brokering, and retired last November from the insurance management. However, he assures us he's working harder than ever doing the thing he likes best -- selling. He's very good at it too. As you are reading this, Chuck and Joanne are on the Love Boat touring the Caribbean on a trip he won for his sales last year. They will have stops in San Juan, Barbados, and Martinique.

The Seelyes have two children who are grown and have their own families. Son Mark lives in Houston with his wife and two of their grandchildren, Jocelyn and Trevor.

Janice Penman, their daughter, lives in Manitou with her family. She has the youngest member in their family, Natalie.

Chuck became interested in Corvairs after buying one for his daughter in 1972. He bought it from Mrs. Ralph Nice who had gotten it new from Hayes Motor Co. When he got the car, it had about 40,000 miles on it. Now, it has approximately 52,000 miles. This is the Corvair he has now.

In June, 1979, he took said car to the paint shop. The man asked if he was in a hurry for it. Chuck said, "No". December, 1981, and ten coats of hand-rubbed lacquer later, he brought his beautiful aqua Monza home. Talk about patience!

They had stripped the car down to metal and started from there on the paint job. However, since the car had sat so long, he had to replace the tires and dash. So, he's just ordered upholstery and a padded dash from Clark's (something he couldn't have done two years ago, he pointed out quickly).

One summer he and his wife traded houses with a couple in England for three weeks. They lived right on the Thames River in the Battersea area on Prince of Wales Drive. The townhouse where they stayed had been built before the turn of the century.

While in England he got a trunk emblem for his friend who owns a Jaguar. Chuck laughingly tells of a cab ride across London. The emblem cost \$7; the taxi ride cost \$21.

The most interesting people own Corvairs.'

* * * * *

PATRONIZE OUR ADVERTISERS

CLASSIFIED ADS

For Sale

Early turbo and engine (145); \$150. Terry McKenna, 598-0743, before noon.

Five early model Corvair wire hubcaps; \$90. Don Crombie, 475-0048.

1962 Lakewood 700. 4-door, automatic, 95 H.P., beige. Recent motor work. Will sell or trade. \$1,200; David Zilligen, 1934 Wynkoop, 591-0467.

Corvair turbocharger, carburetor, air cleaner; \$350 or best offer. Would also consider a trade for photo equipment. John, 634-5927 after 6:30.

1965 Corsa coupe, 4-speed transmission, 140 H.P. engine; \$500. Terry McKenna, Two 1964 500's; \$300 for the pair. 598-0743 before noon.

WHICH "TATER" ARE YOU?

Reprinted from Avion Travelcade News

Courtesy of Corvairsation, Tucson

TATER'S: Are leading citizens in almost every town and they belong to many organizations - including our Corvair club.

SPECK TATER: Never misses a meeting or mid-month activity but he never takes part in anything. He never makes a suggestion, never volunteers, just sits!

DICK TATER: Volunteers for every committee and tries to run them all.

EMMA TATER: Is an agreeable girl - she agrees with every suggestion, but her sister, AGI TATER, stirs up plenty of trouble with help from her husband, IRRI TATER.

Whenever new projects are suggested, HESI TATER and his wife, VEGA TATER, want to wait until next year.

DAVAS TATER is the voice of doom and gloom, while POTEN TATER always wants to be the big shot.

Brother and FACIL TATER is always quite helpful in getting things done.

Everybody loves SWEET TATER, she is always the first to volunteer her services. If someone else doesn't do their job, she steps in and finishes it. She does everything she is asked to do, even going the second mile to help others.

And then there's AMPU TATER, who cuts himself off from the rest of us by not attending meetings, mid-month activities, or any other Club functions. He doesn't vote. Poor fellow, what a lot of fun, fellowship, and good times he's missing out on!

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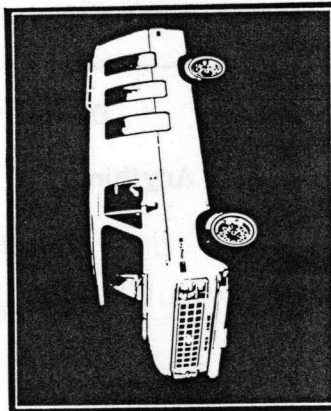
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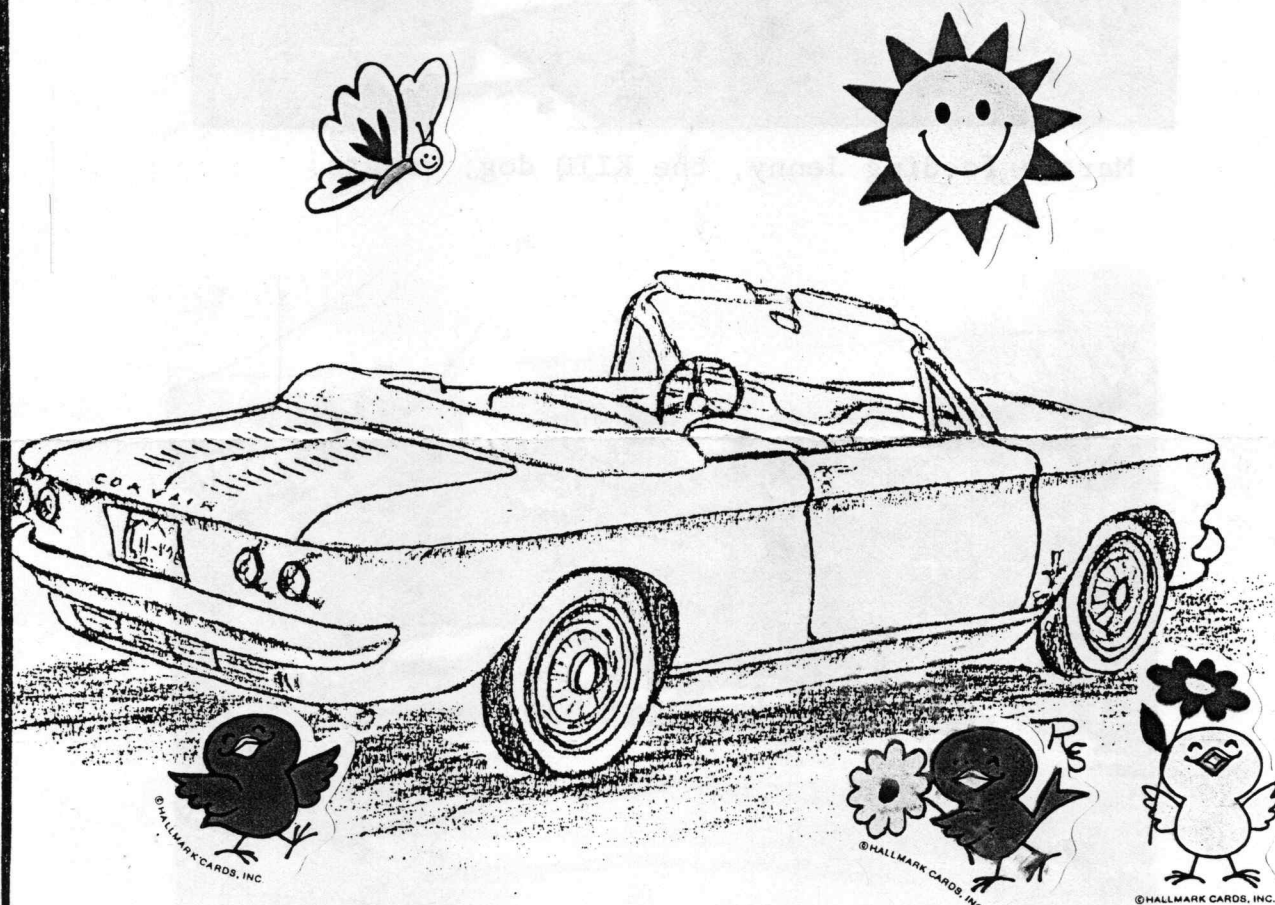
THE DRIP LINE
Pikes Peak Corvair Club
P.O. Box 15034
Colorado Springs, Colorado 80935

SEND TO:

MAY 1982

THE DRIP LINE

VOL. V NO. 5

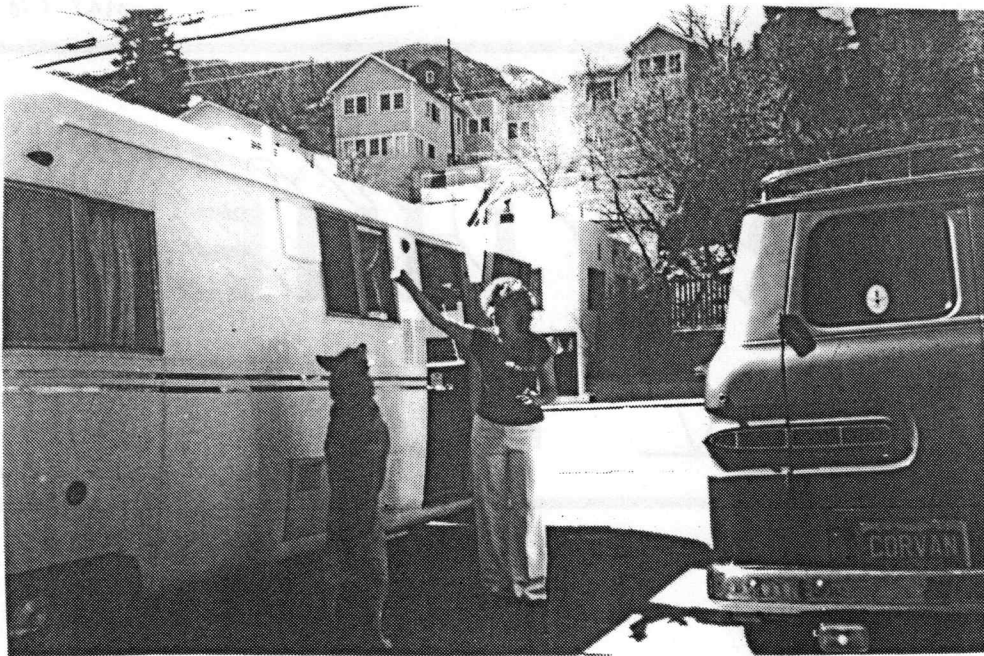


A Publication of ;



A CHAPTER of the

CORVAIR SOCIETY of AMERICA



Marcia feeding Jenny, the KIIQ dog, donuts.



Aren't they beauties?

Picture Credits: Pat Markey and Rich Palmer

OFFICERS

John Glusick, President	544-1077
Mark Swomley, Vice President	599-8353
Marcia Shuck, Secretary	597-3968
John Koll, Treasurer	593-1928
Dick Shuck, Membership Chairman	597-3968
Don Crombie, Board Member-at-Large	475-0048
Pat Markey, Board Member-at-Large	591-2407
Walt Huntermark, O.C.C. Representative	599-5883

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APRIL MEETING

The May 25, 1982, meeting will be held at the Diamond Terrace Clubhouse, 4710 Rusina Road, beginning at 7:30 p.m. This will be our last meeting at the Diamond Terrace Clubhouse.

COMING EVENTS

May 30, 1982 - Saguache Parade. Meet at Southgate I-Hop at 6:00 A.M.

June 6, 1982 - Cheyenne Mountain Zoo and Picnic.

June 17-19, 1982 - Vair Trek '82. Corsa Regional, Kansas City, Missouri.

July 8, 1982 - "Brass Tour" - Ramada Inn, Highway 50, Pueblo.

July 9, 1982 - Silver Key Hayride. Meet at the Hilltop Stables at Powers and Templeton Gap at 7:00 p.m.

SAGUACHE PARADE

It seems we had conflicting dates on this last month. After further checking, we now know the parade will be Sunday, May 30.

Since we will have three hours of driving to get to Saguache, we will need to leave at 6:00 A.M. **SHARP**. Plan to meet at the I-Hop in Southgate. If you are not

there, you will have to play catch-up since there is a time schedule to meet. There will be a quick stop at Sambo's in Canon City to meet some members.

After the parade, we will be the guests of Club members, Carolyn and Joe Torrez. Then we will be off to the Sand Dunes for the trip we had to cancel in May.

Come and join the fun!

ZOO - PICNIC TOUR

Mark June 6, 1982 on your calendar. We will visit Cheyenne Mountain Zoo, then picnic in Cheyenne Canyon. Meet at the zoo's south parking lot at 10:30 A.M.

When we finish at the zoo, we will proceed to the picnic area near the entrance to Seven Falls (BYOL - Bring Your Own Lunch).

Cost for the zoo is \$3.00 for adults; \$1.50 for ages 3-11, and under 3 is free.

If you have any questions, call Dale or Carolyn Baxter at 574-0420.

DENVER TOUR

Dee and John Glusick, Bobby and John Koll, Marcia, Dick, Trent, and Terry Shuck, Pat and Mike Markey, Jim Wood, and Tommy and Chuck Harlow assembled in the north K-Mart parking lot for an early morning departure to Denver. After waiting for Pat and Jim to arrive and get gas, we finally got on the road about 8:40.

We got our CB names in order: Red Ryder, Gray Ghost, Blue Blazer, Ranchero -- Ranchero! How did that get in there?

Since the Harlows had the only sedan in the group, there were various (and I might add rather objectionable) suggestions as to how it might be changed into a convertible.

After a beautiful trip to Denver, our fearless leader had some trouble finding our first stop. However, all was not lost! The apple trees, in full bloom, were magnificent. Many of the old homes were outstanding, even if they weren't the castle we went to see.

John Koll finally found directions and got word to Dick who had gone looking for our castle.

Upon arriving at the castle, what should we find in the drive/ You've got it! An early model Corvair.

The castle was built by an early day silver king, Richthofen. The imported stone and leaded glass made an impressive edifice indeed. Since the castle is for

sale for approximately two and a half million dollars, we thought we would take up a collection and buy it if the Corvair went with it.

We went on to the city park. Since everyone was hungry, we decided to travel on to Casa Bonita. While crossing Denver, the gold dome of the capitol building looked especially pretty in the early spring sunlight.

When we arrived at Casa Bonita, John Glusick got his unique hood key (his screwdriver) and stashed away his valuables.

We were happy we arrived before the party of one hundred fifty expected for lunch at Casa Bonita.

After eating, we explored the restaurant, then put the tops down on the convertibles, and headed back to the park. The park had become so crowded we had to separate to park.

On our tour of the zoo, Pat spent most of the time in the cat house. Seems she was wishing for a fur coat. We found Jim's twin wearing a fur coat (an orangutan).

Everyone arrived home safely, happy, and tired!

*** * * GLUSICK'S MUSICK * * ***

The O.C.C. Swap Meet is history now. It was a great day for a swap meet. There seemed to be a lot of buyers and sellers. I didn't notice too many Corvair parts, but maybe the Chevrolet Swap Meet will bring out more Corvair goodies.

I would like to thank all the Club members for working at the O.C.C Swap Meet. Even though we are one of the outlying clubs, at least we make a good effort to do our job.

Marcia and Dick Shuck really put on a good tour. We went to Denver and looked at a castle, which was great, not just because it had a Corvair in the driveway, but because we thought it was a neat place to hold our Club meetings. We decided it would cost too much to move it south!

We have a parade coming up in Saguache May 30th. Carolyn and Joe Torrez will be our hosts. Then, we will head for the Great Sand Dunes. Plan to make this one. We are going to have a great day and get a good look at Colorful Colorado.

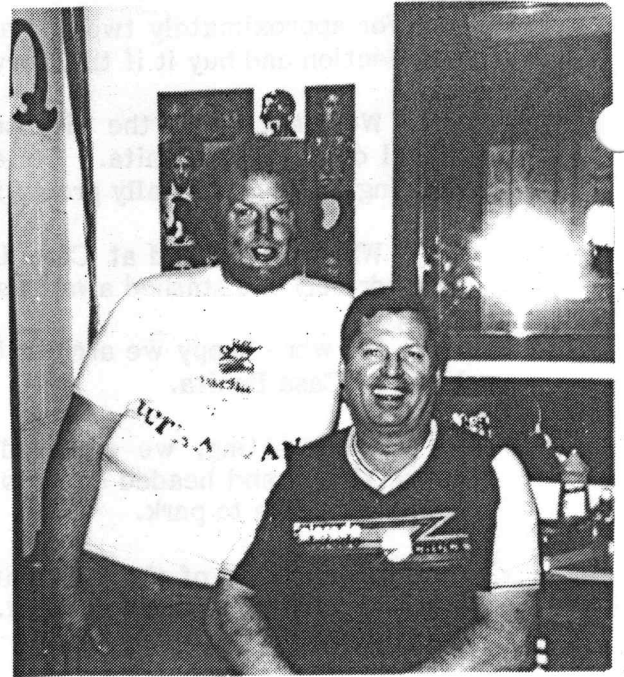
See you at the meeting!

Your President,
John

* * * * *



KIIQ Lineup



The PR man (Jim) and the MC (Chuck Baker) hamming it up.

KIIQ CORVAIR SUNDAY



Marcia and Dick tripping the light fantastic to the KIIQ music.

HAPPY BIRTHDAY!!!

May 14	Barbara Koll
May 17	Wylie Jones
May 31	Chuck Harlow

RENEWALS

May

Richard Palmer
Lyle Ross

O.C.C. NEWS

By Walt Hundertmark

The O.C.C. clubs have been invited to the Hot Air Balloon air races the Saturday and Sunday of Labor Day. There will be reduced rates for club members.

The weekend before Thanksgiving has been chosen for the O.C.C. auto show this year. Since the Colorado Springs and Pueblo clubs exhibit cars each year, the Denver clubs will provide overnight lodgings for these exhibitors. This is a new service for the out-of-town clubs.

O.C.C. SWAP MEET

By Jim Wood

The ultravan of Jim Wood transported people to the Adams County Fairgrounds in Denver on Thursday evening to mark off swap spaces for the Friday move-in. After a few hours of hard labor, we loaded up, coffeed up and headed home.

Saturday morning saw several hundred vendors ready to sell and swap slightly used automotive parts at a bargain. Several Club members were present to work and some just to buy or sell.

The facilities at Adams County Fairgrounds were new to the OCC swap meet as it had just been moved due to overcrowding and lack of indoor space at Heritage Square. There were 109 spaces inside the building and 600 spaces outside for vendors to sell their wares. The weather turned out beautiful and most of the spaces were full of old car parts (and a few Corvair parts too).

After buying a few Corvair, Franklin and International parts, we headed home Sunday afternoon. On the way home we stopped in Littleton to look at Ultravan #468, which was recently purchased in Montana by Model T Ford owner, John Hoffman. It was in excellent condition for a 1969 model with only 30,000 miles on the odometer. John said he averaged 17.6 miles per gallon on his voyage home from Montana. The ultravan had been sitting on blocks for the last five years and only

needs a minimal amount of tender loving care to be quite comfortable. There are now three ultravans in Colorado.

After arriving home, I immediately had to try all the parts purchased to see if they would fit because some parts are always on the spur of the moment buys.

The swap meet was a success. See you there next year!

VMCCA SWAP MEET

On Sunday, July 18, the VMCCA will have its tenth annual swap meet at Phil Long Ford in Motor City.

In addition to the swap meet, the Silver State Classic Cars will be having an auto auction at the Phil Long prep center on Sinton Road. The special interest car auction (Corvairs are in this class) will be held Saturday night, and the classic car auction will be Sunday night.

For more information or reservations, call Jim Wood, 591-2407 or Buck Shaver, 598-5145.

AS THE OIL FLIES

Have you heard the Kolls have an all black kitten named Snowflake? John says he worries a little when their dog, Adak, stands licking his chops.

Jim Wood was coming home from Trinidad the other day in his ultravan when the highway patrol stopped him for speeding. Seems he was doing 75. Jim had just commented to Pat, Dale, and John Glusick that nobody would believe the white whale would travel that fast. You really went to a lot of trouble to prove that 75 mph, Jim!

On one of my many trips out to the home of Carolyn and Dale Baxter, little Brian yelled, "Hey, Mom, it's the Corvair girl!" Thanks, Brian, you did wonders for this white-haired "girl's" ego!

Have a mechanical question? Don't know who to ask about it? Send your question(s) to the Drip Line and let our mechanical advisor answer it for you.

After teasing Carolyn Baxter unmercifully last meeting, we all waited anxiously for the door prize drawing. Pat Markey was the lucky winner of the points and condensor.

Tired of seeing the same names repeatedly in the Drip Line? Come join us in the meetings and activities so we can include yours next month.

We were happy to see our new members, Dela and Tom Rathbone, at our April meeting. Seems he came on the wrong week for the March meeting. Good to see you again, Tom, and to meet you, Delta.

MEET OUR ADVERTISERS

Jim Schwengler, the owner of El Paso Towing, is our advertiser of the month.

Born in Solen, North Dakota, Jim spent almost twenty-six years in the military. He has served in Texas, Oklahoma, California, Washington, Kansas, Maryland, Japan, Korea, Thailand, Viet Nam, and Germany.

He met his wife, Laurlee, in Forth Worth, Texas. A native Kansan, she was "transplanted" in Forth Worth.

Of their five children, they only have two sons left at home. There are two sons married and a daughter who is out on her own now.

Jim will proudly tell you about his grandsons (3 1/2 and 2) and his new granddaughter (2 months old). All the children live in town. How lucky can one be!

When Jim returned from Viet Nam in 1971, he bought a 1965 Monza two-door hardtop. He still has this car in his garage -- only needs to reassemble the motor and put it back into the car.

During 1971-1972, Jim, his wife, and his sons were all driving Corvairs. Now he's planning to get the 1965 Monza in running condition, but thinks he will part out his 1963 and 1966.

For the past five or six years Jim has wanted to start a very special garage. Last October he and his partner began to make this dream a reality. Now, the latter part of June or early July "Custom World Auto Sales" will open in Fountain. They will specialize in auto repair, selling custom parts, towing, paint and body, and custom painting.

On June 19, Jim and his family (with the exception of one son and daughter-in-law) will be in Laurel, Montana, helping his parents celebrate their fiftieth wedding anniversary, an event everyone in the family is looking forward to with eager anticipation.

MECHANICAL TIPS ON CORVAIR MAINTENANCE

These notes were taken by Jim Wood, who was attending a workshop held by Dave Newell, Larry Claypool, Bob Helt, and Al Brunke at the Corsa National Convention, San Diego, California, July 21, 1978.

Use moly rings over cast or chrome. Do not use sealed power rings as they flatten in the groove and wear out the pistons.

A 140 - 180 clutch pressure plate has six lugs for extra weight on the flywheel torque.

Do not weld or bolt a used flywheel without checking balance and out-of-round. Use old blower bearings; grind to fit flywheel; center, check in vise and balance; check out-of-rounds. Use clutch pressure plate bolt to bolt flywheel.

Gabriel shocks for 1961-1964 Cadillac (45369) can be used in the front of your Corvair. Gabriel shocks for the 1964-1968 Lincoln Continental can be used in the rear of your Corvair.

JOKE

Bumper sticker on a small foreign car laboring its way up Pikes Peak: "I could have had a V-8".

CLASSIFIED ADS

For Sale

1961 Corvair, 4-door, all original, clean, \$700. 597-0483.

1963 Convertible, maroon with black power top; automatic transmission; radials; extra set of snow tires; new brakes; 80 HP engine recently rebuilt (less than 500 miles); miscellaneous parts included, \$2,850. Charley Tutt, 634-8260.

1961 Corvair Pickup, new paint, new tires, new upholstery and carpet, tonneau cover, 110 HP, \$2,300. Omar Halverson, 392-9815.

1965 Monza coupe, 140 engine; automatic transmission; 114,000 miles; new paint (white); new interior (black); new back bumper; new back tires, new alternator, \$3,000. Dave Fiffer, 566-1121 (31 Sepulveda in El Camino (suburb of Pueblo).

1968 Monza Convertible, forest green with black top; black interior; 140 HP; 4-speed, kept in garage since 1979; #2 condition, \$3,500. Mark Swomley, 599-8353.



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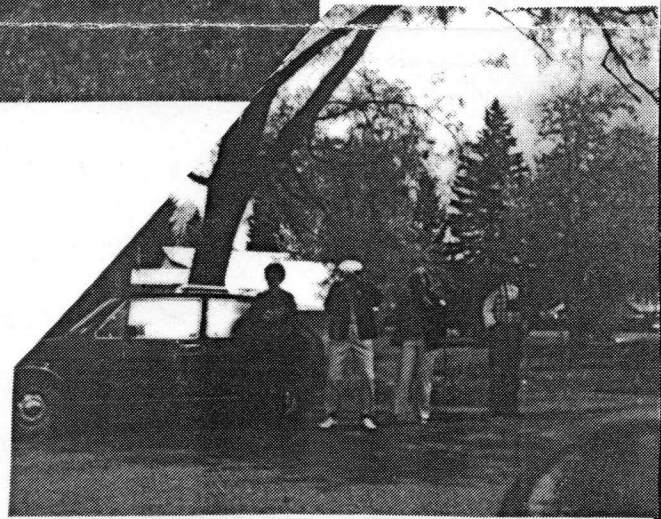
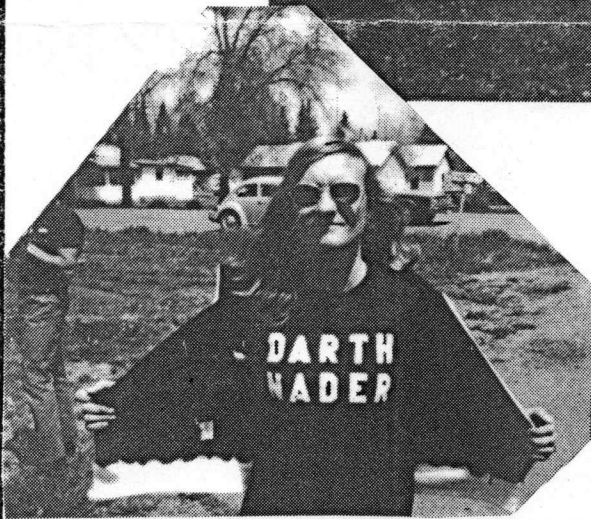
Mr. Walter Hundertmark
4710 Rusina Rd., #402
Colo. Spgs., CO 80907

JUN 1982

THE

DRIP LINE

VOL. V NO. 6



A Publication of ;

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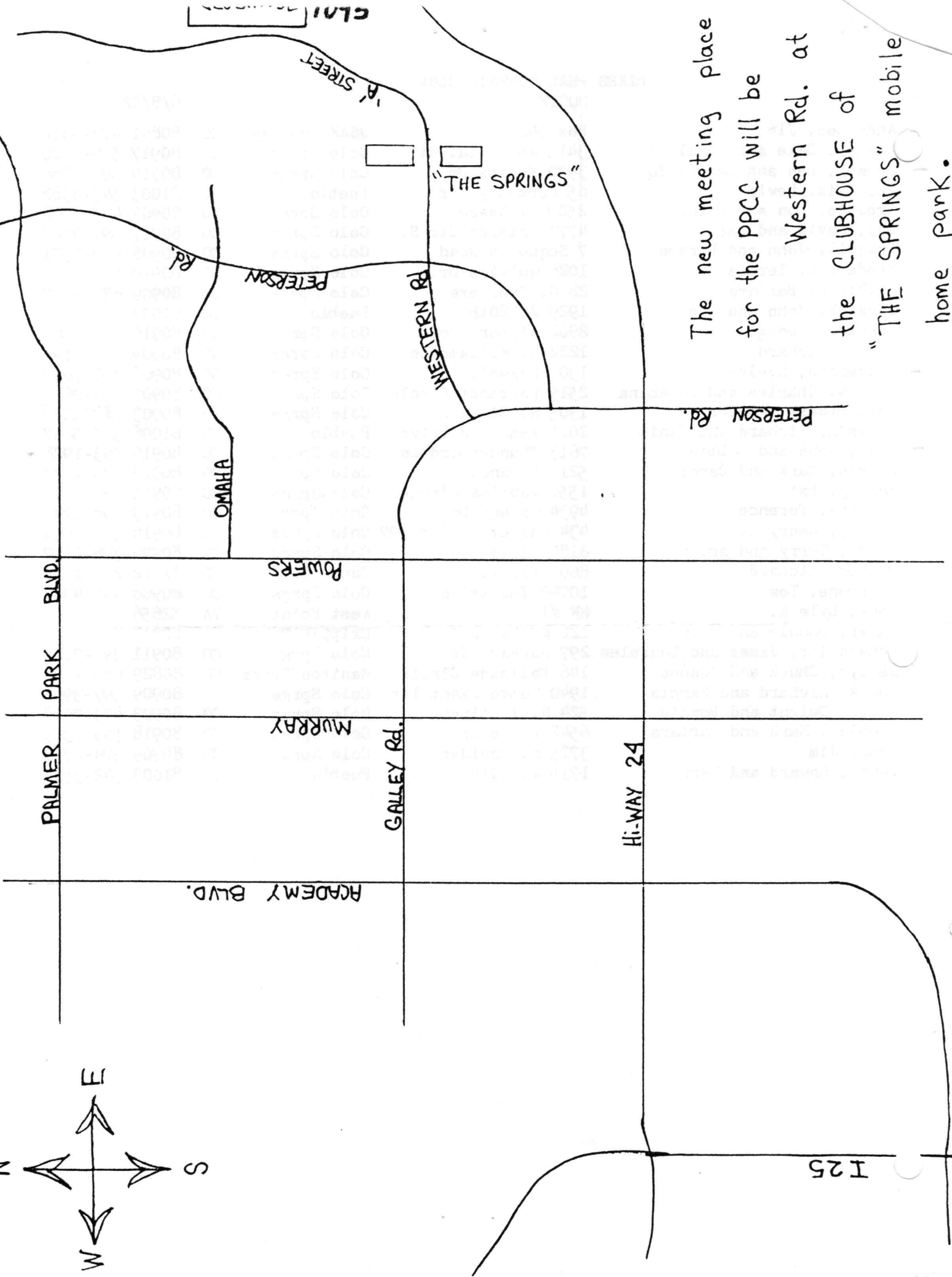
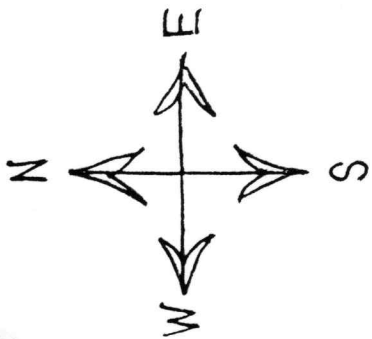
CORVAIR SOCIETY of AMERICA



PIKES PEAK CORVAIR CLUB
ROSTER

6/8/82

Anderton, Jim	Box 5422	USAF Academy	CO	80841	472-4612
Baxter, Dale and Carolyn	3415 Whimsical Ct	Colo Sprgs	CO	80917	574-0420
- Benzel, Ben and Bettie Jo	3930 Encina Dr	Colo Sprgs	CO	80919	598-6886
Bergevin, Lewis	65 Normandy Cir	Pueblo	CO	81003	545-8382
Crombie, Don and Carol	2529 N. Meade	Colo Sprgs	CO	80907	475-0048
Day, David and Carol	4771 Crimson Cir So	Colo Sprgs	CO	80917	591-9428
Dowswll, John and Doreen	7 Sequoyah Road	Colo Sprgs	CO	80906	473-4571
Frederick, Teresa	1026 Quivira Dr.	Colo Sprgs	CO	80910	633-4212
Gilkison, Barbara	28 N. Dunsmere	Colo Sprgs	CO	80909	632-9957
Glusick, John and Dee	1929 W. 20th	Pueblo	CO	81003	544-1077
Greeley, George	2902 Airport Road	Colo Sprgs	CO	80910	473-5562
Green, Richard	1222 E. Willamette	Colo Sprgs	CO	80909	634-2198
- Halverson, Evelyn	1307 Maxwell	Colo Sprgs	CO	80906	392-7600
Harlow, Charles and Tomasina	2519 Farragut Circle	Colo Sprgs:	CO	80907	633-0619
Hundertmark, Walter	1305 N. El Paso	Colo Sprgs	CO	80903	634-0617
Jackson, Richard and Janis	2025 Peakview Drive	Pueblo	CO	81006	545-5697
- Koll, John and Bobbie	7613 Thunderbird Ln	Colo Sprgs	CO	80919	593-1928
Layson, Mark and Carol	5216 Miranda Rd	Colo Sprgs	CO	80918	598-1630
Markey, Pat	1550 Waurika Circle	Colo Sprgs	CO	80915	591-2407
McKenna, Terence	4934 Galena Dr.	Colo Sprgs	CO	80919	598-0743
Mooney, Henry K.	434 Valley Hi Cir #D7	Colo Sprgs	CO	80910	597-9051
Nance, Terry and Arlene	8180 Piute	Colo Sprgs	CO	80906	576-2717
Palmer, Richard	860 Briarwood	Canon City	CO	81212	275-1492
Rathbone, Tom	10740 Thomas Rd	Colo Sprgs	CO	80908	495-4902
Ross, Lyle K.	RR #1	West Point	IA	52656	
Sager, Bonnie and Frank	120 W. Carr	Cripple Creek	CO	80813	
chwengler, James and Laurelee	297 Harvard St	Colo Sprgs	CO	80911	392-7104
Seelye, Chuck and Joanne	146 Palisade Circle	Manitou Sprgs	CO	80829	685-5792
Shuck, Richard and Marcia	1940 Summernight Ter	Colo Sprgs	CO	80909	597-3968
Smith, Dwight and Bonnie	524 N. Institute	Colo Sprgs	CO	80903	473-7948
Swomley, Mark and Barbara	6542 Lange Dr	Colo Sprgs	CO	80918	599-8353
Wood, Jim	3725 E. Boulder	Colo Sprgs	CO	80909	574-0750
Young, Howard and Vera	1715 W. 30th	Pueblo	CO	81003	542-3574



The new meeting place
for the PPCC will be
the CLUBHOUSE of
"THE SPRINGS" mobile
home park.

OFFICERS

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Mark Swomley, Vice President	599-8353
Marcia Shuck, Secretary	597-3968
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JUNE MEETING

Our June 22, 1982, meeting will be held at the Springs Trailer Park Clubhouse at 7:30 p.m. This is located at 1095 Western Drive, A Street, in Cimarron Hills. There is no charge for the smaller room we will be using. However, if we have a party, we have to make a \$25 deposit.

Follow the map Dick has furnished us. It's easy to find! Everyone come out and give our new meeting place a real initiation. Thanks to Bettie and Ben Benzel who made the arrangements for us.

You will also get to hear Cary Crockett's famous "Crestone" story.

NEED A VICE PRESIDENT

At the end of June Mark Swomley will be moving. We will need a new Vice President. President John says if we have no volunteers, the person who doesn't show up will be elected. (That should be the largest meeting we have had in a long time.) Seriously, if you are interested, please say so. An interested person usually is more willing to work. Don't be bashful about coming forward!

COMING EVENTS

June 24-26, 1982 - Plymouth Spring Meet in Manitou Spring.

July 8, 1982 - "Brass Tour" - Ramada Inn, Highway 50, Pueblo.

July 9, 1982 - Silver Key Hayride. Meet at the Hilltop Stables at Powers and Templeton Gap at 7:00 p.m.

July 18, 1982 - VMCCA swap meet, Phil Long Ford.

August 28-29, 1982 - Car Show - Rustic Hills Shopping Center

SAGUACHE PARADE

Marcia, Dick, Trent and Terry Shuck, Sue, Don, Stan and Clay Shuck, Jan and Walt, Tommy and Chuck met at the Sears parking lot and left at 6:01. This was some sort of a record! We had to stop a minute for a CB check, then we were off and running.

As we turned toward Canon City at Penrose, who should we see but Dee and John Glusick, who had Janis and Richard Jackson with them. Seems they had blown a cylinder and decided to go back to Pueblo for "that blue car" they drive.

About a quarter of a mile up the road, the muffler fell off Marcia's car, which was being driven by Dick's cousin, Don. Everyone hopped out -- full of advice and help. Walt was overheard to say, "Hold the vice grips; hit those; then it'll come off".

Dick evidently took his advice because he couldn't get the vice grips loose. When he crawled under the car, we heard a howl, then, "Ow, the manifold's still hot! "

The fellows looked longingly at the fence when someone suggested a wire was needed. But Dick had fixed cars before, and one was found in his tool box.

While the fellows were hard at work, Stan and Trent put Marcia in the trunk of Dick's car (picture next month). This was fine, but Marcia wasn't sure how she would get out.

Muffler fixed -- on our way again. Chuck said, "This is what happens the first time we leave on time".

In Salida, Pat, Jim, Michelle, and Terry joined us. Peggy and Will Hammer and children (in a beautiful blue convertible) from Salida also came along.

As we left Salida, Jim couldn't understand why no one was talking to him. It seems he was on Channel 14 and the rest of us were on Channel 13.

The Torrez family was waiting for us outside Saguache. We followed them to Jody's station; then we went over to the school to line up for the parade.

After the parade we parked on the old school house lawn where all the "old" cars were on display. Bobbie and John Koll met us there. (Seems they followed company out the door to be able to meet us.)

Finally, everyone who had left Colorado Springs got to eat. Since we left early, no one had had a chance for breakfast; so that was one good meal no matter what it was!

After touring the antique show, and the museum, and watching square dancing at Jody's, we moved on to the Sand Dunes.

On the way Marcia saw a dead cow. Jim made the observation on the CB that if the legs pointed up, they were dead. If the legs pointed down, they were alive.

On the road to the Dunes a semi came roaring onto the road, nearly taking out John Koll, John Glusick, Walt, and Don Shuck. However, we all made it okay.

After a minor adjustment on the Koll car, we all went down to the dunes. Some of the braver people went across the river and up the dunes. The rest of us just visited.

When everyone was back at the parking lot, Jim broke out some watermelons which were delicious.

We then broke into groups and made our way home. Great fun for everyone!

ANOTHER PARADE?

On July 4th the Town of Crestone is having a parade. The mayor of Crestone was at the Saguache parade, and he invited us down for the Crestone parade. He said he would sure like to have those pretty little cars come down. Seems they have not had a parade in thirty-eight years!

The parade would be at 12:30; we would be given the key to the city, and lunch would be furnished.

How about it? Do you want to go? Come vote at our next meeting. Plans will have to be made then too, as we won't have another Drip Line until after this event.

ZOO - PICNIC TOUR

The Dale Baxters, Dick Shucks, Martin Shucks, Chuck Harlows, and Michelle and Mike Markey met for the zoo excursion. It was a beautiful day for such a trip.

The Baxters had just returned from Mesa, Arizona, where Dale had picked up a 1969 convertible. One of his little boys was more excited than Dale it seemed about their car with the "hole in its head".

When we entered the zoo, we decided to take the "bus" to the top, then walk down. Many of the animals were napping, but the bears put on their usual good show.

After leaving the zoo, we drove to Cheyenne Canyon. There Dale found a table immediately. This, as everyone knows, is some remarkable feat this time of year!

As we were eating, we were joined by a squirrel. Dick was sure he heard him ask if Carolyn's cookies were homemade. No matter - he ate them with gusto but passed up the potato chips.

While the children and a mom or two were hiking, the rest of us did a lot of visiting. It was a great way to spend a sunny Sunday.

SILVER KEY HAYRIDE

Jim Wood, chairperson, will be making tickets for this event. We will sell them to merchants who may give them to elderly persons. If the merchant does not know an elderly person, we will fill in with Silver Key people.

It is hoped that we will make enough money to hire a band (this band is made up of older people and not too expensive), and to give some funds to the stable to help defray the stable's expense.

If you are a good salesperson, please help us. This is a way to help both Silver Key and the stables.

RUSTIC HILLS MALL CAR SHOW

On August 28 and 29, we will be having a show in the Rustic Hills Mall. There is no requirement as to the number of cars we enter. However, when you enter a car, you must have a locking gas cap, disconnect the battery, and furnish a carpet or drip pan to put under your car.

This show is still in the planning stages; we will keep you informed as to requirements, etc., as we know them.

Plan to enter your vehicle so we can show off our pretty cars.

* * * GLUSICK'S MUSICK * * *

We finally made it to the Great Sand Dunes! The weather was very nice -- just a little rain, some clouds for shade, and, yes, some wind. The winds showed us how the sand moved.

There were seven Corvairs in the Saguache parade. All looked mighty fine from where we were standing. The only Corvair not to make the whole trip was ours! We blew the motor about Penrose, so we had to return to Pueblo and get a Brand X to finish the tour.

It was a long day, but I think everyone had a great time. We got to see some old friends and make some new ones.

When the next tour comes, why don't you get in on the fun?

Your President,
John

* * * * *

HAPPY BIRTHDAY!!!

June 7	Terry Nance
9	Doreen Dowswell
27	Arlene Nance

RENEWALS

June

Ben Benzel	Pat Markey
Chuck Harlow	Jim Schwengler
Mark Layson	Dwight Smith

NEW MEMBER

Jim Anderton, our newest member, owns a 1965 Monza convertible. It's a beautiful automobile. We all oohed and aahed when we saw it at our last meeting.

Jim is a cadet at the Academy. Welcome to the Club, Jim.

GOODMANS VISIT

We were pleased to have Ruth and Steve Goodman visit our last meeting. Ruth gave us some excellent ideas on making our own macrame ropes for our stanchions to use when we have shows.

Steve will try to help you find parts when you need them. He will send them via UPS or on a bus - whichever you would rather. He promises to deliver on time. So, if you need a part quickly, give him a call. His number is 934-8783.

MINUTES OF THE MEETING

The regular monthly meeting of the Pikes Peak Corvair Club was held at the clubhouse of the Diamond Terrace Apartments on Tuesday evening, May 25, 1982, at 7:30 p.m. John Glusick, President, called the meeting to order.

There were 15 members present and two guests.

The previous minutes were read and approved.

John Koll gave the Treasurer's report, showing a balance of \$250.76. His report was approved as read.

Walt Hundertmark gave his OCC report. The OCC auto show will be the weekend of November 19, 20, and 21. We should be thinking of a Club display. This year all clubs will have the same amount of space. John Glusick said that he thought a Corvair cut in half would be a good idea for a display.

John Glusick reminded us of the parade at Saguache on May 30th. We will be leaving Southgate at 6:00 a.m. and be in Saguache by 10:00 a.m. June 6th will be the zoo and picnic tour.

Jim Wood said that the hayride will be July 9th. He has all the food donated and is doing some checking into a band. Also, he said that it may be a good idea to sell tickets so that we could pay the stable something.

John welcomed the guests and a new member, Jim Anderton. Jim has a black 1965 convertible.

We will be having a car show at the Rustic Hills Mall August 28 and 29.

This was the last meeting at the Diamond Terrace Apartments. The new meeting place will be at the Springs Mobile Home Park. There will be a map in the newsletter.

The meeting was adjourned at 9:00 p.m.

Respectfully submitted,

Marcia Shuck, Secretary

HENRY MOONEY

We were suprised and sorry to hear of the recent death of Henry Mooney. Sincere sympathy is extended to his family.

O.C.C. NEWS

By Walt Hundertmark

As yet, our share of the recent Swap Meet is not known.

November 19, 20, and 21, 1982, are the dates set for the fall auto show in Currigan Hall in Denver. All clubs will have the same amount of space in the hall, so we can do what we choose with it.

John Glusick suggested we cut a Corvair in half (motor and all) and exhibit that along with our good cars. He will furnish a 1966 Corvair for this purpose. We will need either bench or bucket seats for said project.

The best time to work on this would be after the middle of July. If this is finished early enough, it could be used in our car show to be held in August in Rustic Hills.

Please be thinking of entering your car in this November show.

STOLEN AUTOMOBILE

William J. Sutcliffe, 5097 Sierra Road, San Bernardino, California 92407, recently asked us to alert our members about his Corvair that has been stolen.

STOLEN: APRIL 20, 1982

1960 Chevrolet Corvair 700, two door coupe. White on top and turquoise green on bottom. New upholstery -- headliner and seats in turquoise. Side panels done in turquoise and white. Lic. (Calif) PHY 664, Vehicle I.D. No. 0072-7013-1532.

If you know the whereabouts of this vehicle, please call your police department or call collect 1-714-882-4484.

AS THE OIL FLIES

Having trouble getting a title for your car? A lady in Denver provides an abandoned car title service. She does all the work; you pay \$100, you have your title. If interested, Walt can get the lady's name for you.

Surprise! We had a gentleman winner of the door prize in May. Walt Hundertmark won a Purolator oil filter.

Be sure to vote for your candidate for a director of CORSA. This is one way we, at the grass roots, have an input into our national organization. So everyone voice your opinion by voting!

Do you have a new tech tip? CORSA would like to have some new ideas from this locale to include in a technical manual. Be sure and bring it to our next meeting. We will even help you write it if you wish.

We are printing an up-to-date membership roster. If there are mistakes, please see John Koll, and he will help you work it out.

We wish to thank Bobbie and John Koll for offering their home to us as a monthly meeting place each month. It was truly a generous offer, and it was appreciated by all. Thanks!

Did you notice no tech tip this time? Come on guys; we need help in that area.

MEET OUR ADVERTISERS

Although Bob Dudding is one of our newest advertisers, he has been a member of our Club for a number of years.

Born in Washington, D.C., he was reared in Tulsa, Oklahoma. While in the Air Force, he was stationed in Denver and Utah where he learned to love the mountains. So, he just decided to stay near those mountains and settled in Colorado Springs. He was married in January, 1982.

Bob first got interested in Corvairs before he was even in high school. His elder brother had a Corvair; and by the time Bob was sixteen, he had a Corvair. He has owned one ever since.

He tells of buying the car St. Clair Hultsman (a former member of P.P.C.C.) now owns. Bob was the third owner of that Corvair. He still has the original owner's manual, and Hank still works on the Corvair!

A present he has a 1963 Monza and a 1966 Monza. Both are red, both are running, and both get twenty miles to the gallon of gas in the city. One gets thirty miles to the gallon of gas on the highway, and, as yet, he hasn't tried the other one in highway driving. Why shouldn't they do well? Bob built both motors.

After leaving the Air Force, Bob went to a Volkswagon training school in Waco, Texas.

He is now currently self-employed in steel fabrication. When a contractor builds a building requiring steel, Bob does the subcontracting in that area.

CLEAN AIR ACT

Remember the article we published about the Clean Air Act? Well, now it's your chance to act!

Please write your feelings about this to your legislators. You will find their addresses listed below.

The passage of one act leads to another. At present, our cars are not threatened, but one victory urges people on to "bigger and better" things. So don't delay, write today.

Legislator's addresses:

U.S. Senator Gary Hart, 221 Russell Senate Building, Washington, D.C. 20510
U.S. Senator William Armstrong, 1321 Dirksen Senate Office Bldg., Washington, D.C. 20510
U.S. Rep. Tim Wirth, 2454 Rayburn House Office Bldg., Washington, D.C. 20515
U.S. Rep. Ray Kogovsek, 430 Cannon House Office Bldg., Washington, D.C. 20515
U.S. Rep. Pat Schroeder, 2410 Rayburn House Office Bldg., Washington, D.C. 20515
U.S. Rep. Hank Brown, 1319 Longworth House Office Bldg., Washington, D.C. 20515
U.S. Rep. Ken Kramer, 114 Cannon House Office Bldg., Washington, D.C. 20515

CLASSIFIED ADS

Wanted: 140 engine. Prefer a runner but will take a builder. Jim Anderton, AFA, 472-4612.

For Sale: 1968 Monza Convertible, forest green with black top; black interior; 140 H.P.; 4-speed, kept in garage since 1979; #2 condition; \$3,500. Mark Swomley, 599-8353 (contact after June 23).

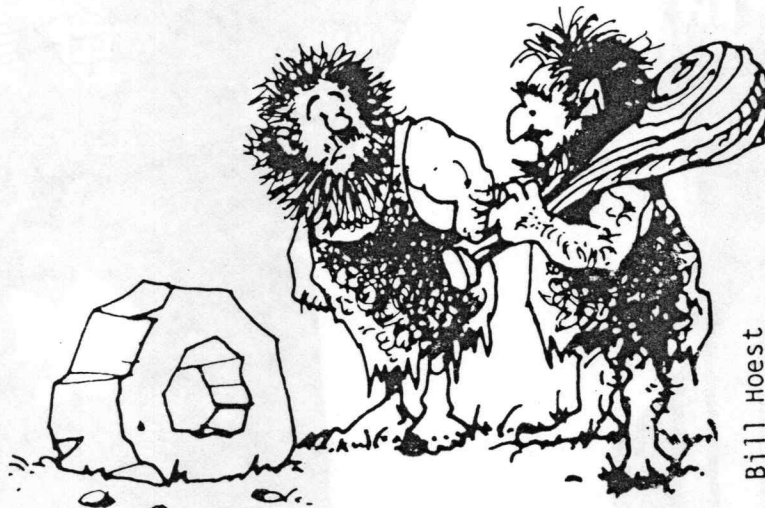
1963 and newer Corvair back wheel bearings can be obtained through Dennis at Daniels Chevrolet.

Like new 1966 Corvair Monza, 4-door; air conditioned; 40,000 actual miles; white (recently painted) with blue interior. Never any rust or dents; \$5,200 or might consider an offer. Lyle Ross, R.R. 1, West Point, Iowa 52656, phone 319-528-6232.

1963 Convertible, maroon with black power top; automatic transmission; radials, extra set of snow tires; new brakes; 80 HP engine, recently rebuilt (less than 500 miles); miscellaneous parts included; \$2,850. Charley Tutt, 634-8260.

1963 Monza Convertible, automatic, excellent condition; \$3,000. 1964 Monza Spyder Convertible, 4-speed, 110 HP engine, does not have turbocharger; \$3,500. Dick Shuck, 591-2604, days; 597-3968 evenings.

1962 Monza Convertible, pearl white with red interior; rebuilt 1963 or 1964 engine (with approximately 3,000 to 3,500 miles); nearly new electrical system; automatic transmission; AM-FM stereo with cassette plus original radio; 5 mag spoke wheels with new tires; 5 original wheels and 4 original wheel covers; new top and boot cover; \$4,500. William Wiener, 633-7946 from 8:00 a.m. to 5:00 p.m. and 471-3722 from 5:00 p.m. to 8:00 p.m.



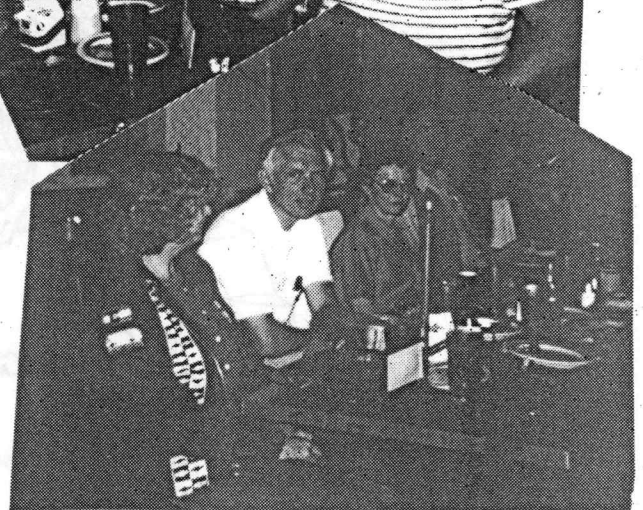
"I don't know what it is, but every time I wash it, it rains."

Bill Hoest

Courtesy of "The Connecting Rod", Atlanta Corvair



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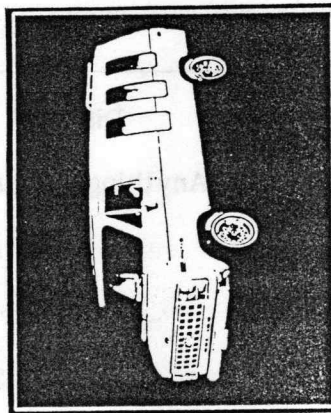
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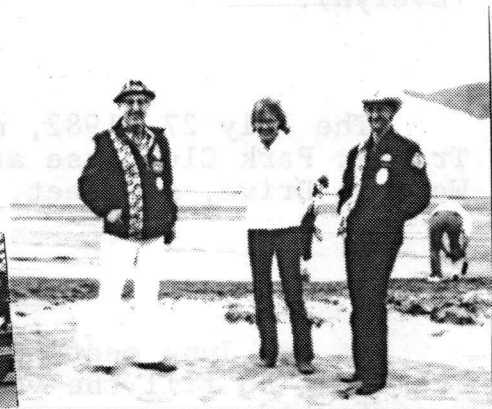
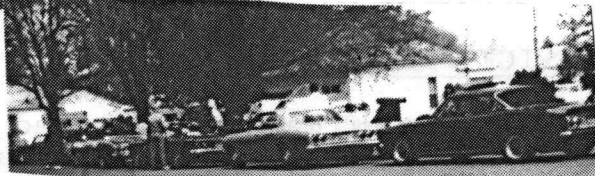
SEND TO:

Mr. Walt Hundertmark
1305 North El Paso
Colo. Spgs., CO 80903

JUL 1982

THE DRIP LINE

VOL. V NO. 7



A Publication of ;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA



OFFICERS

John Glusick, President 544-1077
Walt Hundertmark, Vice President 599-8353
Marcia Shuck, Secretary 597-3968
John Koll, Treasurer *No Food* 593-1928
Dick Shuck, Membership Chairman 597-3968
Don Crombie, Member at Large 475-0048
Pat Markey, Member at Large 591-2407
Walt Hundertmark, O.C.C. Rep 599-5883

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

1 - The Drip Line is a monthly publication of Pikes Peak Corvair Club, a non-profit organization. Deadline for submitting information to the Drip Line is the first Tuesday of each month for that month's publication. Classified ads are free to members. Commercial rates are available upon request. Ads may be placed by calling 633-0619 (Tommy) or 392-7600 (Evelyn).

JULY MEETING

The July 27, 1982, meeting will be held at the Springs Trailer Park Clubhouse at 7:30 p.m. This is located at 1095 Western Drive, A Street, Cimarron Hills.

NEW VICE PRESIDENT

At our June meeting, Walt Hundertmark was elected Vice President to fill the vacancy left when Mark Swomley was transferred.

Walt has been our Old Car Council representative for several years and has done an outstanding job in that capacity. We know he is well-qualified and will do a good job.

GLUSICK'S MUSICK

Been Model T-ing this month. Bogged down. Enough said?

Your President,

John

COMING EVENTS

- July 17, 1982 Rocky Mountain Chevy Club Sock Hop.
Glaser's Barn, 5001 East Kentucky
- July 18, 1982 VMCCA Swap Meet, Phil Long Ford,
Colorado Springs
- August 14, 1982 All Chevy Day, Jefferson County Fair-
grounds, 15200 West Sixth Avenue,
Golden. 7:00 a.m. to 4:00 p.m.
- August 28-29, 1982 PPCC Car Show, Rustic Hills Mall
- August 29, 1982 G.M. Swap Meet, Burton Chevrolet,
5200 South Broadway, Englewood

SILVER KEY HAYRIDE

On July 9th we met our guests at the Hilltop Stables on Templeton Gap Road. The weather cooperated, and we had a beautiful (but somewhat windy) evening.

Those of us who arrived early saw "Buttermilk" and friend get excited and have a runaway with the hay wagon. (Echos of the old west!) However, the hay wagon was repaired, the horses behaved, and the evening proceeded.

There was a large campfire where weiners were roasted. Potato chips, sodas, and all kinds of fruit finished the menu.

After eating, we climbed on the wagon and took a ride along a short country road and through a couple of pastures. We had some more excitement when some of the bales of hay began to slide. However, our hosts remedied this very quickly.

Throughout the dinner and the hayride (for those who didn't make the ride), the "Country Squires" provided music. They donated their time and talent for the evening. They were excellent, and a few of us sang and danced to their music.

Some of the PPCC members showed their talent of horseback riding. It seems Jim Wood had a little trouble with his saddle. Even the horse was wondering when the saddle slipped with him. Being the gallant person he is, however, Jim soon remedied that and rode off into the sunset.

Everyone had an excellent time and we certainly enjoyed our guests.



RUSTIC HILLS MALL CAR SHOW

Jim has confirmed the dates of August 28-29 for our show to be held in the Rustic Hills Mall.

We plan to cut a 1965 sedan (donated by Jim Wood) in half. The driver's side looks fine, but the passenger side is pretty much wiped out. It was decided to leave the engine and transmission intact and cut only the body.

This car has a blue interior, bucket seat, and rear seat split down the middle. A rear window on the driver's side is needed. The window can be broken on the passenger side as it will be cut in two. The window can come from a 1965-69 four door. Other parts are also needed. If you can help, please contact Jim Wood or John Glusick.

Since cleaning and painting parts takes so much time, members may be asked to clean and paint certain parts at your home. Then, someone will pick up these finished parts at a specific time. This would expedite the work. In this manner everyone can help, even if you cannot make it when they put the parts back together.

Also, any ideas would be helpful. How will we light it to show it off the most advantageously? What would you like to see in a Corvair motor? Signs?

Please be thinking and let us have the benefit of your good ideas.

OLD CAR COUNCIL

On Labor Day weekend OCC plans to attend the balloon race at Snowmass. There will be reduced rates at the motels for members. More on this later.

For the November auto show each club will have enough room so that at least five cars may be shown comfortably. Each car entered will receive a dash plaque. Walt will have tickets and posters for this at our next meeting.

SAGUACHE MUSEUM PASS

The City of Saguache sent us a thank you for participating in their parade. There was also a free pass to the museum.

If you plan to be in that area and wish to use the pass, please let John know.

RENEWALS

Don Crombie

MINUTES OF THE MEETING

The regular monthly meeting of the Pikes Peak Corvair Club was held at the Clubhouse of the Springs Mobile Home Park on Tuesday evening, June 22, 1982. John Glusick called the meeting to order at 7:30 p.m.

There were 23 members present.

The previous minutes were read and approved.

John Koll gave his treasurer's report showing a balance of \$282.97. His report was approved as read.

Walt gave his OCC report and told of the trip to Snowmass over Labor Day weekend. The OCC auto show and picnic were the subjects of the last meeting.

The hayride will be July 9th at 7:00 p.m. at the Hilltop Stables. Jim has all the food donated and has the band taken care of.

Anyone interested in going to Crestone July 4th should call Dick Shuck and let him know.

We discussed candidates for the Board of Directors of CORSA and what we knew about them.

* John told about the plan for cutting the Corvair in half for the OCC car show in November, and that we would like to have it ready for the Rustic Hills show in August.

Cary Crockett told us the interesting story of Russell Parker from the Walsenburg area. (See story in this issue of the Drip Line - Ed.)

Walt Hundertmark was voted in as Vice President to fill Mark Swomley's term.

Linda Mattes won the door prize.

John adjourned the meeting at 9:00 p.m.

Respectfully submitted,

Marcia Shuck, Secretary

JULY BIRTHDAYS

July	1	Hank Brown
	9	Pat Markey
	13	Richard Green
	17	Teresa Jones
	29	Linda Mattes

WHOOOPS!!

We are sorry we had the wrong names in last month concerning our meeting place. Our thanks should go to Betty and George Greeley for our meeting place.

The Hamners, not Hammers, from Salida were the ones who joined us in the Saguache parade.

AS THE OIL FLIES

When David and Linda Mattes came to our June meeting, in addition to their girls they had David Vincent with them. He is the newest member in their family and slept through most of our meeting. Better liven things up, John!

Can you believe this one? When John Koll asked the bank why he had not received any bank statements for PPCC, they answered, "We didn't know the correct address". John suggested they try the one on our checks!

Linda Mattes won the door prize (an oil filter) at our June meeting. Dave said that's the first thing they have won since 1978.

I may have to leave home after this edition, but this is too good to keep a secret. Upon looking over the pictures taken at the Sand Dunes, a member was overheard to say, "Who's that old man?" You guessed it! It was a picture of himself (Chuck Harlow). In all fairness, he doesn't usually wear a hat!

MEET OUR MEMBERS

Since we have met the people who advertise with us regularly, we are starting a new feature, it would be fun to get to know our members better.

We are choosing these in a very scientific manner. I cut up one of the membership lists, and someone will draw a name for the following month.

The drawing was held at the July Board meeting. I asked Dick Shuck to draw a name. Marcia said, "Don't you dare draw ours! Choose someone we don't know too well." You guessed it. Our first family interview is with Marcia and Dick Shuck.

When your turn comes, please don't be shy. We are truly interested in our members.

Tommy

THE SHUCKS

Marcia and Dick Shuck were both reared in Colorado Springs. Marcia, a native, and Dick, moving here from Kansas when he was three, met each other when Marcia was a senior in high school and Dick was just completing time in the Navy. They were married three years later in 1964. Except for the year they lived in Denver, they have lived in Colorado Springs since then.

The Shucks have two sons. Trent is fifteen years old and attends Mitchell High School. Terry, thirteen, attends Irving Junior High.

Established in their own business, they built test programs for computer boards. This business is a family operation with the brothers hiring their dad to work for them just this month.

Both the Shucks are accomplished artists. In addition, they enjoy ballooning, motorcycling, and sailing. (They own their own twelve foot Snark.)

Dick was looking for a convertible when he was visiting a friend who is a Shriner. This friend had two convertibles, and he offered to sell one to Dick. Dick accepted, but they had to wait until after the rodeo parade to pick it up as it was being used in the parade.

When the fellow Dick was buying it from opened the trunk, Dick asked, "Where's the motor?" Since then he has learned a lot about Corvairs, and we have pictures this month to prove it.

CRESTONE SUCCESS STORY

By Cary Crockett

This story has nothing in it about automobiles but those who are visiting the Great Sand Dunes National Monument or are ever in the San Luis Valley might find something of interest in it.

At one time a young family named Parker were out in that almost desert south and east of Walsenburg engaged in sheep ranching when suddenly something destroyed the business.

He returned to the Roan Antelope to find that the crew had become discouraged at the appearance of the cores they were bringing up and had gotten direct permission from London to stop work. Finding that the men had formed their opinions WITHOUT SPLITTING THE CORES, Parker bet his stack, which by this time was the equivalent of \$10,000, against the crew that they were in ore, had the cores assayed, proved his point, and somehow made the drill crew pay off its bet.

He subsequently participated in the discovery of some underwater diamond beds off the coast of Southwest Africa, now Namibia. All this time he was buying shares of stock in his original discovery which was listed for years on the Big Board of the New York Stock Exchange as the Roan Selection Trust, paying a regular ten percent on a \$10 share.

At home at a family reunion he suggested to his brother, "Any time you get a spare dollar, buy some of that stock".

Years later, at another gathering, he asked his brother,

"How much Roan Antelope do you have now?"

"None."

"Why not?"

"You told me to buy some any time I had a spare dollar!"

"That's right."

"I've never had a spare dollar."

By the end of World War II the high grade iron deposits in the Duluth area were noticeably depleted. This brought about a surge of interest in a long known but untouched iron body in northeastern Quebec, and two major mining companies, Kennecott and one of the steels agreed to get together to evaluate and if feasible, to exploit it. (Incidentally, travelers in the north end of the San Luis Valley can see the scars of a played out CF&I iron mine against the range to the east.)

At this time Russell Parker was well up in the mining world and living in Greenwich, Connecticut where there are probably more chauffeurs and butlers per city block than in any other place in North America. Because of his stature in the industry and though he would not be connected with the Quebec deposit at any time, he was invited to accompany the mining companies' representatives to act as a mediator between those who were expected to have opposing opinions.

The group assembled in Montreal and took a commercial airline for the first leg of the journey into the Canadian bush.

Among the passengers was a dentist who wanted to commit suicide. To attain this objective he had placed a bomb in the plane's toilet. The plane climbed aloft, the bomb exploded, blowing off the plane's tail, and all aboard died in the St. Lawrence River.

While many minors who met violent deaths leave their widows on the point of destitution, not so with Russell Parker. He left his widow with seventy two million dollars, which is a notable accomplishment for anyone, anywhere, any time, and particularly for someone who started life on a busted sheep ranch in southeastern Colorado.

CLASSIFIED ADS

For Sale:

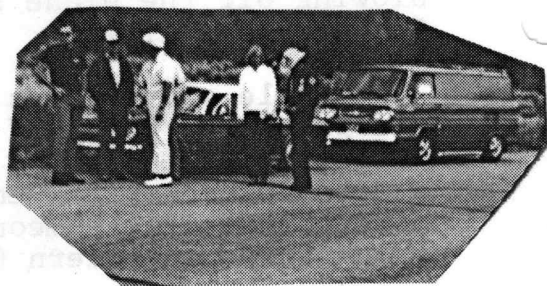
1966 Grey Convertible, 110 HP, 4-speed transmission, Small hole in top, otherwise good condition. Price negotiable. Dwight Smith, 473-7948.

Miscellaneous Corvair parts. Omar Halverson, 392-9815.

1966 Hardtop, 110 HP, automatic transmission, factory air, radio, new radials, yellow. Hank Brown has recently rebuilt the transmission. Make an offer. Dwight Smith, 473-7948.



1969 CORVAIR



SAND DUNES TRIP



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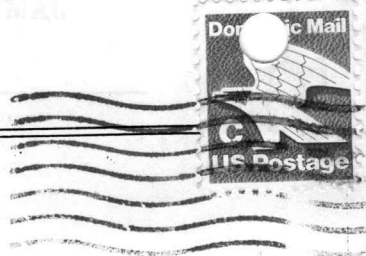
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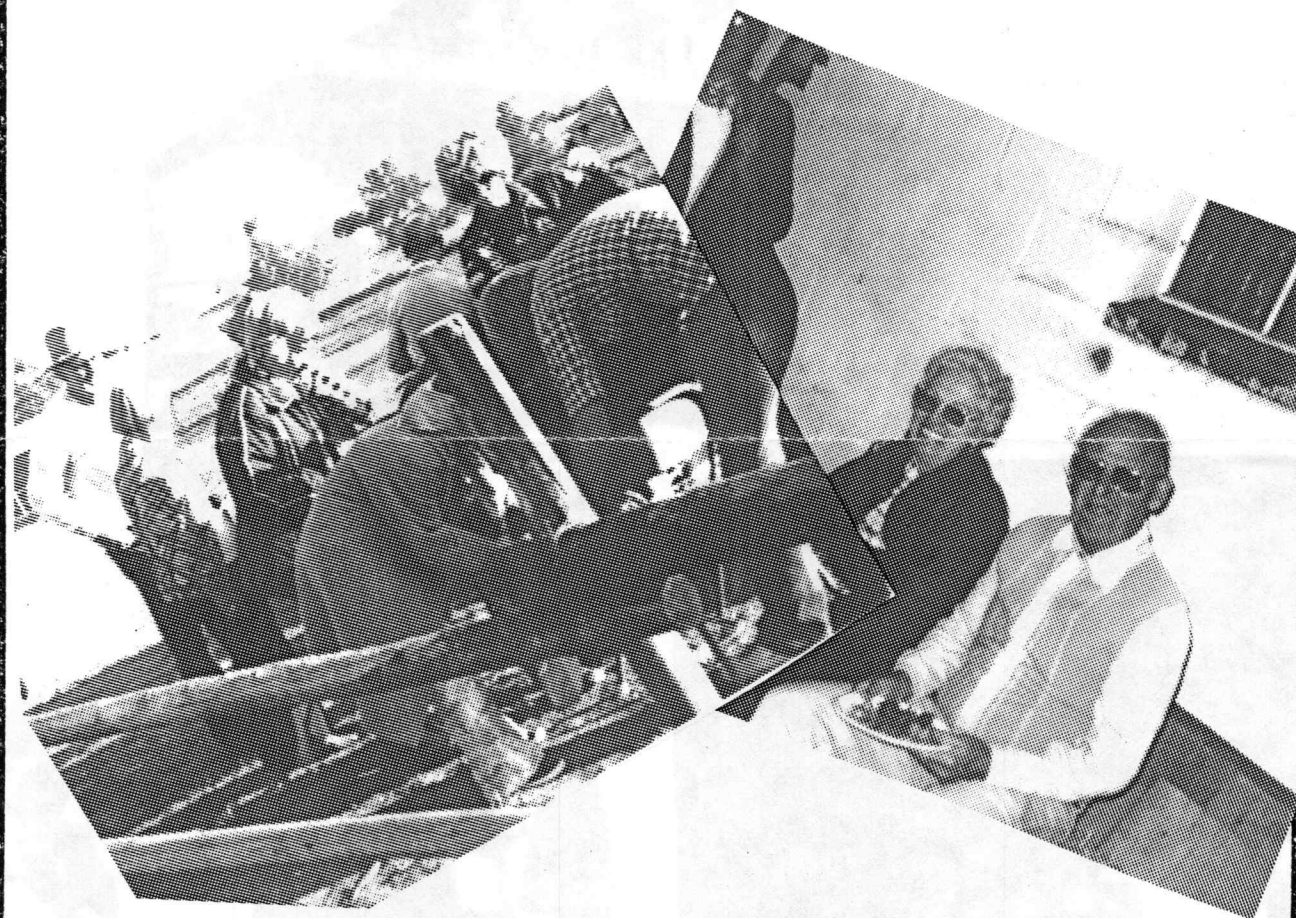
Mr. Walt Hundertmark
1305 N. El Paso
Colorado Springs
Colorado 80903

AUG 1982

THE

DRIP LINE

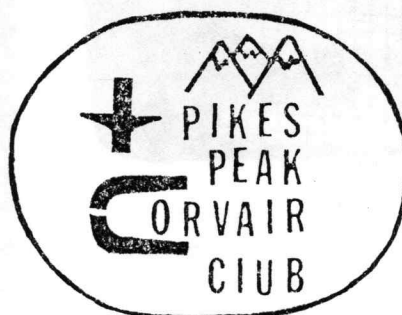
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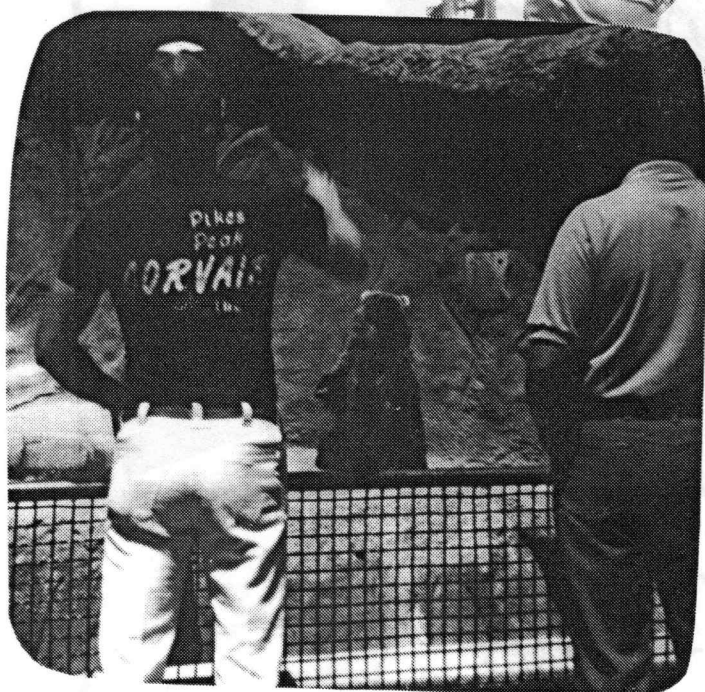
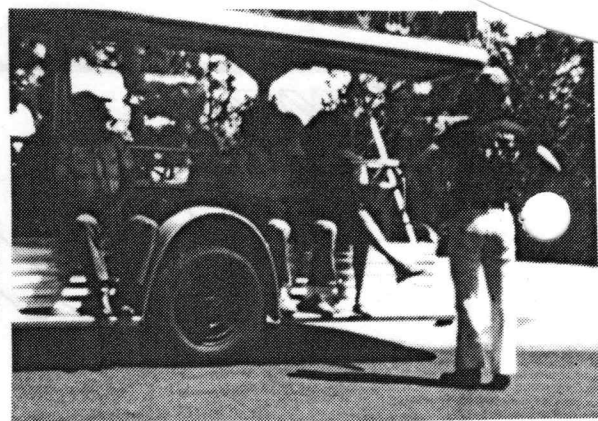
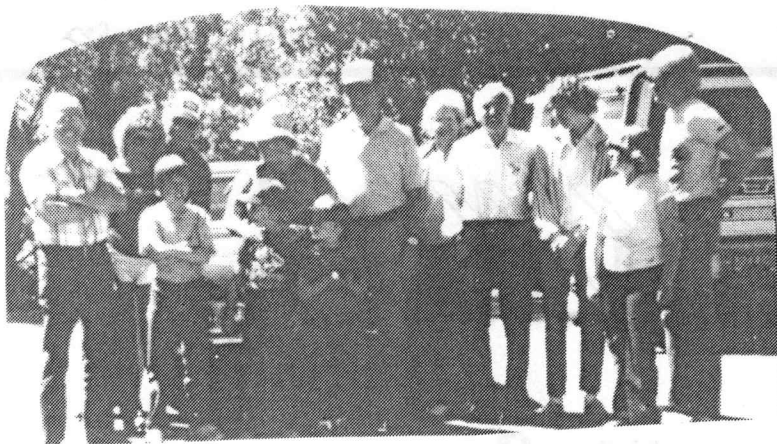


A Publication of ;

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CORVAIR SOCIETY of AMERICA





ZOO TRIP

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Walt Hundertmark, Vice President	599-5883
Marcia Shuck, Secretary	597-3968
John Koll, Treasurer	593-1928
Dick Shuck, Membership Chairman	597-3968
Don Crombie, Member at Large	475-0048
Pat Markey, Member at Large	591-2407
Walt Hundertmark, O.C.C. Representative	599-5883

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The Drip Line is a monthly publication of Pikes Peak Corvair Club, a non-profit organization. Deadline for submitting information to The Drip Line is the first Tuesday of each month for that month's publication. Classified ads are free to members. Commercial rates are available upon request. Ads may be placed by calling 633-0619 (Tommy) or 392-7600 (Evelyn).

AUGUST MEETING

The August 24, 1982, meeting will be held at the Springs Trailer Park Clubhouse, 1095 Western Drive, A Street, Cimarron Hills, at 7:30 p.m. We will make the final plans for our car show to be held August 27-29 in the Rustic Hills Mall. We will need lots of help, so come help us plan!

COMING EVENTS

August 27, 28, 29, 1982	PPCC Car Show, Rustic Hills Mall
August 28, 1982	Antique Auto Swap Meet -- cars, parts, etc., Athletic Field, Longmont, Colo., 8 a.m. - 5 p.m.
August 29, 1982	G.M. Swap Meet, Burton Chevrolet, 5200 South Broadway, Englewood, Colo.

*** GLUSICK'S MUSICK ***

August all ready! The summer is almost over. It is time for rodeos, fairs, and car show time is here already. We are going to put on a car show at the Rustic Hills Mall the end of this month, so everybody get that trusty ol' Corvair bright and shiny. If you don't want to put your car in, just bring yourself. We will need workers Friday, Saturday and Sunday. Call Jim Wood or myself and let us know when you can help.

Our Club Corvair surprise for the car show (a Corvair cut in half) is off to a good start. We had good working crews Saturday and Sunday, August 7 and 8, but we have more work to do before the car show. If you can spend some time helping us, give me a call.

I would like to thank Walt for filling in for me at the July meeting. See ya all at the meeting.

Your President,
John

SILVER KEY HAYRIDE REPORT

On our recent Silver Key activity, Jim Wood sold sixty-six dollars worth of tickets. Federal Produce donated most of the food, and the musicians donated their time and talent.

Jim was pleased to be able to contribute fifty dollars to Hilltop Stables for their part in the evening in the name of PPCC. Thanks, Jim, for a job well done.

RUSTIC HILLS MALL CAR SHOW

Our August activity is the car show in the Rustic Hills Mall. There is room for approximately twenty cars. So far, we have eleven. If you can show your car, call Jim Wood or Pat Markey. You could also let us know at our August meeting, although this would be getting pretty late; however, all offers are accepted!

Move-in time is Thursday, August 26, from 5 to 9 p.m. Move-out time will be Sunday evening at 5.

The requirements of the Mall for a car show are:

1. Drip pan under the engine.
2. Locking gas cap.
3. Disconnected battery.

It is also good to have less than a half tank of gas, if possible.

We have been working on our display car, and it is well on its way to being half a cleaned-up car.

We will need volunteers to man our booth and keep an eye on the cars, so please plan to help during this weekend.

NEW MEMBERS

Peggy and Will Hamner are now official members of PPCC. Those of you who went on the Sand Dunes tour will remember them as the couple Jim Wood met and recruited in Salida. We would like to welcome them and their children to our Club. They have a beautiful late model convertible.

HAPPY BIRTHDAY!

August	1	Dave Mattes
	5	Carolyn Baxter
	6	Evelyn Halverson
	12	Joanne Seelye
	13	Edna Ross
	17	Lyle Ross
	31	Marcia Shuck

DUES RENEWALS

Teresa Frederick

O.C.C. NEWS

Walt, the only one we know from our Club who attended, reported the Bandemere O.C.C. day was a success from the standpoint of the old cars and the moving events. However, the picnic left something to be desired as the grounds were not as interesting as he felt it could have been.

In September, Walt will have to have some volunteers for the O.C.C. Car Show November 19, 20, 21, to be held in Denver. There are many jobs to sign up for, with six volunteers needed. You will be expected to take only a two hour shift if you are chosen. It is possible no one from our Club will be chosen.

Again, we would like to remind you if you show a car and would like, the O.C.C. members in Denver will furnish lodging for those of us who live out of town.

Don't forget the hot air balloon race in Snowmass on Labor Day weekend. Here, if you are participating in the activities, you will be given a discount for your lodging in the hotels or motels. If interested, get in touch with Walt for further information.

GRAND CHAMPION WINNER

Did you know we have a celebrity in the PPCC? At the recent national Model T contest in Deadwood, South Dakota, Richard Jackson's 1926 Model T Ford won grand champion. He competed with two hundred seventy-five other cars to win this honor.

In 1978 Richard found the original body in Branson, Colorado. When he brought it home, no one could believe he could possibly restore the weather-worn, dilapidated old body. However, twenty-three months and \$3,000 later, he finished the restoration.

Richard found the rear seat frame the most difficult part to find.

Richard is president of the Model T Club in Pueblo, but we hear he has seven Corvairs in his backyard. Rumor also has it his wife, Janis, is getting insistent about his restoring one of the Corvairs for her to drive.

Congratulations, Richard! (Even if it was a Brand X!)

AS THE OIL FLIES

Did you know Evelyn Halverson has been asked to be an assistant dog obedience trainer? Good luck, Evelyn, on your new endeavor.

Charlene and Rex Lang, who were visitors at the July meeting, tell us they have a 1963 red convertible with a black top that "only gets out in good weather". We hope you join us!

AS THE OIL FLIES (Continued)

Did you hear about the 1969 convertible Dale Baxter and family traveled to Phoenix to get? They went after it in the early summer. Seems it is topless (according to the boys)!

As Evelyn Halverson won the spark plugs which were the door prize in July, John Koll was overheard saying, "I want to see you put these in yourself."

While working on the "surprise car" this weekend, Walt was teased about lying down on the job. He had just the correct foot leverage to help that saw on through the metal.

Bobbie and John Koll found a 1957 MGA in Durango this summer. She tells us it is white with a black top. Seems John had a sports car, so she wanted her own.

MEET OUR MEMBERS

Walt Hundertmark was born and reared in Hyannis Port on Cape Cod. Since he is a professional chef, he was asked by Chef Johnson to move to Colorado in 1960 for the grand opening of the Denver Hilton.

In 1961, after working in Estes Park, Colorado, and Palm Springs, California, he once again returned to Colorado. This time Chef Johnson and he handled the grand opening of the Penrose Room.

However, Walt got tired of working every holiday for us to eat, so he decided to leave the food business. He now works for Riviera Kitchens on Garden of the Gods Road.

In 1971 Walt bought his first Corvair to replace a 1957 Thunderbird he had sold. It was a 1965 Monza, and it is still part of his present blue "Johnny Cash Corvair" -- half '65 and half '67.

He now owns a 1963 Corvan. Recently he bought and plans to restore a 1963 Rampside.

His first Corvair was bought strictly for transportation. Walt says, "I was first impressed, got hooked, and realized it was the car for me".

He recently moved from an apartment and is now finding room for his vehicles.

Walt was one of the early PPCC member and has always been active in the Club. He has been membership chairman and O.C.C. representative. Recently he was elected vice president.

* * * * *

PATRONIZE OUR ADVERTISERS

OIL SYSTEM TIPS

(Courtesy Bob Coffin, Colonial Corvair Club)

Most people when changing their oil neglect to fill their new oil filter with fresh oil before installation. Why, you say? Well if you envision the filter, once installed empty, as a container of air which can only work its way past the bearings when the engine is started, you can see that (a) the engine is going to be without oil while the oil pump primes itself and fills the oil filter with oil and (b) those bearings which see the air are going to be without continuous lubrication while the air is working its way through the clearance between bearing and crankshaft or out the lifter to bore clearance.

In addition, the oil pump loses its prime when the oil is drained and the oil pump pickup is uncovered. Air is trapped in this line/passage to the oil pump inlet which must be purged before the pump can do its job of providing oil to the engine oiling system. In the case of my race engines, I always prime the oil system in its entirety with an electric drill and an old distributor shaft until the whole system is purged of air and all of the oil passages are filled with oil and oil pressure shows on the cockpit gauge. This is necessary because of the 40 feet of 1/2" I.D. Aeroquip hose which finds its way to the front of the race car to the oil cooler and filter and back. An SAE article on internal combustion engine bearing wear attributes over 50% of the wear to the repetitive engine startup period while the engine oil system is being brought up to pressure. It may be that a good moly additive such as Auto World's Moly Guard could help with this problem, but I do not have bench or engine test data with and without the additive to prove its worth. Might be good insurance though.

By religiously following the priming practices on all the racing engines I build or install, I have never had a bearing problem. The engine bearings when the engines are torn down for re-ringing or a valve job, show no wear and load almost as they did when originally installed. By the way, the race engines use Kendall GT oil in 30W racing type. This oil is great for racing but should not be used on the street because of the lack of acid neutralizers and life extenders. A good 10W-40 or 20W-50 SE service oil is probably best for street Corvairs. It is important to change this type of oil every 2-3000 miles because a 10W-40 is a constant viscosity (mistakenly called multiple viscosity) oil which loses its insensitivity to temperature after about 2000 miles and becomes a 10 weight oil over its operating temperature range. Perhaps an explanation might help: New 10W-40 oil exhibits a viscosity of a normal 10W oil at room (or oil laboratory specified) temperature. It has the remarkable property, however, through chemical/polymerization tricks to maintain this viscosity and not be "thinned out" when the temperature of the oil rises to operating temperatures of upwards of 240°F. Thus, because it does not thin out, it has the viscosity and lubricating qualities of a straight grade 40W oil at these higher temperatures. Presto, a dual purpose oil which is thin or 10W at starting temperatures helping decrease starter motor load and lubricates as a 40W oil at normal engine operating temperatures. The ability of these oils to maintain this viscosity trick as a function of "time at temperature" with

OIL SYSTEM TIPS (Continued)

long time at high temperature, which is typical of our "hot" Corvair engines (see Bob Helt's article on oil temp. in 8/79 issue of CORSA Communique) shortening the useful life of these oils to less than might be expected in a cooler operating water-cooled engine. One side benefit from the Corvair's higher operating temperatures is the assurance that condensation will be boiled off decreasing the chance for harmful dilution of the oil. A good procedure for use during oil changes is as follows:

1. Warm engine to full operating temperature.
2. Drain oil with back end of car/engine raised slightly. Replace and torque plug (new gasket).
3. Fill crankcase with 3 1/2 quarts of oil (replace cap?).
4. Remove old oil filter. Fill new filter with oil (even the horizontal ones can be filled half way!!). Install and torque bolt (again, new gasket?). Be sure to check that a previous owner/oil changer has not left part of an oil filter lodged/jammed up into the filter housing "cone". This could block out flow on a new filter.
5. a) Prime oil system by removing distributor and driving the oil pump with a dummy rod or old distributor shaft being careful to reinstall the distributor in the correct position/orientation and not turn engine over. A long screwdriver can reposition the oil pump shaft slot in the proper position for engaging the distributor drive tang.

or

- b) Disconnect the coil high tension lead to the distributor and crank engine over until dash light goes out plus about 30 sec of extra cranking. Reconnect high tension lead.
6. Start engine and immediately check for oil light going out and leaks. Be sure not to rev engine at first.
7. Top off oil system as required with engine warmed up and car level. Overfilling 1/4 to 1/2 quart is probably not harmful and may prove engine saving if the car is cornered hard and does not have a special oil pan constructed for high side "G" forces, which prevent oil pickup uncovering and momentary loss of lubrication.

FOR SALE

1963 red convertible with white top, Monza 900, 3-speed, 110 HP, new battery, rust-free, \$3,000 or offer. George Hovey, 632-2129

1961 stationwagon, red with white top, red interior. \$2,100.
Evelyn Halverson, 392-7600 or 392-9815.

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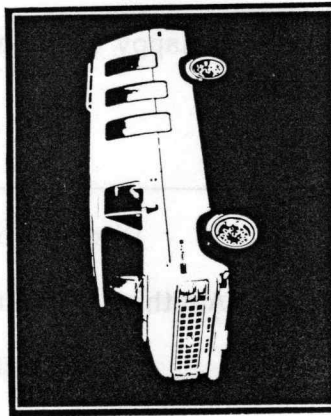
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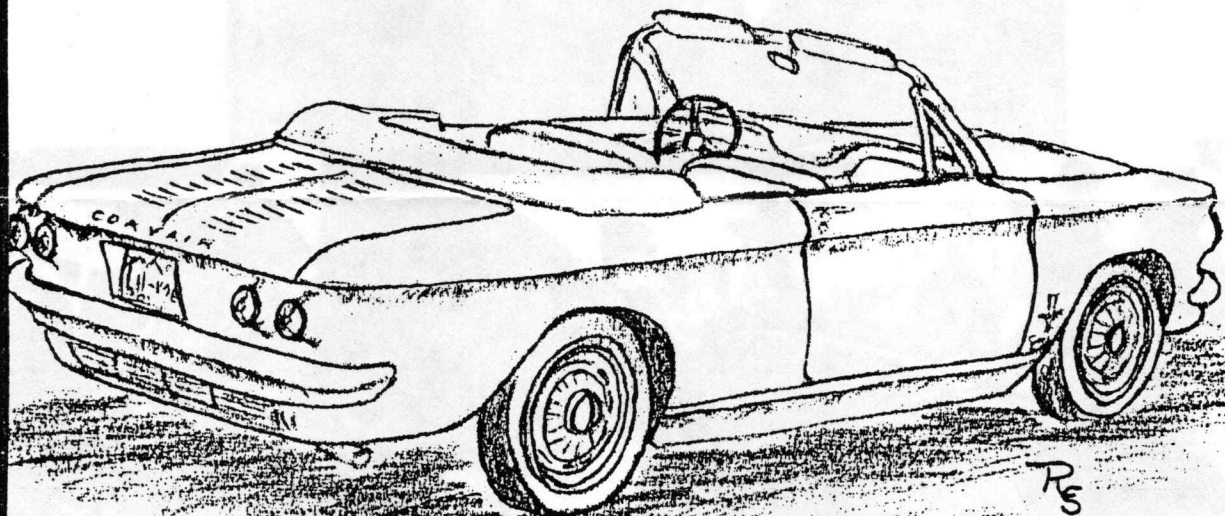
Mr. Walt Hundertmark
1305 North El Paso
Colo. Spgs., CO 80903

SEP 1982

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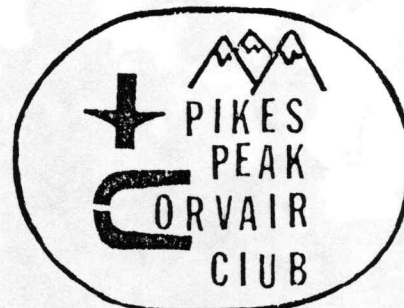
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A Publication of ;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA



SILVER KEY

HAY

RIDE



ELECTED OFFICERS

John Glusick, President	544-1077
Walt Hundertmark, Vice President	632-0617
Marcia Shuck, Secretary	597-3968
John Koll, Treasurer	593-1928
Dick Shuck, Membership Chairman	597-3968
Pat Markey, Member at Large	591-2407
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SEPTEMBER MEETING

The September 28, 1982, meeting will be held at the Springs Clubhouse, 1095 Western Drive, A Street, Cimarron Hills, at 7:30 p.m.

GLUSICK'S MUSICK

We did it! Twelve and one-half beautiful Corvairs were at the Rustic Hills Mall. As I walked around, I thought to myself how great it is to be involved with as outstanding a car as the Corvair. People that I talked to asked why they stopped making the Corvair. It doesn't look unsafe. I would say, "We think they are very safe, good on gas, and a ball to drive." The best thing about G.M. stopping production on the Corvair is that it gave us one of the best collector cars.

Our half a Corvair turned a lot of heads, with looks from how interesting, to what did they do to that poor little car!

Thanks to everybody who worked on the car show. It really looked good. Special thanks to Richard Jackson for the rope.

We have the Old Car Council car show coming up the last part of November. If anybody would like to put their Corvair in the show, please give Walt or myself a call.

Well, the summer of '82" is almost over, and I think it was a good one for PPCC. See ya all at the meeting.

Your President,

John

RUSTIC HILLS CAR SHOW

After burning some "mid-nite oil" destroying one-half of a Corvair, making one-half presentable for the show, and some last minute cancellations, the show went on as scheduled.

A Great Big thanks goes to John and Dee Glusick, Jim Wood, Pat Markey, John Koll, Dale Baxter, Dick Shuck, Chuck and Tommy Harlow, Walt Hundertmark and Jan for putting together and/or taking apart one-half of a 1965 4-door for a display. Needless to say, the one-half Corvair was the hit of the show.

The participants were:

Jim Wood	1965 CORSA
John and Dee Glusick	1965 4-door convertible
John Koll	1963 coupe
Bobbie Koll	1964 Monza convertible
Chuck Harlow	1966 CORSA convertible
Marcia Shuck	1963 Monza convertible
Rex Lang	1963 Monza convertible
Ben Benzel	1966 Monza convertible
Carolyn Baxter	1966 Monza coupe
Walt Hundertmark	1963 Corvan
Pat Markey	1966 CORSA convertible
	1965 CORSA

The shopping center was very pleased at the showing, the public interest was high. The cutaway Corvair we built drew a lot of attention as most people have never seen one-half of an automobile sitting in the middle of a shopping center mall before. One elderly gentleman remarked that Chevrolet made a mistake putting the engine in the rear of the car as it got dirty back there!!

Thanks to all who helped at the show. See you at the Mall of the Bluffs show September 17-19.

MALL OF THE BLUFFS CAR SHOW

September 17, 18 and 19 will find PPCC having a car show in the Mall of the Bluffs. This is one for which we will be paid.

About six cars will be needed. If you can enter one, call Jim Wood or John Glusick. We won't have a meeting before this show, so everyone will have to pitch in and do their bit.

Hopefully, the "half car" will be finished by then. (This really was a focal point of interest in the Rustic Hills show -- even in its unfinished state).

Some of the ladies of the Club plan to make a display of the photographs taken while we were working on this car as our Club project.

If you can't enter a car, maybe you can offer your time as we will need help while the cars are on display. Don't be bashful -- it is fun people watching while people are admiring our vehicles!

OLD CAR COUNCIL NEWS

At our August meeting Walt presented the Club with a check for \$110, our part of the OCC Swap Meet. This year's swap meet was more profitable than any preceding one, with a gross of \$7,900. A deposit of \$1,000 was made for next year's event, and over \$4,000 was spent on total advertising. The rest was divided among the member clubs of OCC.

For the November auto show in Denver there will be ten to twelve trophies given. Each entrant will receive a dash plaque with 3 x 5 cards for windshields.

Tickets for this show are \$5; however, advance tickets will sell for \$4 with member clubs getting to keep a dollar of each ticket. Walt now has 25 of these tickets to sell. Buy your ticket early as PPCC has the number one spot on the northwest corner of Currigan Hall, and you will not want to miss this show!

Walt will need four volunteers to work that weekend. If you can help out, let him know.

At the last Board meeting it was decided that PPCC would give Walt \$10 a month for his expenses for his monthly trip to Denver on our behalf as representative to OCC.

SHUCKS MOVING

About the first week in October Marcia and Dick Shuck will be moving to Anaheim, California. There, they will be opening a new branch of their company, Romar.

Good luck to you in your new venture! We will all miss you both.

This change will leave a vacancy for secretary and membership chairman. Any volunteers out there?

HAPPY BIRTHDAY

September 5	Dale Baxter
13	Jim Schwengler
16	Chuck Seelye
22	John Glusick

RENEWALS

Frank Sager

AS THE OIL FLIES

Walt has his new (?) pickup home now. John Koll helped him move it. Walt plans to take his two week vacation working on it.

MEET OUR MEMBERS

Chuck Harlow was hooked on Corvairs when he first drove his daughter's car a few years ago. She needed some work done on it, and while he was repairing it, he drove it around town. He talked her into trading her Corvair for another car he had.

Since then the Corvair Stable has grown by leaps and bounds! As a matter of fact, he bought ten acres of land for his cars and a garage.

Chuck was born and reared in Illinois. When he was 18, his family moved to Colorado, and except for a brief tour in the Army, he has been a resident of Colorado Springs ever since.

He and his wife, Tommy, have four children, three of whom are married. They are the proud grandparents of two granddaughters and a grandson.

Not only does Chuck have Corvairs, but he enjoys working on his two 1956 Ford pickups.

Cars are not his only interest, however. He and Tommy own Appaloosa horses which Chuck enjoys riding with his family. (Tommy rides because she doesn't like to be left behind!)

A long time member in PPCC, Chuck helps when his work permits it.

(Editor's Note: I cheated this month! Since I have more work than time, I wrote about the member I know best, not realizing how hard it is to talk about one's self. I promise to try to do better next month. Tommy)

CLASSIFIED ADS

WANTED: Restored Corvair. Ed Phillips, 2003 Santa Fe Drive, Pueblo, CO, 545-1514. (If he were placing an order, he would choose blue but would like to talk about yours if it is in good shape.)

FOR SALE: 1961 Corvair pickup, new paint, new tires, engine recently resealed, tonneau cover, AM-FM radio, \$2,300 negotiable. Omar Halverson, 392-9815.

FOR SALE: 1961 Corvair stationwagon, red with white top, red interior, automatic, new tires, new battery. Evelyn Halverson, 392-7600.

FOR SALE: Miscellaneous Corvair parts. Omar Halverson, 392-9815.

CHEVROLET

CORVAIR UNIVERSAL MUFFLER UNIT

(Includes Muffler, Tail Pipe
and Clamp Assembly)

This Muffler Unit can be installed on all 1960 thru 1963 Corvair (except Turbo-charger) and LDFC Models by performing the following rework operations:

1960 Models

1. Remove present Muffler and Tail Pipe Assembly by cutting Muffler from Exhaust Pipe as close as possible to Muffler Inlet.
2. Retain present Muffler Strap. If a new strap is required, use 6255963.
3. Rework Muffler Bracker Assembly in accordance with instructions shown on Illustration A, Page 2. If a new Bracket Assembly is required, use 3787224.
4. Install new Muffler Assembly. Use new Clamp Unit 3754882 to attach Muffler to Exhaust Pipe.
5. Install new Tail Pipe after cutting to required length in accordance with instructions shown on Illustration B, Page 2. Use Clamp Assembly, furnished with Unit, to attach Tail Pipe to Muffler.

1961 thru 1963 Corvair Pass (except Station Wagon)

1. Same as Step No. 1 above - 1960 Models.
2. Same as Step No. 2 above - 1960 Models.
3. Install Muffler, Tail Pipe and Clamp Assembly as furnished in Unit. No cutting or rework is required. Use new Clamp Unit 3754882 to attach Muffler to Exhaust Pipe. (Note: Exhaust gas discharges outboard).

1961 thru 1962 Corvair Station Wagon

1. Same as Step No. 1 above - 1960 Models.
2. Same as Step No. 2 above - 1960 Models.
3. Same as Step No. 4 above - 1960 Models.
4. Same as Step No. 5 above - 1960 Models.

1961 thru 1963 LDFC

1. Same as Step No. 1 above - 1960 Models.
2. Retain present Muffler Strap. If a new strap is required, use 3746524.
3. Same as Step No. 4 above - 1960 Models.
4. Same as Step No. 5 above - 1960 Models.

C - 1963
Chevrolet Motor Division
General Motors Corporation
Detroit 2, Michigan

Muffler Unit - 3834756
Issued: 1-15-63

(OVER)

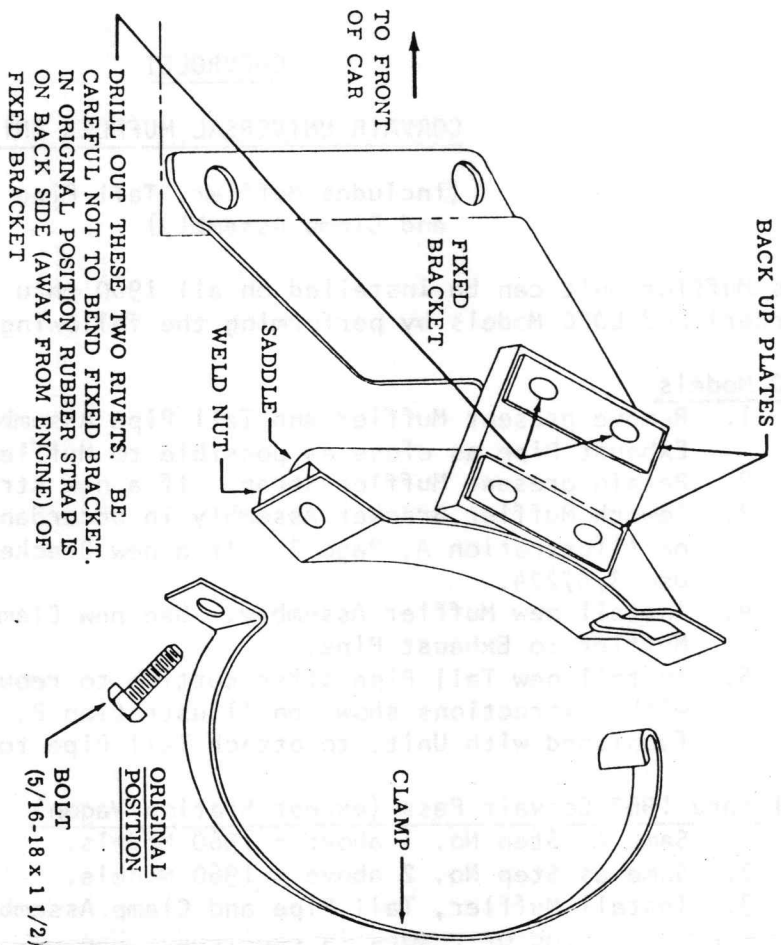


ILLUSTRATION A

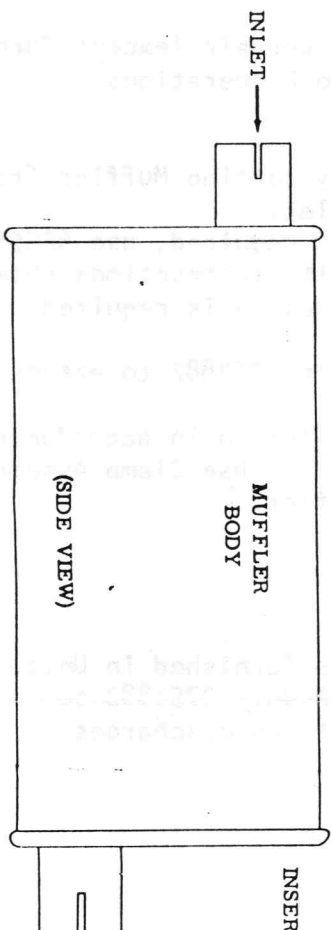
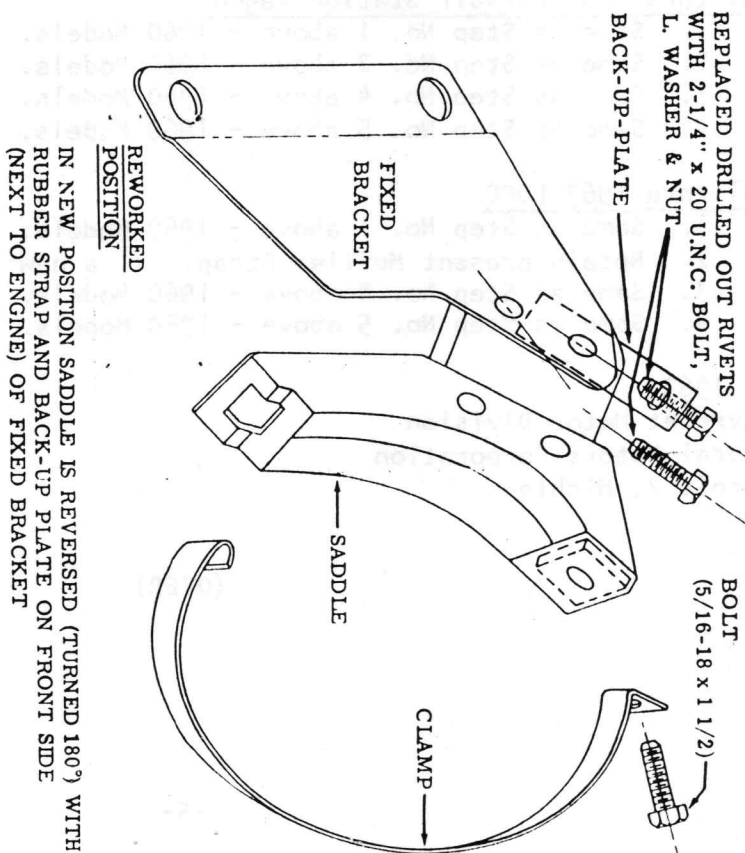
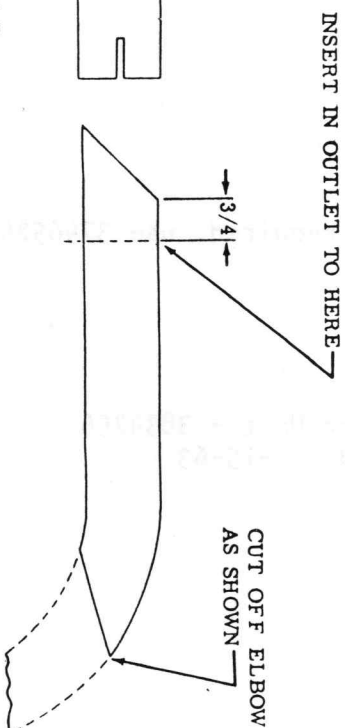


ILLUSTRATION B



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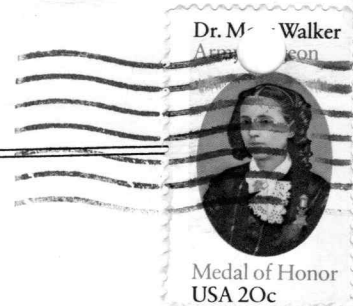
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THE DRIP LINE
Pikes Peak Corvair Club
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Colorado Springs, Colorado 80935



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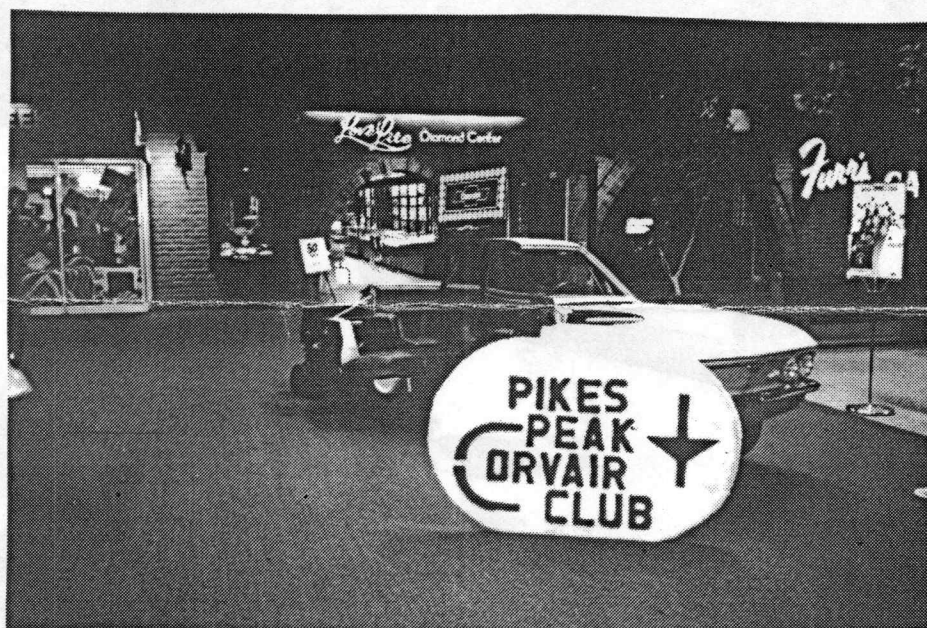
Mr. Walt Hundertmark
1305 North El Paso
Colo. Spgs., CO 80903

OCT 1982

THE

DRIP LINE

VOL. V NO. 10

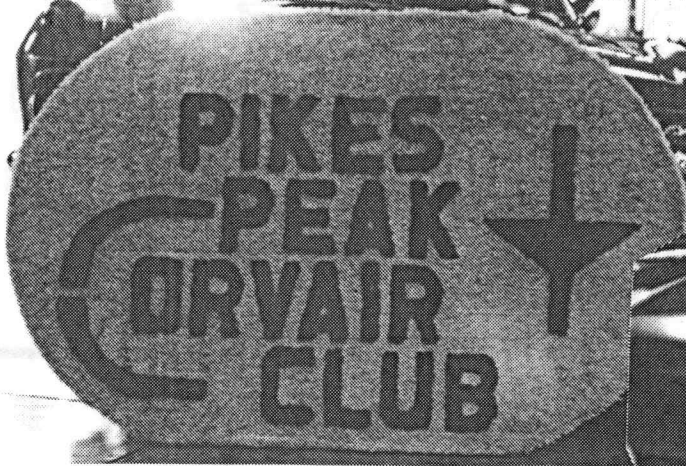


A Publication of ;



A CHAPTER of the

CORVAIR SOCIETY of AMERICA



MALL OF THE BLUFFS
CAR SHOW



PIKES PEAK CORVAIR CLUB

HALLOWEEN PARTY

WHEN: Tuesday, October 26, 1982

TIME: 6:30 P.M.

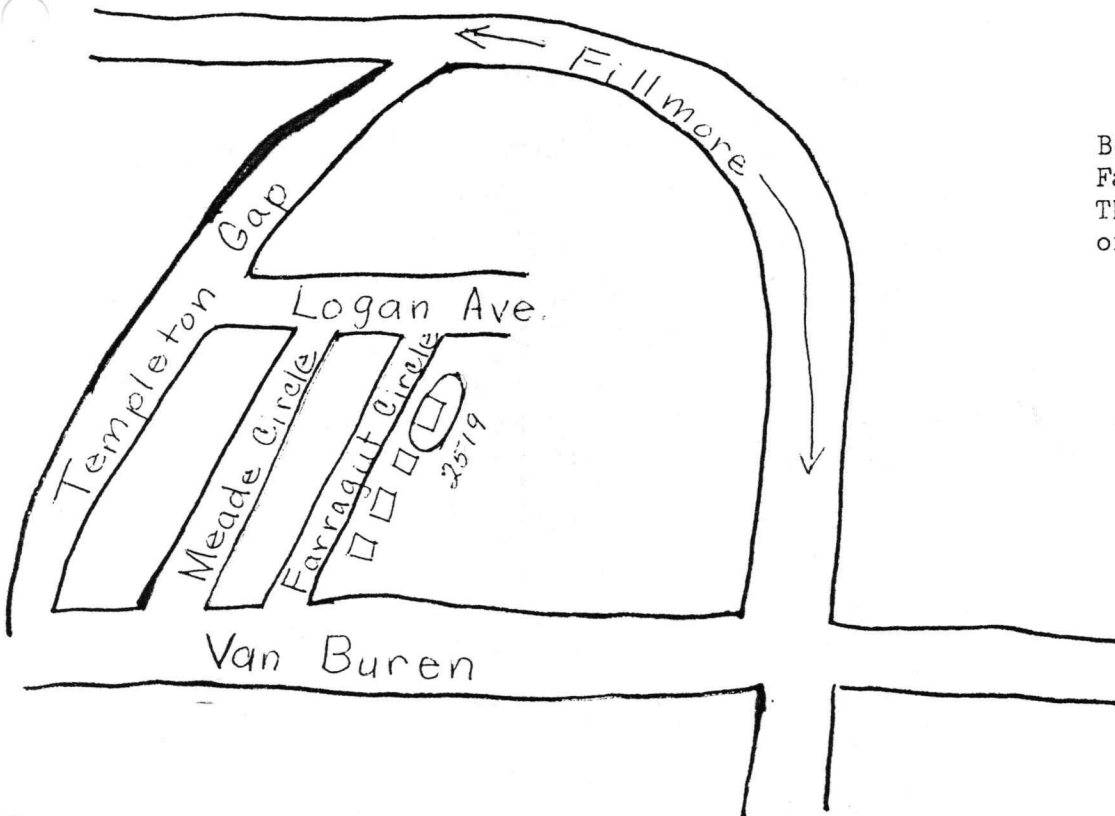
WHERE: Tommy and Chuck Harlow
2519 Farragut Circle
633-0619



Potluck. Bring a meat dish and your choice of vegetable, salad, or dessert. Plates, silverware, coffee, and punch will be served.

Bring the family. No alcoholic beverages will be served. Come as you are. This is NOT a costume party. Enjoy the good food and good fellowship.

!!GAMES AND PRIZES!!



Be sure you go to
Farragut Circle.
There is no 2519
on Farragut Avenue.

OFFICERS

John Glusick, President	544-1077
Walter Hundertmark, Vice President	632-0617
Dee Glusick, Secretary	544-1077
John Koll, Treasurer	593-1928
Don Crombie, Member at Large	475-0048
Pat Markey, Member at Large	591-2407
Walt Hundertmark, O.C.C. Representative	632-0617

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

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HALLOWEEN PARTY

Our October meeting will be held at the Harlow's, 2519 Farragut Circle. It will begin with a potluck at 6:30 p.m., Tuesday, October 26. Please bring a meat dish and your choice of salad, vegetables, or dessert. Punch, coffee, plates, and silver will be provided. Since this is a family dinner, we must request no alcoholic beverages.

We will have a short business meeting. Please bring your ideas about what makes the Corvair unique. These ideas will be incorporated in a display for the November O.C.C. car show. There will be games (with prizes) after the business meeting.

Everyone come as you are (this is NOT a costume party) and enjoy the good food and good fellowship!!!

COMING EVENTS

October 26 - Halloween party at Harlow's, 2519 Farragut Circle, 6:30 p.m., 633-0619

November 13 - Detail session to clean cutaway car, Koll's, 7613 Thunderbird Lane, 10:00 a.m., 593-1928

November 19, 20, 21 - O.C.C. car show, Denver

November 23 - Membership meeting - election of officers. Koll's, 7613 Thunderbird Lane, 7:00 p.m., 593-1928

January 23 - Membership meeting - installation of officers. Glusick's, 1929 West 20th, Pueblo, 6:00 a.m., 544-1077

ELECTION OF OFFICERS

Your Nominating Committee is presenting the following slate of candidates for next year's officers:

President
Vice President
Treasurer
Membership Chairman
Board Member

Ben Benzel
Walt Hundertmark
John Koll
Jim Wood
Richard Jackson

We need a candidate for Secretary. Also, nominations from the floor will be accepted. Please be sure the person you nominate will be interested in serving.

In case you think you might not mind running for one of these offices, but you are not sure what that officer does, read on. The job descriptions below will help you decide.

President - Conducts meetings; keeps the work of the PPCC running smoothly.

Vice President - Plans programs; conducts meetings when the President is absent from the meeting.

Secretary - Takes minutes at both the membership meetings and Board meetings. Keeps correspondence current.

Treasurer - Takes care of the Club's finances.

Membership Chairman - Greets and introduces guests. Follows up with a membership applications to both PPCC and CORSA.

Board Member - Attends Board meetings; helps with decision making; two year term.

One way to really feel a part of a club is to help with its work. Not only do you learn about your club, but it's a lot of fun getting to know everyone.

Since there is no December meeting (see article on December meeting), be sure and come in November so you can help elect our new officers.

SECRETARY APPOINTED

Dee Glusick has been appointed Secretary to finish Marcia Shuck's term.



NEW MEETING PLACE NEEDED

We are about out of a home again! Our meetings through January are set up to be in homes (see in separate articles).

Daniels Chevrolet will allow us to meet there, but we must be out by 9:00 p.m. Therefore, your Board feels it would be wise to try to find another place as it is difficult to limit the meetings' length.

If you have any ideas, please voice them! Thanks.

MALL OF THE BLUFFS CAR SHOW

August 21-22

On Friday evening, August 20th, we placed 7 1/2 Corvairs in the center of the Mall of the Bluffs. The new cut in half Club car was an instant success. It was a lot of fun to stand around to hear comments such as:

- Look, they ruined a perfectly good car.
- What happened to this one?
- A freight train hit it.
- Nader must have been driving this one.
- I bet the motor sure gets dirty back there in the trunk.
- Is this a 1983 Chevrolet?
- I wonder if they ever found the passenger and his seat?
- This car must drive down Academy Boulevard daily.

We want to thank everyone who put a car in the show, and those who helped guard the cars throughout the weekend. We were paid \$100 for this show, which will help the treasury. See you at Currigan Hall in November. - Jim Wood -

HAPPY BIRTHDAY!!!

October 5
12
16
18

Robert Douglas
Tommy Harlow
Jim Wood
Walt Hundertmark

Patronize Our Advertisers.



NO DECEMBER MEETING

Because December is such a busy month, your Board has cancelled the December membership meeting. Have a Merry Christmas and be ready for a new year of activities with your friends in PPCC.

INSTALLATION DINNER

Plan to attend our installation of officers Sunday, January 23, 1983, at 6:00 p.m. Dee and John Glusick have invited us to their home in Pueblo. We will be having an Italian dinner that evening. The menu will include meat balls, Italian sausage, rigatoni, and chicken. You will be able to indulge in each of the entrees.

Price for the dinner is \$2.00 for adults and \$1.00 for children.

After the meal we will have installation of officers; special awards will be given; and old-time movies will be shown.

Watch for further announcements so you will know when to make your reservations.

O.C.C. NEWS

Walt has lots of news about our car show in Denver. We have our entrants now, and enough good members volunteered to work two hour sessions if called upon to do so. Everyone who is working will be admitted free by showing your PPCC membership card.

Each entrant will receive a beautiful five inch circular dash plaque. There are fifteen trophies to be awarded in five different classes. These include a first, second, and third place for best group display, for best club participation, and for best pre-show sale of tickets. The last three trophies will be awarded to a class yet to be determined. Judges will be people who are not involved in O.C.C. and will be paid by O.C.C.

In order for the identification cards for the cars to be made up, entrants must put information on 3x5 cards and then slip these cards under the windshield wipers. Information needed is the following:

1. Year of car.
2. Make and model of car.
3. Owner's name.
4. Name of insurance company.
5. Insurance policy number.

Tickets cost \$5. If you buy your ticket now, PPCC can keep \$1 of it.

Walt has impressive posters done in gold and silver. If you have any ideas where to place these posters, let him know. He needs your help in finding appropriate places for these posters.

MEMBER OF THE MONTH

Ben Benzel, an admitted life-time Ford man, became interested in Corvairs about 2 1/2 years ago. He saw a Corvair, had an opportunity to drive it, and was hooked.

Since his first one, a 1963 convertible, was in poor shape, he had it rebuilt and tinkered with it. In the last two car shows, everyone has seen and admired his red 1966 convertible.

Recently he acquired a blue 1965 convertible. This one is a four speed, and like the others, requires some work to put it into the top shape he wants.

Ben was born and reared on a cattle and wheat farm near Ritzville, Washington. As he was growing up, he was a member of Future Farmers of America. While he was a member of this group, he raised two prize winning steers (no little feat!).

During the Korean conflict Ben had three brothers in the Army who urged him strongly to join some other branch of service. So, on his 20th birthday, Ben became a member of the Air Force where he served for 22 years, 3 months and 15 days.

While stationed in San Antonio, Texas, he met his wife, Bettie Jo. They have one daughter, Kandel, who was born in Vincenza, Italy, and is now 16 years old.

Ben's tours of duty while in the Air Force include Texas, Washington, California, Colorado, Okinawa, and Italy.

In October, 1970, he retired from the Air Force, and Ben and his family settled in Colorado Springs.

Ben was in personnel his entire military career; so it is just natural he is still working with people.

Ben joined the N.C.O. Association in 1967 and served on their Board of Directors from 1969-1973. He is now a counselor with the N.C.O. Association. In his present position he helps handle veteran's affairs and also counsels with veteran's survivors in the event of death. He tells us the N.C.O. is the largest quasi military association today.

Ben is also a life underwriter for the Academy Life Insurance Co. of Valley Forge, PA.

When working on his car, he doesn't feel he can tackle a major mechanical job, but he likes to tinker.

He says, "Going topless is fun in my Corvair convertibles."



TECH TIP

MAINTENANCE: YOUR CAR'S ON-GOING CONCERN

Courtesy Rocky Mountain
Classic Chevy Club

Does this sound familiar? "I think I'll just replace that old air conditioning fan belt myself and save a few bucks."

Well, how many shadetree mechanics have begun such a Saturday morning project bright and early only to have ended up cursing the engineer that designed it by noon? "They don't make 'em easy to work on like they used to," you might say. At first glance, that might seem like an astute observation but let's look at the situation a little closer.

In 1932 you could have purchased a car for as low as \$460 -- a price the common man could afford. But a "common man" was earning about \$25 a week and typically ended up maintaining his own car as a necessity to save himself a few dollars. This meant doing over 200 separate servicing procedures during the course of a single year. Today's cars usually need fewer than 50 scheduled maintenance procedures over a 50,000 mile period. Keeping the family buggy in top running condition during the balance of the 30's and on into the 40's, required vigilance since automotive engineering advanced only minimally. There was no such thing as a Saturday morning mechanic. A few of the major points he had to keep on top of were, the changing of the oil every 2,000 miles, filling the transmission, rear axle, master brake cylinder, battery and shock absorbers every 1,000 miles. Twice yearly, the cooling system had to be drained, flushed and refilled and the speedometer cable had to be lubricated. Also, the steering gear and carburetor oil bath air cleaner had to be refilled every 5,000 miles.

If the car owner faithfully followed his automobile's maintenance schedule, he still had to deal with the problem of durability. Valves in Fords of the 1930's needed frequent adjustment and if those adjustments were not attended promptly, they suffered the ravages of the constant pounding. The rear Duflex springs of the 1938-1941 Pontiacs didn't flex enough and would break. Timing chains in these same cars had a way of snapping -- usually at the most inopportune moments. Chevrolet transmissions in 1946, 1947 and 1948 models were known to jam in gear. To be sure, automotive engineering experienced growing pains.

Those who think fondly of the "old days" often point out the difficulty of working on a modern car. Some do-it-yourselfers will tell you that it takes "forever" just to get at sparkplugs for replacement because air conditioning, emission controls and other plumbing now take up heretofore unoccupied space under the hood. In some cases, replacing sparkplugs of newer cars is more difficult than doing the job on an oldie, but remember, you only have to do the job half as often. Engine tune-ups now have been stretched to as much as once every 24,000 miles.

Throughout the 1950's and up to the '80's, automobiles have become more complex, but car care has become easier. For instance, the 1957 Chevrolet Bel Air used mechanical breaker points that needed adjustment, cleaning and periodic replacement. Today's Chevys are equipped with breakerless ignition. General Motors cars in 1959 had three unsealed universal joints that needed cleaning and repacking every 10,000 miles. Contemporary autos are fitted with

sealed U-joints that may not have to be replaced ever. And what about the development of the maintenance-free battery and other time-saving conveniences that have been engineered into our cars?

Perhaps the passing years have dulled some of our memories or for those of us who are just too young to remember, car care during the 1930's, 1940's, and 1950's only seemed to be less difficult than we experience with today's machines. While newer cars need far less maintenance than did earlier ones, unfortunately, people tend to overlook some of the recommended servicing intervals. And that's usually why things go wrong. The solution to a lot of problems, therefore, is to do maintenance when it's called for by the schedule in the owner's manual. So, as you drive merrily along, be comforted by the fact that car care today is easier than ever.

AS THE OIL FLIES

We were pleased to have Roy Sharp as a visitor at our last meeting. He tells us that he has a 1962 two-door coupe and a couple of four door cars which need work. We hope you come again.

Walt reports he went on a Mustang rally recently. He really enjoyed it and urged more of us to take part in these events planned by other car clubs.

CLASSIFIED ADS

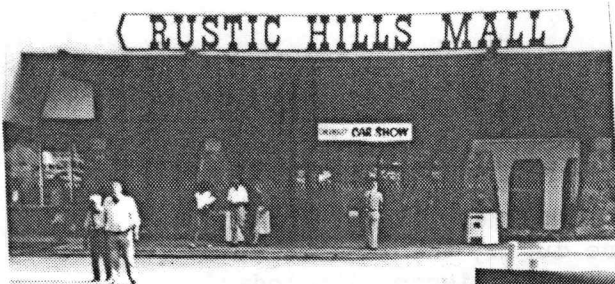
FOR SALE: 1966 Turbo-charged Corsa Coupe, new red paint, sunroof, 4-speed, quick shift kit, telescoping steering column. A pleasure to drive - very fast. \$2,850. Jim Wood - 591-2407 or 574-0750.

FOR SALE: One late model convertible and one late model coupe. Make offer. Dwight Smith - 473-7948.

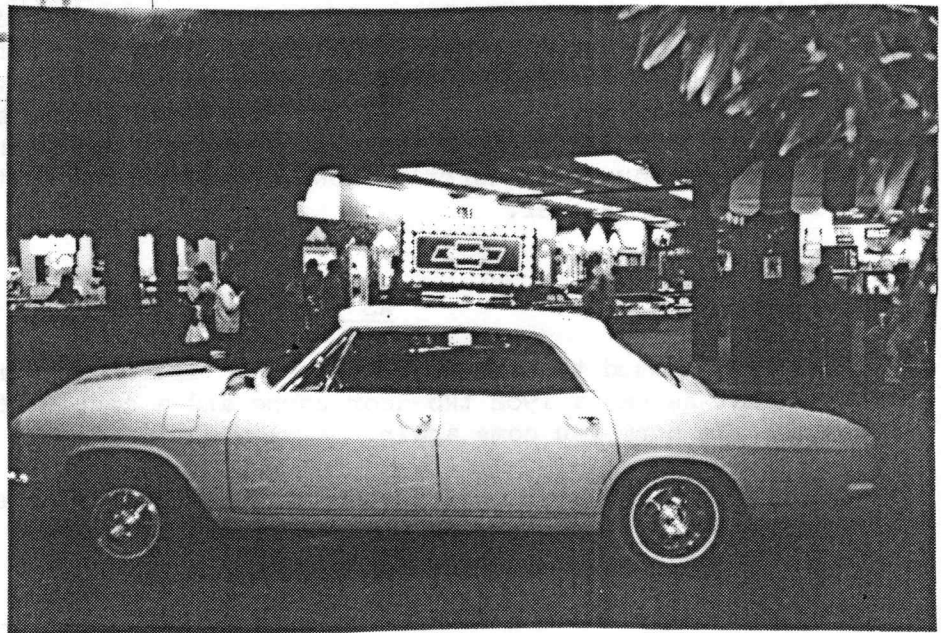
FOR SALE: Miscellaneous Corvair parts. Omar Halverson - 392-9815 after 6:00 p.m.

WANTED: Rust-free and major dent free 1965-69 Corvair convertible. Interior, engine, transaxle, electrical, glass, trim and/or roof need not be in car but the steering and suspension must be complete and in good enough shape to tow back to Canada. Enclose picture if possible. James T. Dover, 37 Kingslake Road, Toronto, Ontario, M2J 3E4, Canada.





RUSTIC HILLS MALL
CAR SHOW



EDITOR'S DILEMMA

Getting out this newsletter is no picnic.
 If we print jokes, people will say we're silly;
 If we don't they say we're too serious.
 If we clip and use things from other papers,
 We're too lazy to write our own articles;
 If we don't we're stuck on our own stuff;
 If we stick close to our regular work all day,
 We ought to be out hunting up news and taking pictures.
 If we do go out and try to hustle up news,
 We ought to be on the job in the office.
 If we don't print contributions and/or recipes,
 We don't appreciate true genius: If we do, the newsletter may
 be filled with junk.
 If we make a change in someone else's article
 We are too critical, and if we don't we're asleep!
 Now, like as not, someone will say we swiped
 This from some other paper. We did!!

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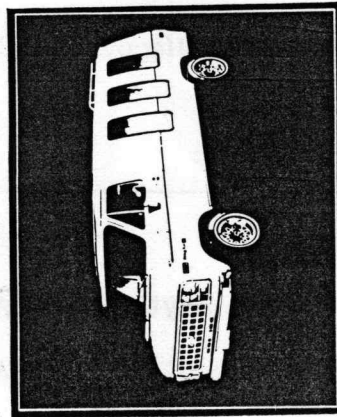
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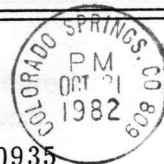
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The Ultimate
Van

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



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1305 N. El Paso
Colorado Springs, Co. 80903*

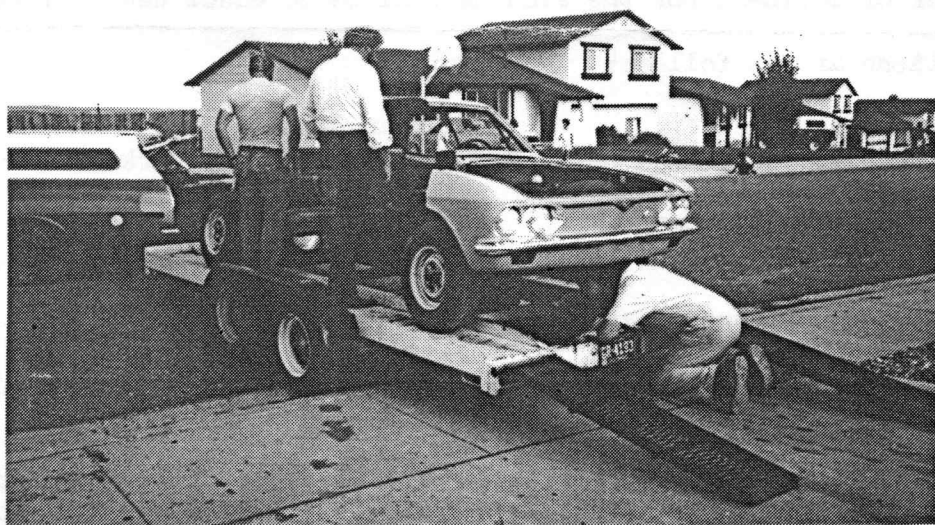
NOV 1982

THE

DRIP LINE

VOL. V NO. 11

Happy Thanksgiving!



A Publication of;

A CHAPTER of the

CORVAIR SOCIETY of AMERICA



OFFICERS

John Glusick, President	544-1077
Walter Hundertmark, Vice President	632-0617
Dee Glusick, Secretary	544-1077
John Koll, Treasurer	593-1928
Don Crombie, Member at Large	475-0048
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NOVEMBER MEETING

Our November 23, 1982, meeting will be held at Bobby and John Koll's. The big order of business for the evening will be to elect new officers.

Nominations are as follows:

President	Ben Benzel
Vice President	Walter Hundertmark
Treasurer	John Koll
Membership Chairman	Jim Wood
Board Member	Richard Jackson

We still need someone to agree to run for Secretary.

After the business meeting, old movies will be shown. Come and join us. Have your say in the running of the Club and make your vote count!

Directions to 7613 Thunderbird Lane: Take I-25 to the Woodmen Road exit. Turn left on Woodmen Road, go under I-25. Turn right on Pine Creek Road and follow it around the curves until you come to the yield sign on Tudor Road. Turn right on Tudor Road, go through the white gates marked "Thunderbird Estates". On your left there are two trees in the middle of the road, and on your right will be the Koll's driveway. (Hope I don't get everyone lost!)

RENEWALS

David Day	Tom Rathbone
George Greeley	Richard Shuck

NEW MEETING PLACE

We have a new home -- "meeting place". At the last meeting Ben Benzel offered the fine building of the NCOA, located on the south end of the U.S.A.F. Academy on Pine Valley Drive.

Due to other organizations utilizing the building, our monthly meeting may be moved from the last Tuesday of the month to the last Wednesday or Thursday of the month. If you have a preference on the meeting night, please let your desires be heard.

We will keep you posted in the Drip Line on details. We look forward to seeing you at the clubhouse at the Academy.

INSTALLATION DINNER

Remember to save Sunday, January 22, 1983, for our Italian dinner at the Glusick's with the installation of officers following. Price of the dinner is \$2.00 for adults and \$1.00 for children. The next Drip Line will have information on reservations.

O.C.C. NEWS

Well, the "big show" is almost upon us. P.P.C.C. has three cars, one van, one ultra-van, and one-half display car for exhibition.

Walt had four large posters framed: one of our cut-away car, a 1966 informative chart on Corvairs, an "exploded" view of a disassembled engine, and a bulletin board on which to display snapshots of the progress of our Club project car. There will be a large easel on which to display these.

If you plan to go to the show, offer to help a short time at our display. (This will give you free entrance as well as helping out the Club.) If you do work, present your Club membership card at the northwest entrance of Curriگان Hall. Not only will you get in free, you will enter right behind our display!

Good luck to all entrants.

HALLOWEEN PARTY

On October 26th, we met at the Harlow home for our October meeting and Halloween party. After a potluck that would please any trick-or-treater, we had a short business meeting. This was followed by games, mostly Corvair inspired. The prizes will come in handy, too, while the winners are Corvairing.

Watch next month's edition for a peek at the cake Carolyn Baxter made, and the strange contortions brought about by playing "Funny Bones"!

* * * * *

Your Drip Line staff wishes everyone a Happy Thanksgiving.

GLUSICK'S MUSICK

This is going to be a very busy month for the members of the P.P.C.C. We have the O.C.C. car show November 19-21. We will need people to help at the show. Call Walt Hundertmark if you can go to Denver that weekend. Remember, it is your Club, so come take part.

Talking about taking part in the Club, a very big part is coming up this month. We have elections of officers for next year. Remember, these people will be running the Club, so if you like, or don't like, the candidates, this is the meeting to come to.

We had a great Halloween party and meeting. It was lots of fun. Many thanks to Evelyn, Tommy, and Carolyn.

Our year is just about over. I would like to thank all the people who worked so very hard to make this year so enjoyable. We are lucky to have a publication like the Drip Line. It seems to be the backbone of the Club.

As we go into the holiday season, Dee and I would like to wish the members of the P.P.C.C. a very good and happy holiday. Remember to give thanks for the great country in which we live where we can worship God and enjoy little things like belonging to a great club like P.P.C.C. and driving a Corvair.

God Bless and Have Fun!

--John and Dee--

ROCKY MOUNTAIN CORSA CHRISTMAS PARTY

We have received the below invitation to Rocky Mountain Corsa's Christmas party in Denver. It will be at the Royal Quality Inn, 3290 Youngfield, Wheat Ridge.

"Join us for an evening of dinner, dancing, entertainment and Corvair-ing. Cocktails (provided by RMC) at 6:30 p.m. Dinner at 7:30 p.m. Dancing, door prizes and talent show to follow the dinner.

Dinner is \$11.50 per person (children, \$10.00). The evening's menu will feature prime rib, baked potato, tossed salad, the chef's special vegetables, roll and butter, and choice of drinks.

Reservations are being accepted now, and must be prepaid by December 3rd. Please make checks payable to Rocky Mountain CORSA.

In addition, the Royal Quality Inn is offering a special overnight discount of 10% for out-of-towners attending the Christmas party. You should contact the motel directly to make reservations by calling 238-7701, or by writing to the motel at the address given (to the attention of Ms. Edith Germain).

The motel's reservation deadline is December 1st. Rates are \$30 for a single and \$36 for a double. Be sure to mention the "Corvair Club" when speaking to them to get the discounted rates.

And, if anyone would like to share their talent (singing, skits, musical instruments or ??), please contact Wayne Phillips at 422-8762 or Diana Emerson at 744-3001. PLEASE PLAN TO JOIN US!"

MINUTES OF THE MEETING

The regular meeting of the Pikes Peak Corvair Club was called to order by the President, John Glusick, at 7:40 p.m. after a potluck dinner at the Harlows.

There were no Secretary or Treasurer reports as the records were unavailable.

The candidates for next year's officers were read as follows:

President	Ben Benzel
Vice President	Walt Hundertmark
Treasurer	John Koll
Membership Chairman	Jim Wood
Board Member	Richard Jackson
Secretary	Open

A volunteer for the position of Secretary was requested, with no response.

Correction of the officers Installation Banquet was made, as it is Saturday, January 22, 1983, not Sunday, January 23.

Walt Hundertmark gave a report from O.C.C. He gave out posters for the car show and told of the dash plaques each car would receive.

A work day for our cut-away car was set for November 13th when the final touches for our display will be completed.

Ben Benzel presented the idea of having our meeting place at the Air Force Academy. This was discussed and a motion made by Jim Wood that the meeting place should be left up to the President. It was seconded by Richard Jackson, and passed unanimously. A new meeting night may have to be chosen.

Holding Board meetings each month was discussed, and it was decided that one each month was not necessary. In the future, the President will call for a meeting when he feels there is a need for it.

Dale Baxter made a motion to adjourn, which was seconded by Jim Wood.

Respectfully submitted,

Dee Glusick, Temporary Secretary

HAPPY BIRTHDAY!!

November 21
22
30

Howard Young
Richard Shuck
Bonnie Sager

MEMBER OF THE MONTH

Versatile is the word that best describes our Member of the Month. Although Delta and Tom Rathbone had an interest in Corvairs in the early Sixties, they didn't own one until about two years ago. Then, they answered an ad in the Thrifty Nickel and purchased a 1965 four door.

Now, when they fly their Cessna 210 to the family ranch in Wyoming, they buzz the house and someone meets them in their Corvair. Tom explains that this is a great car to keep there because they don't have to worry about its freezing in the winter.

Delta was working in Washington, D.C., as a secretary for Senator O'Mahoney of Wyoming when she met Tom, who was there in engineering school. They were married in 1950.

They have four children and eight grandchildren. Their daughter, Jane, lives next door to them in Black Forest. Their son is attending school in Provo, Utah. Another daughter and her family live in Livermore, California, where her husband is working on his Ph.D. They are hoping to return to the area so her husband can have a return engagement as an instructor at the Air Force Academy. Still another daughter is a "city" dweller here in Colorado Springs.

Tom says they all drive rear-engine cars -- Porsches! The eldest daughter even does time trials--not wheel to wheel--in hers.

The family has called Denver, Kansas City, and West Los Angeles home. It took twenty-one years, but in 1973 they returned to Colorado, living one year in town while building their home in Black Forest.

In 1973 they planned to put their dental equipment manufacturing business (Delta Dental Manufacturing) on a part-time basis. However, this did not go quite according to plans. They now employ 34 to 36 people.

While in the service, Tom was a member of the Air Force Band. He and Delta still continue their interest in classical music, and they both play the piano.

Since they own their own glider, the Black Forest Glider Port played a big part in their decision to settle here. Being next door to a glider port makes them the envy of their California friends who have to drive at least 100 miles to pursue this hobby.

At one time they manufactured the Zee Bird. This was a 1957 fiberglass Ford Thunderbird on a Volkswagen chasis. This was sold to Bradley Automotive.

The tooling for the doors on the Sikorsky S-76 helicopter (a commercial helicopter) was done by Tom.

After selling the Delta Dental Manufacturing Company, Tom wants to build a two-story office building on his land on Garden of the Gods Road. Here he will establish his office as a consulting engineer with honeycomb and composite structures as a speciality.

MINUTES OF THE BOARD MEETING

The October 5, 1982, Board meeting of the Pikes Peak Corvair Club was called to order by the President, John Glusick, at 8:00 p.m.

Treasurer's report of \$391.35 with receivables of \$100 was approved.

No Secretary's report was available.

Jim Wood gave a report on the Mall show. They were very pleased and would like to set up a yearly show with us.

It was discussed and decided that a monthly Board meeting was not needed. Board meetings will be held, at the President's discretion, only when business needs to be discussed. There will be no Board meetings in November or December.

The meeting for October will be a potluck dinner at Chuck and Tommy Harlow's at 6:30 p.m. Those attending will need to bring a meat dish and a vegetable or dessert.

The November meeting will be at John and Bobbie Koll's at 7:00 p.m. Old movies will be the entertainment.

The December meeting was cancelled.

An installation of Officers Banquet will be held January 22, 1983, at John and Dee Glusick's in Pueblo. It will be catered by Colletti. A charge of \$2.00 per adult and \$1.00 per child will be charged. The Club treasury will pay for the difference. Plaques will be presented to members, noting the car shows they had entered.

John Koll made a motion, seconded by Pat Markey, that John Glusick be allowed to spend up to \$50 in the making of the plaques. The motion was unanimously approved.

The Board members were asked to act as a nominating committee for next year's officers by John Glusick. After some discussion and a few phone calls, they presented the following names:

President	Ben Benzel
Vice President	Walt Hundertmark
Treasurer	John Koll
Membership Chairman	Jim Wood
Board Member	Richard Jackson
Secretary <i>Evelin</i>	No prospects

Work day on the cut-away car for the O.C.C. car show was set for November 13th at John Koll's, beginning at 10:00 a.m.

The meeting was adjourned.

Respectfully submitted,

Dee Glusick, Temporary Secretary

COMING EVENTS

November 19-21 --- O.C.C. Car Show, Currigan Hall, Denver

November 23 --- Membership Meeting - Election of Officers. Koll's,
7613 Thunderbird Lane, 7:00 p.m., 593-1928

December 11 --- Rocky Mountain Corsa Christmas Party, Royal Quality
Inn, 3270 Youngfield, Wheat Ridge, 6:30 p.m.
(See details on page 3)

January 22 --- Membership Meeting - Installation of Officers.
Glusick's, 1929 West 20th, Pueblo, 6:00 p.m.,
544-1077

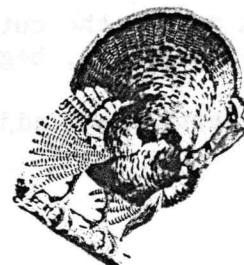
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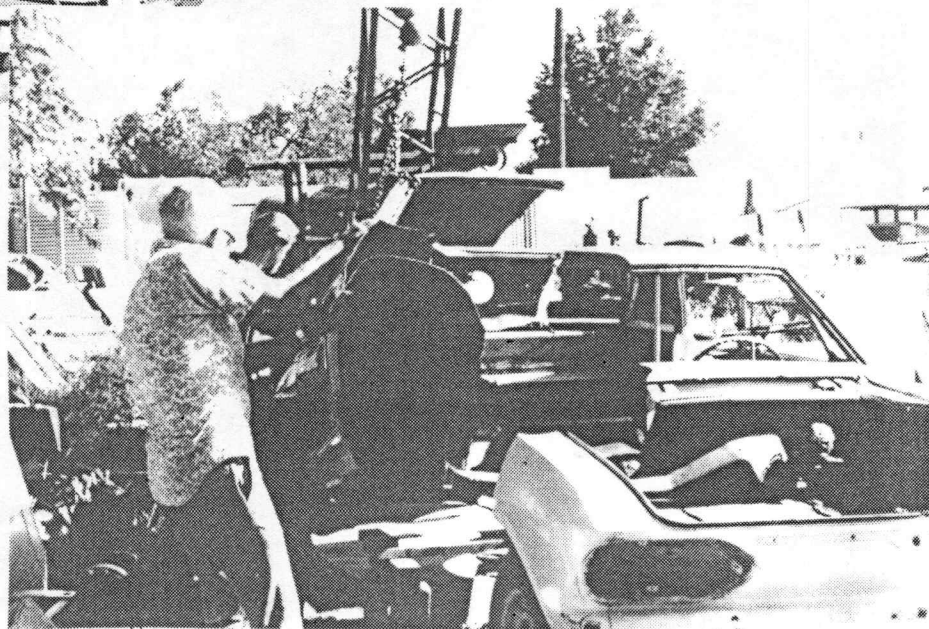
FOR SALE: 1966 Monza convertible, maroon, white manual top, new rear window, excellent, original white interior with black trim, automatic, 140 HP, 5,000 miles on completely rebuilt heads, steel-belted radials, Delco AM radio, rust-free southwest car, \$2,495.00; Contact Doug Thompkins, 3975 Celia Way, El Paso, Texas 7922 (915) 584-8317

"This is a story about four people named Everybody, Somebody, Anybody, and Nobody. There was an important job to be done and Everybody was asked to do it. Everybody was sure Somebody would do it. Anybody could have done it, but Nobody did it. Somebody got angry about that because it was Everybody's job. Everybody thought Anybody could do it, but Nobody realized that Everybody wouldn't do it. It ended up that Everybody blamed Somebody when Nobody did what Anybody could have done."

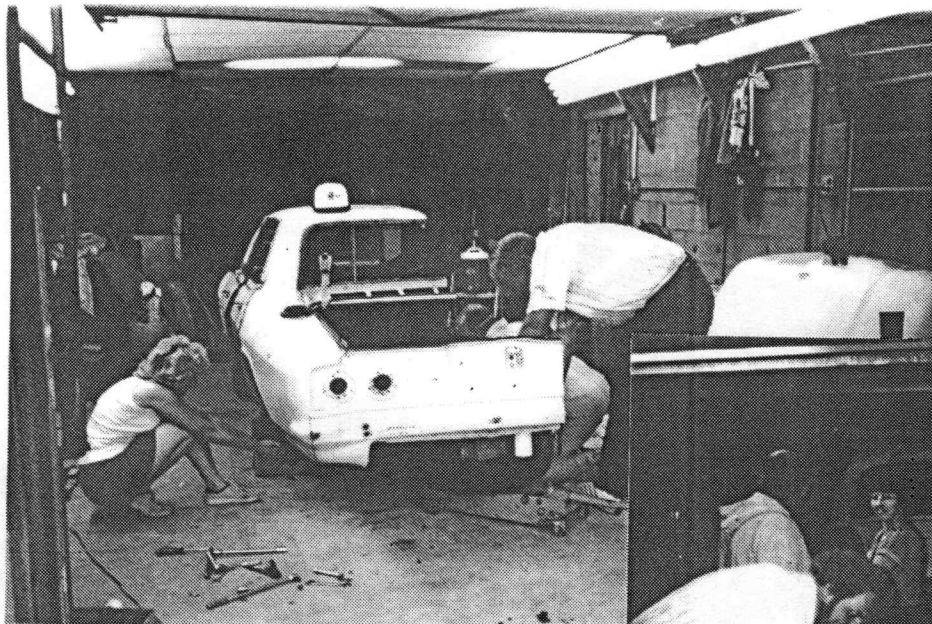
- Anonymous

Taken from the Mallett Publication, February 1982.

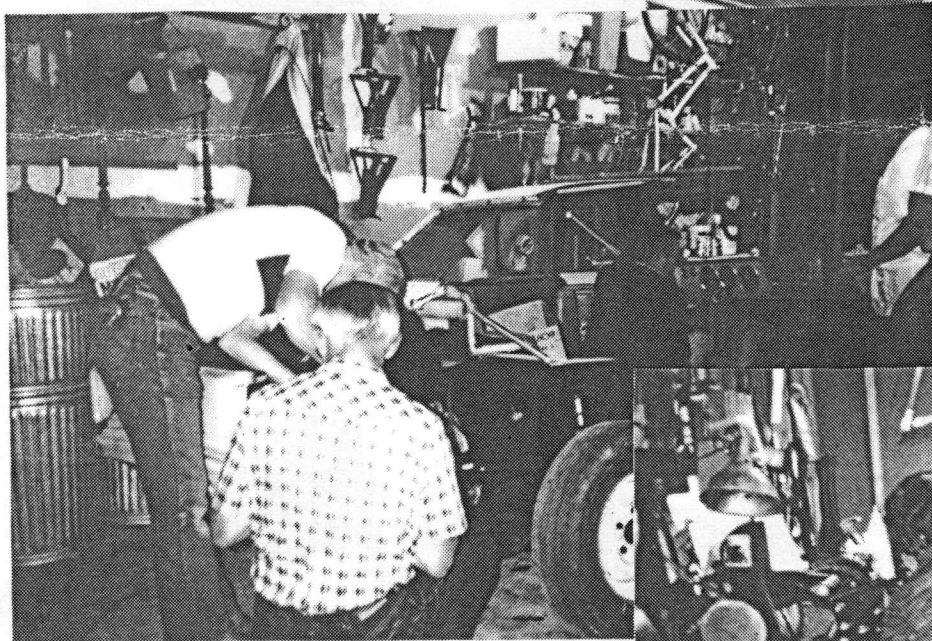




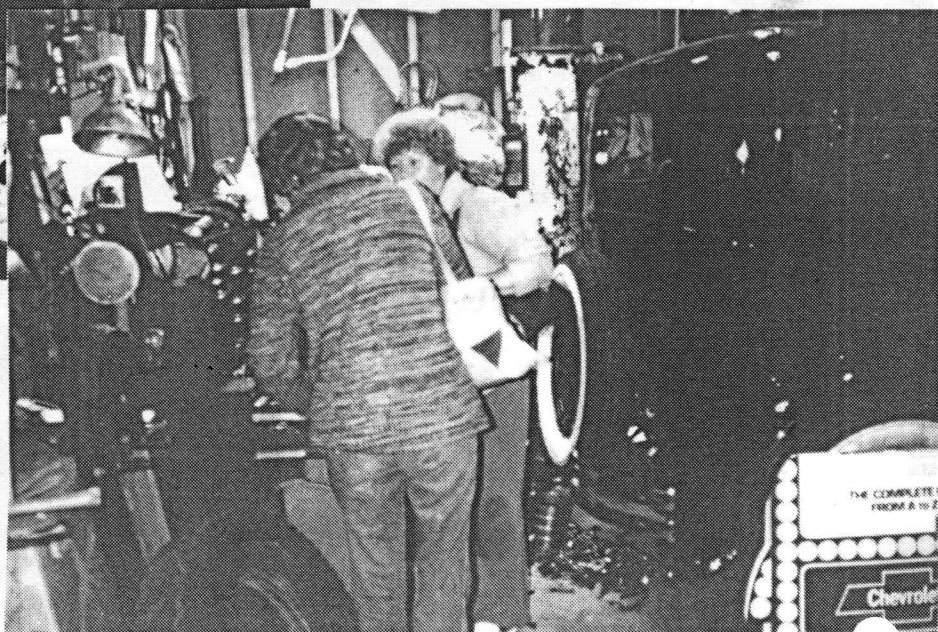
THE CUT IS MADE!

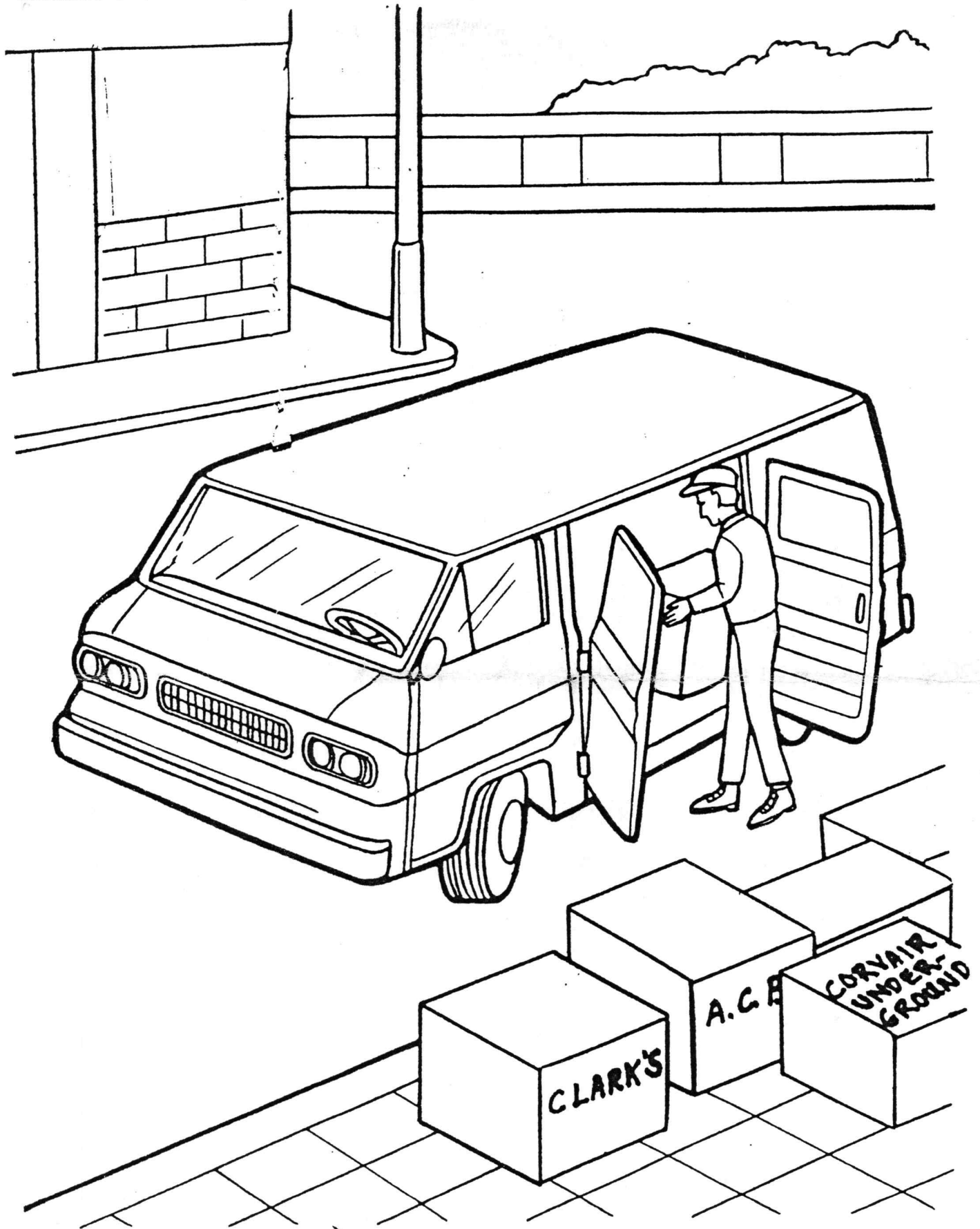


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Pikes Peak Corvair Club
P.O. Box 15034
Colorado Springs, Colorado 80935



SEND TO:

Mr. Walt Hundertmark
1305 North El Paso
Colo. Spgs., CO 80903

DEC 1982

THE

DRIP LINE

VOL. V NO. 12

Merry Christmas!

Happy New Year!



A Publication of;



A CHAPTER of the

CORVAIR SOCIETY of AMERICA

OFFICERS

John Glusick, President	544-1077
Walter Hundertmark, Vice President	632-0617
Dee Glusick, Secretary	544-1077
John Koll, Treasurer	593-1928
Don Crombie, Member at Large	475-0048
Pat Markey, Member at Large	591-2407
Walter Hundertmark, O.C.C. Representative	632-0617

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

The Drip Line is a monthly publication of the Pikes Peak Corvair Club, a non-profit organization. Deadline for submitting information to The Drip Line is the first Tuesday of each month for that month's publication. Classified ads are free to members. Commercial rates are available upon request. Ads may be placed by calling Tommy (633-0619) or Evelyn (392-7600).

ELECTION OF OFFICERS

At the November meeting the election of officers for 1983 was held. Your new officers are:

President	Ben Benzel
Vice President	Walt Hundertmark
Secretary	Evelyn Halverson
Treasurer	John Koll
Board Member	Richard Jackson
Membership Chairman	Jim Wood

Our January meeting will be at Glusick's (see separate article).

We are changing our meeting nights to the fourth Wednesday of the month. We will publish a map in your February Drip Line so you can join us.

There will be no January Drip Line.

HAPPY BIRTHDAY!!

December 1	Vera Young
9	Frank Sager
11	Bill Hames
14	Terry McKenna
20	Dee Glusick

RENEWALS

Richard Jackson

GLUSICK'S MUSICK

It's about time for that jolly ol' elf in his red Corvair, er, I mean suit. Well, whatever he comes in, I hope he brings you your best Christmas wish.

We had a very good weekend for the Old Car Council Car Show. The variety of autos was great. If your bag is a copper body Rolls-Royce or Candy Apple Red "32" Ford street rod, they were all there. The best of all was P.P.C.C. because we won first place and the Founders Award. It makes me proud that we were one of the top clubs, out of 44 auto clubs state-wide. In fact, we should all be proud! Thanks to everybody who took part in the show.

I would like to wish everybody a very Merry Christmas and great New Year. I know the P.P.C.C., with our new officers, is going to have a super new year. Happy Holidays.

-John-

INSTALLATION OF OFFICERS DINNER

Plan to attend our family dinner, Saturday, January 23, 1983, at 6:00 p.m. It will be held at John and Dee Glusick's, 1915 West 20th, Pueblo, Colorado. The dinner is being catered by Collette's.

The menu is as follows:

Meatballs in sauce
Rigitoni
Italian sausage
Chicken
Rolls

Green salad with Italian or French
dressing
Vanilla ice cream with choice of
toppings
Iced tea, coffee or punch

No alcoholic beverages will be served. Cost is \$2.00 for adults and \$1.00 for children under 12. Reservations with payment in advance is needed by January 10th. Call either John and Dee Glusick, 544-1077, or Tommy Harlow, 633-0619.

See insert in this newsletter for map to the Glusick's and reservation form.

O.C.C. NEWS

Our Club was mentioned in the publication Rallye. There was an article by Chris Wolfe about the O.C.C. car show. In it he mentions our cutaway car. In the same publication we are listed as winning first place. Our trophy was the Colorado Classic Thunderbird Club Founders Trophy.

Coming up next year is the auto swap meet and flea market of the Classic Chevys of Colorado. This will be held at Phil Long Ford in Motor City. It will be March 6, 1983. If you are interested in a 10' x 10' space, contact Walt Hundertmark.

O.C.C. CAR SHOW

By Jim Wood

On November 19th, three and a half Corvairs and one Ultra-Van convoyed to Denver for the annual Old Car Council show at Currigan Hall.

John Glusick (our President) designed and manufactured a pedestal turntable to place the new Pikes Peak Corvair Club cutaway car on top of so it would revolve during the show. Walt Hundertmark built a large easel and had cutaway pictures of the Corvair body and drivetrain framed and mounted with corresponding numbers on the pictures and on the car. This was very informative to people who did not know the uniqueness of the Corvair body and drivetrain parts.

The display of the information boards and the little Corvair that had been cut in half drew a lot of attention throughout the three day show. In fact, it drew so much attention that Pikes Peak Corvair Club won the Founders Award for excellence in a club display which is informative, interesting, educational, enlightening and entertaining to the public.

Jim Wood's Ultra-Van, just completely repainted (14 gallons) in three shades of blue with silver accent stripes and a white top, was placed on the opposite end of the Club display. With the door standing open and the TV on, the public thoroughly enjoyed viewing one of the most unique motor homes ever manufactured. Between the Ultra-Van and the cutaway car were John Koll's 1964 Monza convertible, Ben Benzels's 1964 Monza convertible, and Walt Hundertmark's custom 1964 Corvan 95.

One of the unusual aspects of the display was the fact that the revolving cutaway car was roped off in a manner so the public could completely surround it (and at times they did).

We want to thank all who entered cars, and especially those who spent the weekend manning the information table. A special thanks to John Glusick for keeping the turntable in operation throughout the entire weekend.

WHAT MADE A CORVAIR UNIQUE

A lightweight aluminum air-cooled engine -- 85 to 180 H.P.

A flat opposed six-cylinder engine.

Rear-mounted engine and transaxle available with three speed, four speed, or automatic transmission.

Unitized construction of frame and body.

First mass-produced American car with a fully independent suspension engine.

No floor tunnel -- a flat floor.

Most leg room, of all compacts, of its day.

Full five passenger sedans, coupes, station wagons and convertibles.

Commercial line included vans and pickups.

MINUTES OF THE MEETING

The regular meeting of the Pikes Peak Corvair Club was called to order by Vice President, Walt Hundertmark, at 7:35 p.m., at the home of the Kolls, in the absence of President John Glusick, who was ill.

John Koll moved that the Secretary's report be approved as printed in the Drip Line. The motion was passed.

Treasurer's report was given and approved.

Dee Glusick displayed the Founders Award the Club won and gave a report of the car show in general.

The candidates for next year's officers were introduced. They were:

President	Ben Benzel
Vice President	Walt Hundertmark
Treasurer	John Koll
Secretary	Evelyn Halverson
Membership Chairman	Jim Wood
Board Member	Richard Jackson

As there were no other nominations from the floor, John Koll made a motion that a White Ballot be cast for all officers. The motion passed unanimously.

The new meeting place was discussed, and Ben Benzel passed out maps. The fourth Wednesday of each month was chosen as our new meeting time.

Walt Hundertmark introduced a guest he had brought, who demonstrated a security device for cars.

Everyone was reminded of the Installation of Officers dinner on Saturday, January 22. Details will be in the December Drip Line.

The meeting was adjourned to watch old movies presented by guest Bill Altman.

Respectfully submitted,

Dee Glusick
Temporary Secretary

DO YOU REMEMBER...

The PMI show in Pueblo? John and Dee Glusick, Tom Torrez, and Jim Wood won trophies there.

The "promotional" Sunday for our Club spent at KIIQ in Manitou? Chuck Baker, Evelyn Halverson, and Jim Wood set this up for us.

The Denver Tour? Remember the early model Corvair parked in the drive of the Richthofen Castle? That's also the tour where our fearless leader, Dick Shuck, got lost!!!

Walt stepping in when we needed a new Vice President? You've done a good job, Walt.

The Saguache parade? Dee and John and the Jacksons just turned back to Pueblo when one of Marcia and Dick's cars broke down? Remember all those sidewalk superintendents? We got a new member from that trip, too.

The Torrez family did a great job of entertaining. On the way home those watermelons we ate at the Sand Dunes really were delicious.

The zoo trip? On a busy Sunday Carolyn and Dale found a perfect picnic spot for us following the trip.

The Silver Key hayride? Remember the excitement of the horses running away with the wagon before it started (Thank goodness!)? Then, there is the way Jim Wood saddles a horse! And, don't forget the little lady wanting to take John Koll home with her.

The Rustic Hills Mall car show? That was when we first showed our cutaway car. Quite an impressive group of show cars were on display.

Working on the cutaway car? Everyone had turns helping on that project. Even if it was hot, dirty work, it was a good way to really get acquainted. Each session was fun along with the work. Thanks, Dee and John, for putting up with us. And, thanks, too, John, for the idea.

Following the Rustic Hills Mall car show with the one in the Mall of the Bluffs? Once again, we had a good display of cars. Some of our members even got to square dance.

The Shucks moving to Anaheim, California? We miss you.

Dee Glusick finished out the Secretary's term? Thanks, Dee.

The Halloween party? That witch cake Carolyn made was a work of art. The Funny Bones game was something else.

The O.C.C. car show in Denver? Our cutaway car was the talk of the show.

What a great year! For a small club we really do a lot. We hope more of you will join in the activities next year.

HELP!!

I am in need of a Chevrolet V6 engine for use in a project Corvair. The engine I need is a 1980 or later 90 degree 229 cu. in. engine usually found in Malibu or Camaro bodies. If you can find one at a wrecking yard, write me with an address and price. If I buy the engine, you get a reward of \$25. The Chevy V6 has the Distributor at the rear (like a Chevy V8), the Buick, which I don't want, has the Distributor at the front. Please write - Seth T. Emerson, 3462 Kirkwood Drive, San Jose, California 95117, or call (but not collect) 408-247-2237.

MEMBER OF THE MONTH

Dale Baxter is a native of Kansas. Although he and Carolyn, his wife, grew up in small towns only thirty miles apart, they did not meet until Carolyn was in high school and Dale was in college.

They were engaged for three years. Then, after being married seven years, Ben (now eight), and later Brian (age six), joined the family. Two poodles, Windy and Rowdy, and a Cocker Spaniel, Honey, now complete their family.

It was about 1971 that they bought a 1963 Spyder convertible -- thus beginning their interest in Corvairs. This convertible and a 1964 Spyder coupe were later sold.

These were followed by a 1968 Monza coupe. "We drove that little coupe a long time," Dale says.

Later, they found the 1966 Monza coupe they now have. A teacher had owned it; some kids vandalized it, and the Baxters restored it.

In June they went to Phoenix to pick up a 1969 convertible which they plan to restore.

Dale says he has always been a "Chevy man". Several years back he was into drag racing with a 1957 Corvette and a 1955 Chevy convertible.

At the present, he owns a 1956 Chevy convertible and belongs to the Classic Chevy Club. Also in their stable of cars is a 1956 Chevy wagon, so he belongs to the National Nomad Club.

While in high school Dale played basketball, but his real game was pool. He belonged to a championship pool team that stayed together through college.

At one time Carolyn was a beautician, but, now, she only does that for the family. Her interests now (besides cars, of course) are bowling (her team is in first place in the league) and sewing. She is also a volunteer mother at the school where her children attend.

Dale likes to golf and bowl, but he finds cars take up most of his time.

He's been in the Air Force since 1967. His first assignment was Selfridge Air Force Base outside Detroit right after the big riots.

Then the Air Force sent him to the University of Missouri, Columbia, Missouri, where he received his Master's Degree in applied math.

Since then he's been stationed at Colorado Springs, the Pentagon, and back at Colorado Springs.

At the present time he is director of operations at the Frank J. Seiler Research Laboratory at the Air Force Academy. There they do research in chemistry and aero-mechanics.

THANK YOU

Your newsletter editors would like to thank the many people who have written articles for our publication this year. Your contributions have been great.

Thanks to Marcia and Dick Shuck for their artwork.

Have you enjoyed our pictures? Thanks go to Rich Palmer in Canon City for these. His excellent artwork and promptness have been outstanding. (And when he has to get my pictures ready for print, that's not always easy!)

Carolyn Baxter always proofreads our copy, thank goodness.

Dale Baxter does the actual printing. Doesn't he do a good job?

Without all of you on our team, we couldn't have a newsletter. Thanks for your work and support throughout the year.

Tommy Harlow and Evelyn Halverson

CLASSIFIED ADS

WANTED: Need desperately for 1964 Corvair convertible, NOS or Concours condition: Wheel well moldings, dog legs, rocker panel moldings, door sill plates, front emblem, headlight bezels, and taillight assemblies. Restoration almost complete but no luck with above. Contact Dick Ferreby, N. Jale Lake Road, Far Hills, New Jersey 07931. Phone 201-234-1810 evenings.

FOR SALE: 1965 Monza Coupe, 29,000 actual miles, automatic, 140 H.P., new paint and tires, new valve cover gaskets, push rod tube and pan gasket, \$2,850.00. S. Johnson, 612 North Washington, Roswell, New Mexico 88201. Phone 623-6021 (home) or 623-2900 (work).

FOUND: Two pair of gloves were left at the Koll home at the last membership meeting. Owner can claim by identifying gloves and displaying cold hands. John Koll - 593-1928.

Christmas is...

One shining star
To make the world bright
One infant child
On that wonderful night
One little prayer
For those we hold dear
To bless you at Christmas
And all through the year.

Your editors would like to wish everyone Merry Christmas and a Happy New Year.

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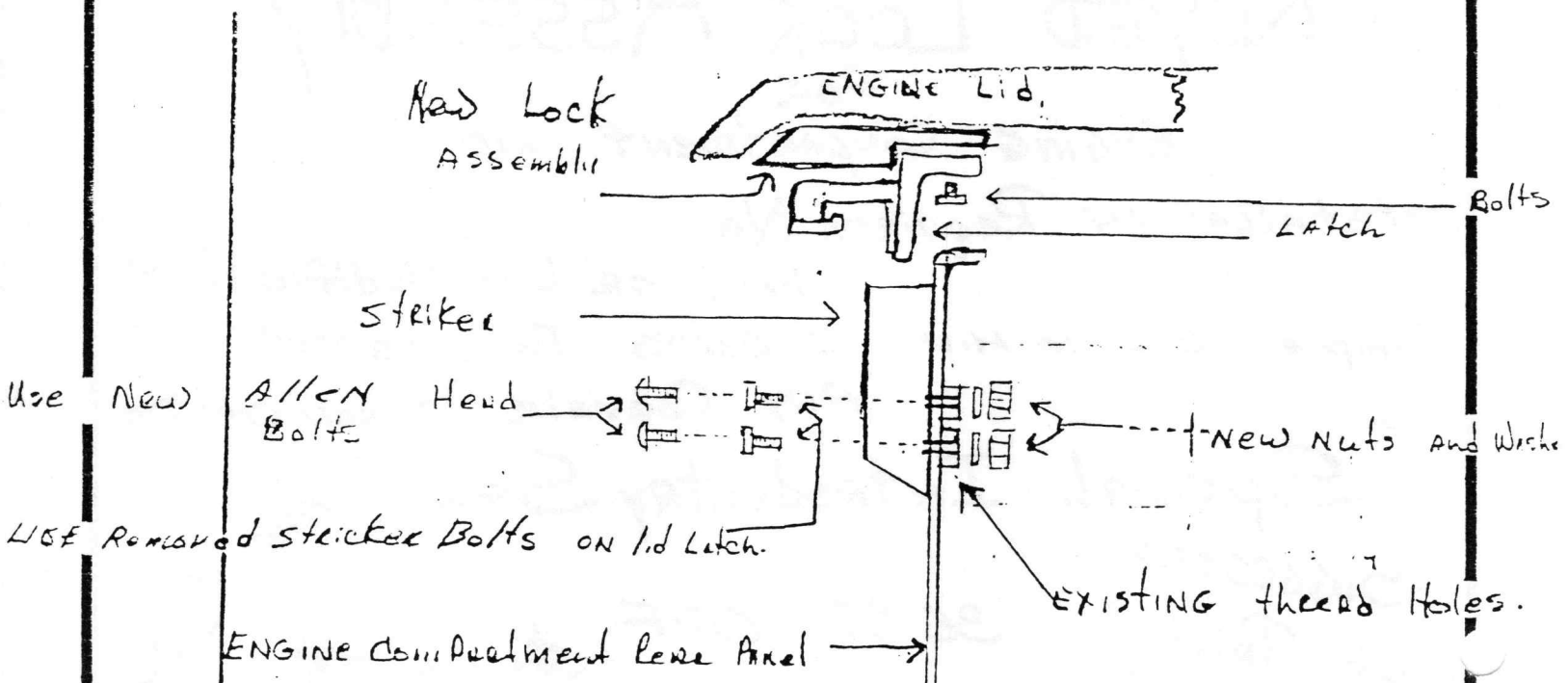
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LATE MODEL ENGINE LID LOCK

1. Remove License plate.
2. With lead pencil scribe outline of existing lid latch on lid and lower striker on body.
3. Remove two bolts holding lid latch and discard.
4. Remove 2 bolts holding lower striker.
5. Using striker bolts, install key lock assembly between engine lid and latch assembly.
6. Align latch and lock assembly as close as possible to outline scribed in step #2 and tighten bolts securely.
7. Using Allen Head Bolts, reinstall lower striker and adjust it about 1/8" lower (the thickness of Keyed Lock Assembly). Align to outline scribed in step #2.
8. Close lid and check Latch and Lock Operation, align and adjust as needed.
9. After all needed adjustments are done - install 2 Jam Lock Nuts (supplied) on lower striker bolts from the inside of Engine compartment.

Parts:

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|--|----------------------------------|
| 1---Keyed Lock Assembly with keys. | 2---Nuts $\frac{1}{2}$ x20 |
| 2---Allen Head Bolt $\frac{1}{2}$ x 20 | 2---Flat Washers $\frac{1}{2}$ " |
| 2---Lock Washer $\frac{1}{4}$ " | 1---Allen Wrench |



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OR

John and Dee Glusick
1929 West 20th
Pueblo, CO 81003

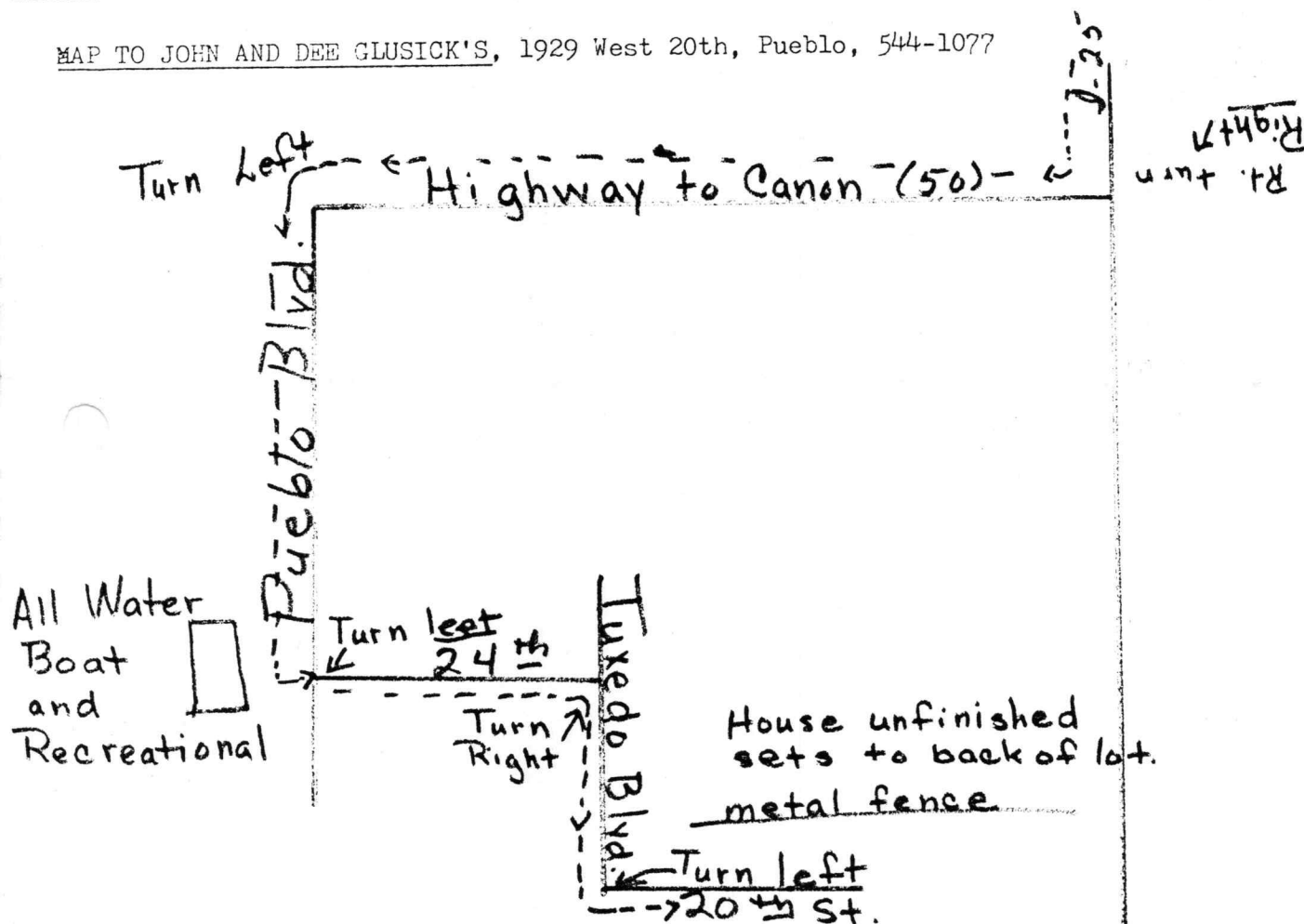
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MAP TO JOHN AND DEE GLUSICK'S, 1929 West 20th, Pueblo, 544-1077



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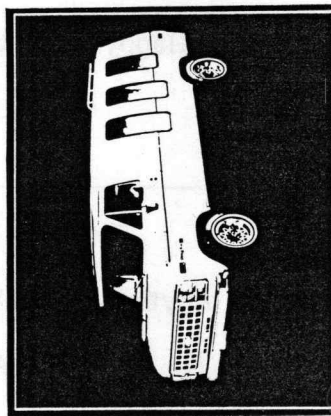
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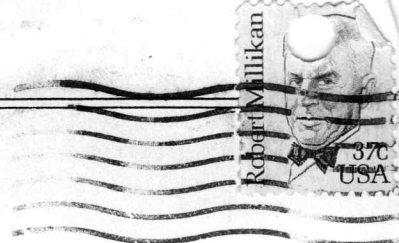


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